

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, November 20, 2014 at the Shiloh Museum Store.

The Scrambler

Volume 28, No. 3

November, 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. October 16, 2014. Meeting was called to order at 7:01 PM by the President, Bob Stark. The Vice-President, Al Kaepfel, the National Representative, Ken Eddy, and the Local Membership Director, Chuck Girard, were not present. 19 members attended and no guests. Minutes of the September meeting were approved with one correction: In the key to the list of those who participated in the discussion of the chapter's relationship with national, "GC=Gary McCullah" should read "GM=Gary McCullah" .

Tom Duggan, the Treasurer, reported that we have \$12,715 in our accounts. He attended the MoPac convention in Springfield and sold \$198 worth of maps and merchandise. He expended \$28 for postal rental in October.

Old Business: The Children's Party is Saturday, December 6. We will setup the usual "Engineer's" layout and possibly another. A signup sheet was passed around. The Xmas party is the third Thursday in December. We will make arrangements to transport those members with disabilities if they want to attend. The chapter is paying half the ticket price this year in an effort to boost attendance, so tickets are \$10 apiece. We will vote for the annual award at the November meeting. The Secretary reported that he had talked to Customer Service at A&M and they said all their passenger rolling stock were handicap accessible. He is not really satisfied because he had not been able to talk to Brenda Rouse. In view of the A&M accident, this will be put off to a better time in November.

New Business: None.

Programs: November-Show and Tell; December- Saturday Dec. 6 Children's Xmas Train, Thur. Dec. 18 our Xmas Train; January-Bob Stark on trip to Pennsylvania; February-Malcolm Cleaveland on the Orient Express exhibit in Paris; March-Mitch Marmel with some videos he has downloaded.

Train Talk: A&M accident: The excursion train stalled for some reason, perhaps due to fall leaf cover on the rails. A locomotive was sent to assist but rammed the excursion train along a tree-lined wide curve. Mike Condren visited the site and the newspaper accounts of 44 injuries was thought to be greatly exaggerated. Four or five injured were admitted to the hospital. They had been transported to Highway 71 on 4-wheeled vehicles. Other passengers received bumps and bruises.

Tom Duggan talked about his trip out West which was impacted by smoke from the King Fire while he followed the Truckee Railroad, railfanning UP trains and the Amtrak California Zephyr. Tom reported on his attendance at the joint MoPac Historical Society and Frisco.org (an internet resource), that it was very well run. He interviewed John D. Furlow about his RR experiences, but lost part of the interview due to equipment problems.

Mike Syputl will interview Bob Black about his RR experiences. Mike said our computer is dying and needs to be replaced with something better soon. Mike Syputl mentioned about Railspot, an email group through Yahoo (Google: Yahoogroups Railspot) that has a Facebook page. Their group description is as follows: "Railspot is a regional railfan list server whose purpose is to allow those railfans in the states of Texas, New Mexico, Oklahoma, Arkansas and Louisiana to swap information that may be of use to those who are interested in the operation of area railroads."

Business meeting adjourned 7:50 PM, followed by Bill Merrifield's talk, "A Personal History of the Denver Tramway Company".

Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

Please note **again** that the Chapter Treasurer does **not** have a key to the General Store. Tom Duggan usually picks the key up at the front counter of Shiloh Museum for each meeting. If Tom is out of town or unable to attend, it is **absolutely necessary** for each and every meeting to have advance arrangement for the key.

From Dispatcher Bob Stark: All Hands; Our Nov.20 meeting will be a busy one. We will have the sign up sheet for our role in the December 6th A&M Children's Train. Be prepared to pay up for our Christmas Party, vote on our 2014 Preservation Award, and our annual **Show and Tell**. You all need to be there with something to talk about. Dispatcher Bob

Chapter members Bill and Ernestine Ussery have moved to Katharine's Place in Springdale effective October 27, 2014. Their new mailing address is as follows: 672 Jones Road, Apt. 118, Springdale, AR 72762

Chapter member Bob Hofer's health has been a challenge for him and his wife, Rose Anne. Please keep the Ho-fers in your prayers or thoughts.

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 dining 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 November meetings or by mail to 3831 Tara St, Springdale, AR 72762. Let's have some fun together. Al Kaepfel

The NRHS Newsletter is now published on the internet via email or www.nrhs.com. The November issue has extensive photographs and articles of the recent national convention featuring A&M Railroad equipment, other rail features in NW Arkansas, and experiences by convention members. Editor.

On November 1st at about 1:15 PM on Highway 264 in Lowell, Arkansas, member Tom Duggan saw a south-bound lashup of A & M motive power running light which included five Alcos and EMD 72 trailing. It looked like the Monett train consist except for the direction and lack of freight cars.

Liquefied natural gas (LNG) may be the railroad historical wave of the future. By Kevin Smith WESTPORT Innovations, Canada, has delivered the first of four liquefied natural gas (LNG) tenders ordered by Canadian National (CN) to Electro-Motive Diesel (EMD), United States, which is developing a pilot low-pressure LNG:diesel dual-fuel locomotive for the Class 1 railway.

For the project EMD is retrofitting SD70ACe and SD70M-2 3.2MW locomotives, which meet US EPA Tier III emission standards, and will utilise parent company Caterpillar's Dynamic Gas Blending technology. A 45,500 litre ISO LNG tank, which is 12.2m-long and is fitted to a 48ft intermodal well wagon, will hold the LNG, which will be vaporised in the tender, avoiding the need for the cryogenic liquid to be carried across a coupler. The ISO LNG tender can fuel either a single or dual locomotive formation and offer comparable power ratings and range to diesel-powered locomotives. Mr. Brian Dracup, Westport's senior director of rail, says this particular LNG project will have a 60-80% LNG use rate, and has the advantage of converting to 100% diesel if required.

Dracup says that adopting LNG could offer Class 1s a 30-50%, or \$250,000 - \$450,000 fuel saving per locomotive, per year based on average fuel consumption of 1.14 million liters per year.

EMD is expected to carry out stationary testing of the LNG-powered locomotive over the next few months ahead of CN's pilot line testing program, which is due to begin this summer. Westport will deliver the three remaining LNG tenders by the end of the second quarter.

The low-pressure project is a companion project to the application of Westport's high-pressure direct injection (HPDI) technology to a SD70M-2 locomotive, which is supported by the Sustainable Development Technology Canada, a Canadian government-backed initiative which aims to commercialize emerging clean technologies. This scheme is again being developed in partnership with EMD and CN along with Gaz Métro Transport Metro Solutions (GMTS) and aims to provide a 95%-5% LNG:diesel fuel ratio.

Dracup likens the adoption of LNG to the conversion from steam to diesel locomotives in the 1960s, a view shared by leaders in the North American railway industry, including BNSF president Mr Matt Rose. Dracup expects the market for LNG tenders and locomotives to remain small scale in 2014-15 as initial pilot projects take place, but for these pilots to expand to orders for 25-100 units in 2016, and larger orders for 100 to 300 plus tenders in 2018.

He adds that in his opinion, due to the structure of a market in which only seven Class 1s now operate compared with over 100 during the steam era, that the widespread adoption of LNG could happen much faster than the 20 years it took for a complete switch from steam to diesel.

However, Dracup does not expect HPDI locomotives to be commercially available until at least 2017. He says that due to the average life of locomotives, retrofits to existing units will be more common initially before the adoption of locomotives built specifically for LNG utilisation.

"Dual fuel technology is the right technology in the beginning," Dracup says. "It is an interim technology designed to familiarise the Class 1 railroads with the new fuel to provide peace of mind before the major investment that will initiate the complete switch over. The risk-free demonstrations with dual-fuel locomotives that we are seeing now are intended for the railroads to get comfortable with natural gas, and to develop the infra-

structure to accommodate it. When they have reached this point we will then be ready to enter with the HPDI technology." RAIL GROUP NEWS, April 11, 2014. Our thanks to member, Mitch Marmel, for this article.

TRAINS FROM MEMORY

1925 Central Division Passenger Train Consist

By Tom Duggan

In March 1917 the Frisco and the Katy began joint operation of St Louis-Texas passenger trains that were four hours faster than the all Frisco routing via the Central Division. By March 1921 Frisco Central Division main line service still had two St. Louis-Dallas through trains and one all stops overnight Monett- Paris train. Thanks to the generosity of Bill Pollard we can see the composition of the *Texas Limited* train from Paris, TX to Monett, MO on August 8, 1925.

Engine 1407- Paris to Fort Smith (4-6-0 Baldwin coal burner) (1907)

Engine 1048-Fort Smith to Monett (4-6-2 Schenectady coal burner) (1912)

Car 369- 70-foot Baggage-Express (1910)

Car 1062- 61-foot Mail (Railway Post Office), Baggage & Express (1910)

Car 1288- Coach (1910)

Car 1639- Coach-Café (1911)

Langley-Steel sleeper (twelve sections and one bedroom) (1922)

Muskegon-Wooden sleeper (pre 1907)

Defiance-Wooden sleeper (pre 1907)

Engine 1407's tender carried 14 tons of coal and 6,000 gallons of water. Engine 1048's tender carried 14 tons of coal and 8,100 gallons of water. Both engines took on additional water en route.

The cars, except for the two wooden sleepers, were built of steel. Steel passenger cars became common after 1907. Lighting came from an axle driven generator that also provided power for the fans that were the sole source of cooling. In winter the cars were heated by steam.

Toilet and dressing facilities were located at either end of the car. The bedroom was an enclosed room that had three beds and private toilet facilities.

A sleeper section consisted of two facing seats during the day. At night the Pullman porter, always an African American called George, after George Pullman, would fold the seats down to make a bed for two. Using a special key he would then unlock a fold down compartment above the seats to a second bed that required a ladder for access. The two sets of beds were covered by a heavy curtain that attempted to provide privacy from people passing in the narrow aisles. Sections were notorious for the difficulty in changing clothes and were the butt of many jokes.

The August 8, 1925 train was a mix of new and old passenger equipment. The consist included three sleeping cars that suggests to me the train was either coming or going to a convention. The RPO, according to Post Office data, included a 30-foot mail section typically manned by three to four clerks who worked from Monett to Paris.