

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, October 16, 2014 at the Shiloh Museum Store.

The Scrambler

Volume 28, No. 2

October, 2014

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. September 18, 2014. Meeting was called to order at 7:03 PM by the Vice-President, Al Kaepfel. The President, Bob Stark, and the Treasurer, Tom Duggan, are traveling. 12 members were present and no guests. Minutes of the August meeting were approved.

Ken Eddy, the National Representative, Chuck Girard, local membership, and Tom Duggan, the Treasurer, were not present. No Treasurer's report.

Bill Merrifield, the *Scrambler* editor, emphasized the long piece in the *Scrambler* about the financial difficulties that national NRHS is experiencing.

Old Business: The V-P opened discussion of Frisco Fest. Mitch Marmel informed everybody that the Bennett's of the Sugar Creek Model RR Club had written a scathing letter to the NW Arkansas Times ripping the organizers. Al said that the Boston Mtn Chapter had an OK experience but crowds were much smaller than previous years, which he attributed to a lack of advertising. The website was unbelievably uninformative and did not even mention the A&M, which was giving train rides. We'll have to hope that Rogers gets its act together or this event is going to fold. Al did not have the information required for discussion or voting on the annual award, so it will wait until October.

New Business: The V-P, Al Kaepfel, said that we need a better turnout for the Christmas Dinner Train this year and made a motion that the chapter subsidize the \$20 tickets with \$10 per ticket. Seconded and passed. We need to remind the membership about this event, perhaps with pictures from last year's dinner on the web-

site. We need to investigate handicapped access, especially wheelchairs. The secretary will contact A&M to find out.

The V-P called for discussion of the chapter's relationship with national and what might happen if national has to declare bankruptcy. If that happens our assets may be at risk to satisfy creditors, obviously highly undesirable. He suggested that a name change might distance our chapter from national enough to shelter our assets. By-laws can be amended by a 2/3 vote of those attending any meeting. Article 1 of the by-laws is devoted to our name and article 11 governs dissolution. He then threw it open for discussion. (in the following, AK=Al Kaeppl; MC=Malcolm Cleaveland; DH=Dick Hovey; BM=Bill Merrifield; GC=Gary McCullah; MS=Mike Sypult; ST=Steve Tharp).

DH:A group of us are looking to start a museum, maybe something could be worked out if we go through with it.

GM: National may be going from chapter model to donation model where we would just make a donation annually to national but individuals would be free to belong to national or just belong to us. That might shelter our assets.

BM: We need knowledgeable legal advice and not rely on our own opinions.

MC: We could amend the by-laws tonight or at any time in a meeting once we decide what to do. Dissolution (Art. 11) is much more complicated and should be a last resort unless we amend it to make it easier.

GM: We should consult with the Little Rock chapter that disbanded and became a "RR Club".

MS: The Railway Locomotive Historical Society has a structure like what the NRHS may go to. We could affiliate with them.

AK: We need a committee to look into this matter and advise the chapter as to how to proceed.

ST: The chapter board should be the committee.

GM: At the least we should have the Pres., V-P., Treasurer and Chuck Girard on such a committee.

AK: Will get in contact with the committee members and arrange a meeting on this subject.

Programs: October: Bill Merrifield; November: Show and Tell; December: Saturday Dec. 6 Children's Christmas Train, Thursday. December 18: our own Christmas Dinner Train.

Train Talk: Mitch Marmel said traffic patterns may change in downtown Springdale with some streets becoming one-way to accommodate A&M loading, also there are a number of RR-related events coming up, e.g., the Springfield Model RR show Sept. 27. Ray Toler said that the July 23 issue of the NW Arkansas Times had a feature, Arkansas Postcard Past, with a photo of the executive branch of the Arkansas & Missouri RR.

Business meeting adjourned 7:57 PM, followed by Dick Hovey's talk, "Anatomy of a Train Wreck" with his photos.

Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

Please note that the Chapter Treasurer does **not** have a key to the General Store. I pick the key up at the front counter of Shiloh Museum for each meeting. It is necessary for each and every meeting to have advance arrangement for the key. Thomas S. Duggan.

From Dispatcher Bob Stark: All Hands, there has been great interest in our chapter recording railroad history from former railroad workers. Recently Tom Duggan borrowed some equipment and interviewed John Furrflow

on personal railroad history. We have had a number of great opportunities for other interesting railroad history interviews plus we should be recording relevant historical presentations by our own members.

I have had discussions with some very knowledgeable folks who say the equipment for good quality videos isn't real expensive. One such person uses his iphone and a tripod and another person of the female persuasion recommended we just buy a couple of hundred dollar digital cameras. She said it is easier because you just pull the chip after the interview and insert into your computer and store the information recorded

I am going to make a motion at the October meeting that we buy a camera for these interviews and I am going to ask Tom Duggan to go to Best Buy and find a good deal for one if approved by the Chapter.

I was also reminded last week that I need to form a nominating group to get officers for the coming year. I am asking a group of our younger members to perform this task. Yes, I know we have good distances between you and that two of you are still working; but, you all have phones and other devices available,

My group comprises Gary, Mitch and Steve. Please accept this important responsibility for the good of our Chapter. You have until the December meeting to complete the task

I thank you in advance, Dispatcher Bob.

Tom Duggan submitted the following: a memo concerning our Chapter's legal situation and a map of Chester, Arkansas obtained from John D. Furlow that he has annotated.

Chapter Legal Status by Tom Duggan

The Chapter is an Arkansas nonprofit corporation in good standing with the Arkansas Secretary of State. According to the records we are incorporated as "The Arkansas Boston Mountain Chapter, **National Railway Historical Society, Inc.**(emphasis added). The NRHS is a Maryland corporation operating under the legal name **National Railway Historical Society** (emphasis added). A casual observer might think that from a legal standpoint the Chapter and NRHS are the same.

NRHS-the national entity- has been facing challenges that have been disseminated in the September newsletter. On September 20, 2014 a proposed plan of reorganization was voted down by a 12 to 10 vote. We have no information as to any subsequent developments. We do know that NRHS is short of cash resources necessary to keep operating.

I think it would be prudent to change the legal name of our chapter so that our apparent direct linkage to NRHS is eliminated. Legally we want to be an Arkansas nonprofit entity without reference to NRHS. In the event- (likely very remote) the NRHS enters bankruptcy proceedings, the first thing any lawyer or paralegal would do is a name search to see if there are any additional NRHS entities. The name of our organization would pop up and potentially a creditor would seek to have the court include our assets in the bankrupt's estate. At a minimum we would have to hire an attorney to rebut the presumption we are the same as NRHS.

The Chapter Bylaws, Article X, require that any amendments to the By Laws be submitted in writing by a member. The President is required to appoint a committee to study the proposed By Law amendment and submit it for discussion and a vote at the next regular meeting. A favorable vote of two-thirds of the members present is required to amend the By Laws. At a recent meeting called by the Chapter President , attended by the Vice President, Secretary and Treasurer, the following names were discussed:

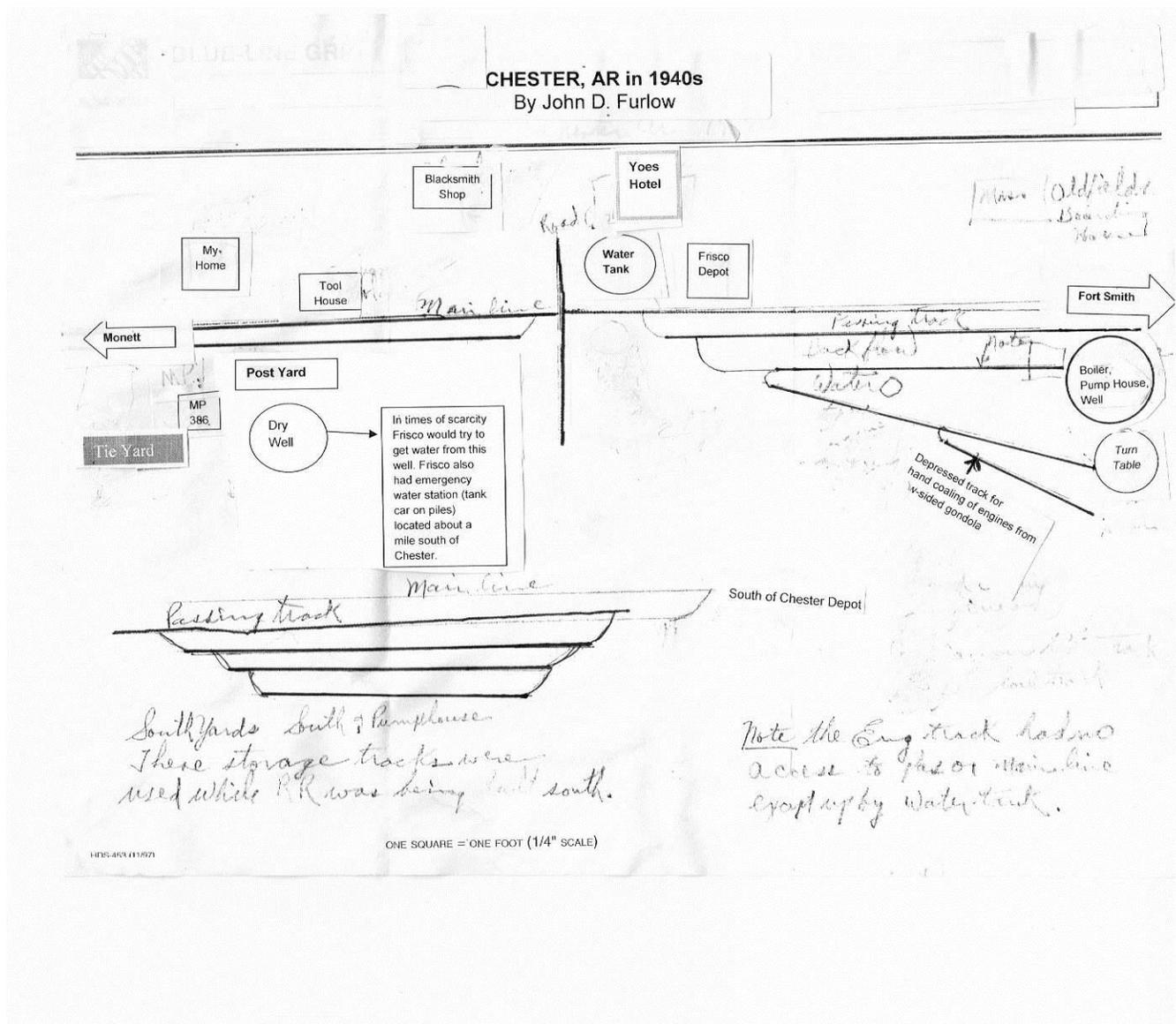
Boston Mountain Railroad History Club or Arkansas Railroad History Society.

I will be glad to handle the paperwork associated with a possible name change.

Our By Laws are based on the 1963 nonprofit law. The By Laws need a thorough redo (they refer to a mysterious Senior Vice President for example) and several sections regarding membership might run afoul of EEOC requirements that in turn could impact our 501-c-3 non tax status. We can easily obtain updated language from the 1995 version of the nonprofit law to submit to the membership and ultimately the Secretary of State.

Thomas S. Duggan

Annotated 1940s map of Frisco Railroad trackage at Chester, Arkansas



Tom Duggan also submitted the following NRHS Reorganization Question and Answer from Al Weber, NRHS President: **Question-** On 10/8/2014 5:56 PM, Thomas S. Duggan wrote:

“Our Chapter has a number of individuals who want to drop our relationship with NRHS. I have been a member since 1992 and obviously believe there is still a role for NRHS in a changed world. Has any progress been made towards identifying a path forward that you can share with our members?”

“I was a banker and worked on a number of bankruptcies and financial reorganizations. I can imagine your task is a very difficult one especially trying to reconcile differing perspectives.”

Answer- (October 12, 2014) “Tom, in the 20 days that I have had this job and found out the trouble that we are in, we have made a lot of progress. (Maybe not as much as everyone wants though.) We got the Rutland, VT convention up and taking ticket orders. The NRHS News is now going to be bigger with more articles but coming out in electronic format now. This gives a much more current content option rather than a several month old content due to the print cycle time. We got the next two conferences in Tennessee and Virginia back up and are working on getting out the 2015 national dues bills out. (last still a work in process)

Now for the distressing news, we are in debt. We have had no income for 4 months. Last few years we spent much more than we took in. We have received several donations to help us but we could use more. We did have a profitable convention in Springdale and I talked with several of your chapters members at the meetings and on trips.

The NRHS is just more that what we give in stuff to a member. Your chapter has a better chance of being a member of a 10,000 person group when talking to companies rather than just a local group. Use that and it will open doors for your chapter. We do that here in St Louis and it works. We get grants and donations to the local chapter since we are both local and national. Companies like that.

So, we have been here for 80 years as NRHS and I am trying to make the next 80.
Thanks,

Al Weber

Christmas Dinner Train: Our annual Chapter Christmas Party will happen on the regular third Thursday meeting night on December 18 at 6:30 PM. Our party will take place on the A&M’s recently acquired streamlined dinning car with its new and handsome interior. The party will feature a tasty supper followed by the traditional selection and involuntary swapping of presents.

This year we are able to provide a price reduction of one-half to \$ 10.00 per person. For whatever reason our attendance was down last year; so, let’s bring it back up to normal this year. We hope every member will show up and enjoy the friendship.

To make reservation you must make payment to Al Kaepfel either at the October or November meetings or by mail to 3831 Tara St, Springdale, AR 72762. Let’s have some fun together. Al Kaepfel

HISTORICAL OPERATIONS

Fundraising campaign moving ahead for Electroliner restoration

September 30, 2014

UNION, Ill. – The Illinois Railway Museum is moving ahead with a major fundraising effort to pay for the restoration of its former Chicago North Shore & Milwaukee Electroliner cars Nos. 801-802. Volunteer Tom Sharrott tells Trains News Wire that several key museum members working on the project met recently to review progress and re-evaluate what needs to be done to return the car to service.

The museum's original goal was to have the train operational by 2016 at a cost of \$500,000. Based on closer inspection of the train, it has been determined that major wheel work, perhaps truck work, and air brake work needs to be done. The group working on the car is investigating several options of how the wheel and truck work might be done, which could involve lifting the cars off the trucks and putting them on flat cars or on the ground, which would be very expensive.



An Electroliner traverses 5th Street in Milwaukee in 1962.

Hoses and electrical cables between the cars need to be replaced. The air conditioning system needs to be repaired or replaced. Seals in all the windows need to be replaced, and window work has begun. All seats need to be reupholstered (that work will start in 2015) and the interior needs to be painted.

The review led to a more expensive estimate of what the renovation would cost, which is now at least \$750,000. The goal is to have the car operational sometime in 2017, and all work completed by 2020. That depends on how much money is raised and such things as scheduling shop time and availability of workers.

The museum has obtained a \$25,000 matching grant from the 20th Century Electric Railway Foundation for the restoration of the Electroliner. To receive the grant, the museum must raise \$25,000 in donations, with the goal of doing so in the next three months. If the campaign is successful, this money along with what has already been donated, will allow work to repair the train's eight motors (and a spare) to begin and possibly have them installed late in 2016 or early 2017.

The North Shore interurban operated between Chicago and Milwaukee. In 1939 it began a modernization program. The most significant component of the program was the purchase of two four-car articulated streamlined "Electroliner" trainsets from St. Louis Car Co. The two end units included operating cabs and smoking and non-smoking coach seating. There was also an additional coach and a tavern lounge. The Electroliners entered service on Feb. 9, 1941, with each trainset scheduled to run five one-way trips in Chicago-Milwaukee service every day at speeds up to 90 mph. The Electroliners continued in service until the end of the railroad on Jan. 21, 1963, and then saw service as "Liberty Liners" on the Southeastern Pennsylvania Transportation Authority's Norristown High Speed Line from 1964 to 1980. Both trainsets are preserved.

Southern Museum breaks ground on expansion project

October 1, 2014

KENNESAW, Ga. – The Southern Museum of Civil War & Locomotive History has broken ground on an 8,700-square-foot expansion to its research center. The Museum's extensive collection includes more than 45,000 railroad photographs from the David W. Salter Collection, a one-of-a-kind glass plate negative collection of Glover Machine Works locomotives, and thousands of Southern Railway-related documents through the Southern Railway Historical Association Collections.

"We are fortunate that our collection of documents, letters and artifacts has expanded at the rate it has. But, in order to continue to grow, we need a larger facility," says Dr. Richard Banz, executive director of the Southern Museum. "The expansion will be a world-class facility that will serve as a permanent place to preserve, interpret and, most importantly, make these important artifacts accessible to researchers." The \$1.1 million expansion project will be completed in March 2015. The museum is best known as the home of the Civil War "Great Locomotive Chase" 4-4-0 steam locomotive The General.

New Orleans streetcar line named National Historic Landmark

October 2, 2014



St. Charles Ave.
Perley Thomas
Streetcar No. 962

Photo by
Scott A.
Hartley

NEW ORLEANS – The U.S. Department of the Interior has named the St. Charles Avenue Streetcar Line as a National Historic Landmark. Operating since 1835, the St. Charles line is the oldest continuously operating streetcar line in the world.

The operation is well known for its fleet of 35 arch-roofed, steel-bodied green Perley Thomas streetcars, which represent an evolution in the engineering of streetcar technology and have operated on the line since 1923.

For the last decade, the St. Charles Avenue Association has been working to obtain the National Historic Landmark designation. In December 2013, association representatives made a presentation to the Landmarks Committee of the National Park Service in Washington. Following initial approval from the Landmarks Committee, the National Park Service Advisory Committee voted for approval in May 2014. This week U.S. Secretary of the Interior Sally Jewell signed the National Historic Landmark recognition for the St. Charles line.

There are 2,544 National Historic Landmarks throughout the U.S. and 29 in New Orleans. The St. Charles Streetcar Line joins San Francisco cable cars as one of only two moving National Historic Landmarks.

Ticket sales begin for 2015 NRHS convention in Vermont

October 10, 2014

RUTLAND, Vt. – Ticket sales are now open for the 2015 National Railway Historical Society convention in Rutland, June 14-20. Highlighting the 2015 convention are chartered passenger trains over the colorful and historic Vermont Railway System – many traveling freight-only routes and featuring photo runbys. Roundhouse and facility tours are also planned. Vintage locomotive fans will savor an excursion on the Saratoga & North Creek in New York, pulled by EMD BL2 diesels. A public excursion will also be offered June 21. The convention will be based at the Rutland Holiday Inn, which will host all convention meetings, seminars, and the annual banquet. A special rate is available for convention attendees.

Pere Marquette 2-8-4 No. 1225 to power ‘North Pole Express’

October 10, 2014

Our thanks to Trains Newswire for historical new items.



OWOSSO, Mich. – The Steam Railroading Institute’s Pere Marquette 2-8-4 No. 1225 will power the group’s annual “North Pole Express” excursions Nov. 22-23 and 28-30, and Dec. 5-7 and 12-13.

Lima Locomotive Works built No. 1225 in October 1941 for the Pere Marquette. In 1957, officials at Michigan State University, seeking an outdoor monument to commemorate the steam-era, saved the locomotive from a scrap yard. In 1969, university students set out to restore the locomotive, but were unable to complete the project. In 1983, No. 1225 was moved to Owosso and restoration resumed. The locomotive returned to excursion duty in 1988. In 2013 the group completed No. 1225’s federally mandated 1,472-day inspection.