

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 16, 2015 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: Meeting of the Arkansas-Boston Mtn. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. June 18, 2015. Meeting was called to order at 7:03 PM by the President, Bob Stark. Due to heavy rain from remnants of tropical storm Bill only eight members were present and one guest, Joe Stewart from New Jersey, who reluctantly admitted that he is Bob's brother-in-law. Minutes of the May meeting were approved.

Ken Eddy, the National Representative, Chuck Girard, local membership chairman, and Bill Merrifield, the *Scrambler* editor, were not present.

Tom Duggan, the Treasurer, reported our total assets as \$12,499.90, including \$0.93 interest. Someone gave him a dime to make an even \$12,500. Expenses were minor, postage reimbursement to Chuck Girard and trailer rental.

Malcolm Cleaveland, the Secretary, asked again if anyone knew how Ray Toler is doing. Tom Duggan said he would call him. (Note below.)

Old Business: Someone asked if we have received any more information about Frisco Fest. Apparently nothing has been mailed out by the Rogers Frisco Fest leaders. Weed to find out quickly about the arrangements.

New Business: We have a new container to transport the model trains for the layout. The old one was destroyed opening it.

Train Talk: Tom Duggan was up in Kansas railfanning the UP sub and saw many long stack trains with 2-2 distributed power. He said he looked at the UP annual report and the UP only makes about \$1,200 profit to haul a double stack from the West Coast east, far less than they make hauling chemicals or even coal. He also reported that shippers now only get \$243 per 20' Equivalent Unit (TEU) (a 40' container would be two TEUs) for carrying loaded containers across the Pacific. Rates are low because the major shipping companies have bought ships with more than 19,000 TEU capacity.

Joe Stewart said he worked for a company making brick molding machines, many of them going to China. The Chinese could make bricks and ship them to the U.S. to sell cheaper than bricks could be made in the U.S. The many containers going back empty are an indication of our trade imbalance.

Malcolm Cleaveland volunteered that the Chinese make his plastic Z scale containers for him (including beautiful pad printing), cheaply and cheerfully. U.S. companies wanted an exorbitant amount for the molds and orders of thousands of each item. The Chinese will do orders as small as 200 per item for much less money.

Barb Gavron's nice N scale layout hasn't sold yet. The owner wants \$250 for it.

Show and Tell: Cleaveland showed a Z scale passenger train set with a F59PHI locomotive and four cars that cost \$119+shipping.

Al Kaeppl passed around an N scale replica of the beautiful Norfolk & Western 611 steam engine that was recently renovated and is now in excursion service in Virginia. He had a copy of the excursion schedule. N&W built most of their own locomotives and this one had huge 80,000 lbs of tractive effort, with 70" drivers and was clocked at 110mph one time. He got the information from a book: F. M. Swenger, *American Steam Locomotives, Vol. 1*, 1967, Midwest Rail Publications, Davenport, Iowa, in case anyone wants to hunt for a copy. He talked about other 4-8-4 locomotives that ran for the Santa Fe and New York Central, but all were inferior to the N&W 611.

Rose Ann Hofer brought a 1942 Chessie calendar and an historic Santa Fe ad for their Super Chief luxury streamliner.

Travis Walls showed a conductor's watch he bought that commemorates the 100th anniversary of the Kansas City Southern RR.

Barb Gavron found several interesting items about Belle Starr's rail trip to federal prison in Detroit from Ft. Smith and Carrie Nation's 1904 whistle stop and impromptu speech about the evils of alcohol. The items were in *The Journal* (of the) *Ft. Smith Historical Society Inc.*

Malcolm K. Cleaveland , Secretary

LOCALLY ON THE BEAM

Tom Duggan spoke with Ray Toler today. He does not like to drive at night and accordingly has not been attending NRHS meetings. He has a housekeeper and a yard man to care for his property. He mentioned that he had recently sent in his local dues. I told him that was fine and his non-membership in the National was alright. He is close to being 94 and just recently has given up riding his motorcycle.

Over the years Ray has done a lot for our Chapter and should be recognized for such. Tom added that we should be thinking about others in our chapter like Ray who given so much over the years to our Chapter's success.

A note from long time active member, Bill Ussery: Hi to each,
Our daughter and her husband, retired school teachers, are now living in Western Colorado, near Grand Junction. They saw the train of locomotives (Pictured below.) These were probably going to the scrap yard or junk. Nancy was really impressed to see a one mile train of locos; but, did not say how many there were. Are there any ideas from anyone? Wish I could be at the meeting, but I can't. Bill Ussery



As of 3-31-15 UP had 475 locos in storage out of a fleet of 8,000 as business is down (the lingering effects of the west coast dock strike, less coal volume, and reduced oil car business). I would guess the locomotives are going to a loco dealer or scrap yard.
Tom Duggan

HISTORICAL OPERATIONS

Philadelphia PCC car restoration

June 30, 2015 BOONTON, N.J. –

In late June, Star Trak Inc. completed the restoration of former Southeastern Pennsylvania Transportation Authority PCC No. 2743 for the Rockhill Trolley Museum, located in Rockhill, Pa. On June 27, No. 2743 returned to service on Pennsylvania museum's trolley trackage.



Demolition of Union Pacific Columbus depot begins

June 30, 2015

COLUMBUS, Neb. – Union Pacific began demolition of the former passenger station along its main line in Columbus this week. It was the last intact UP depot along the right-of-way between Omaha and North Platte. UP says demolition is expected to last through the rest of the week. Cleanup, backfill and compaction of the site should be finished by July 11, the Columbus Telegram reports.

The depot was built in 1886-87 and opened by April 1887. It was remodeled and expanded in 1909. The remodeling included stripping the building down to its foundation and building more space on the west end.

The depot included a ticket office and lobby, waiting rooms for men and women, restrooms, a baggage room, and express room, according to plans dated April 1909.

The last passenger train, UP's combined "Cities" streamliner, stopped at the depot in May 1971 as Amtrak took over the majority of the nation's passenger trains on May 1. It took UP passenger trains a couple of days to finish their runs from the West Coast to Chicago after the Amtrak takeover.

After passenger service ended UP used the building for offices and for signal and maintenance crews. The depot was replaced by a new \$1.58 million replacement structure a block away that includes offices and houses equipment for a signal team.

The railroad gave the city an opportunity to purchase the depot but it would have had to be moved at an estimated cost of \$750,000 since it was too close to the tracks for non-railroad uses. That price tag was too costly for the city.



A loss that can not be replaced no matter what the cost might have been. Lets hope the photographers were busy before this took place. Editor