

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, September 17, 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. August 20, 2015. Meeting was called to order at 7:04 PM by the Vice-President, Al Kaepfel. Fifteen members were present and one guest, David Stiegler from Rogers. Minutes of the July meeting were approved.

Al announced that Charlene, Bob Stark's wife, is seriously ill, went to the hospital and had surgery. The Secretary has sent a get well card for the chapter. Our thoughts and prayers are with Charlene and Bob.

Chuck Girard sent his regrets that he would not be able to attend and that we should get someone to fill in for him because he would be able to give the scheduled presentation, "Depots of Ft. Smith."

Tom Duggan, the Treasurer, reported our total assets as \$12,504.72. The 2014 T-shirts and pins were sold to the A&M RR for \$529.92 has not been paid because the invoice was misfiled. That has been corrected and the check is in the mail.

Old Business: Frisco Fest: August 28 & 29, Friday & Saturday, with most action Saturday. A list of volunteers was passed around. We will be in the same spot, but setup on Saturday will be hindered by the race finishing on that street.

New Business: Duggan: the Museum is redoing its 1991 vintage RR exhibit and we could consider donating \$3,000 to facilitate it because city money cannot be used to purchase artifacts. The idea is to recreate a station agent's office with authentic artifacts as much as possible. The large photo that graces the present exhibit will go to the Rodney McCarren Museum at the A&M depot. There were many questions: will we be acknowledged in the exhibit? Should we create a committee to help the Museum with acquisition of artifacts? Since Tom Duggan is knowledgeable and already working with them can he do it alone? The V-P suggested we table the discussion until the next meeting when Tom will have had a chance to sound out the Museum for details.

Train Talk: Mike Condren said that he would be giving a presentation to a model RR group at the Tulsa Public Library on Saturday, September 19 about Arkansas RRs. On October 11 there will be an art festival and A&M will run from Seligman to Van Buren. An item was shown about the Bentonville-Rogers shuttle breaking down in 1915. Steve Tharp said he would do a program on Finnish steam engines and could do a program on the Durango & Silverton. Mike Sypult said we are losing old RR structures right and left. Also, there is a brand new KCS RR crossing of the Mexican border, first in at least 100 years. Mitch Marmel: There is talk of reviving the dormant El Paso-Juarez line. There is an article in *Railfan & RR* about the NRHS convention.

Dick Hovey passed around flyers about the A&M Ride the Rails to Trails Bike Shuttle, starts August 30. Schedule: Springdale to Fay 8:00AM, Fay to Springdale and Rogers 9:00AM. Springdale to Rogers 10:15AM, Rogers to Springdale 11:45, Springdale to Winslow 1:30PM. Price \$20 one-way, \$25 round trip.

Adjourned business meeting about 7:30 and Mitch Marmel showed a British video about the development of British steam locomotives and the parallel development of model trains.

Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

Several of our chapter members have had serious family set backs since we last met in August. Charlene Stark, our chapter president's wife has been in serious medical condition but has shown considerable improvement this past week.

J.P. and Candy Bell's adult daughter has been missing east of Fayetteville for nearly a week now and is the subject of an intense search. Our concern and prayers go out to our hurting and anxious friends.

Our chapter's Christmas party

Arrangements have been made for our chapter's Christmas party to take place on the third Thursday in December – 17 December. We will again enjoy the dining car on the Arkansas and Missouri railroad. As in the past, the supper will be catered. The train will leave the Springdale depot at precisely 6:30 PM

In order for you to have a reservation you must give \$10 in cash or check to Al Kaepfel at a meeting or by mail for each person. The \$10 price represents the actual price of \$20 reduced by the chapter's subsidy of \$10 each.

For Mailing: Al Kaepfel

3831 Tara St., Springdale, AR 72762.

Al's phone number is 479 – 927 – 3163

Everybody, please plan on coming! We enjoy and need a large attendance.

HISTORICAL OPERATIONS

Cass Railfan Weekend 2016 canceled. Future operations in doubt

Trains Newswire

In a Facebook post to followers, the Mountain State Railroad & Logging Historical Association says there will be no Cass, W.Va., Railfan weekend in 2016. The Facebook post also cast doubt on future Railfan weekends. The historical association is the non-profit volunteer component to Cass Scenic Railroad State Park in Cass, W.Va., which is home to the largest single collection of operating geared steam logging locomotives in the world.

KEOKUK, Iowa 1891 depot restoration. Workers restoring an architecturally interesting train depot in Iowa are just about to tackle the roof, thanks to more than \$300,000 in grants. Trains Newswire

All told, workers at the Keokuk Union Depot are moving ahead with work on a project to deconstruct and re-

store the eaves, soffits, and decorative brackets around the building. This is the initial phase of a total roof restoration project, is underwritten by agreement with the Jeffris Family Foundation while a \$1 million matching capital campaign for the roof is still in progress. The eaves phase of the project is supported in part by the State Historical Society of Iowa, Historical Resource Development Program. The contractor is Restoric LLC of Chicago.

The Keokuk Union Depot served the traveling public for nearly eight decades. During that period the building was maintained in serviceable condition and underwent interior remodeling as requirements changed. The Minneapolis/St. Paul to St. Louis *Zephyr* Rocket operated by Burlington and Rock Island was the last passenger train to serve the depot in 1967.

Workers engaged in roof repairs on the Keokuk Union Depot, Keokuk, Iowa



TRAINS FROM MEMORY

ES & NA No 1, a Baldwin Mogul product of 1906, appears to have cordwood in its tender in this undated image. I think this engine left daily service in the 1990s perhaps due to the cost of cordwood. Wikipedia says this engine is now in Reader, AR.



Photo submitted by Tom Duggan

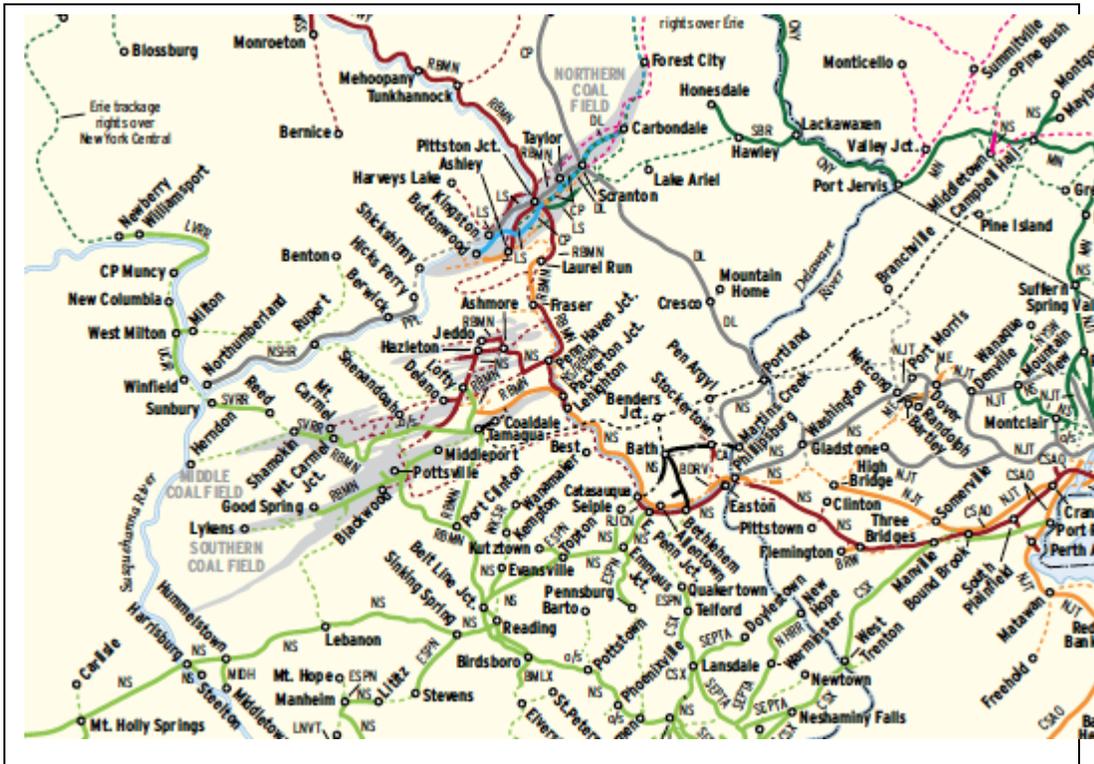
Whatever happened to the anthracite roads?

Our thanks to Trains Newswire

The Northeast was laced with anthracite roads — those carriers that made a name for themselves hauling hard coal out of the mountains of northeastern Pennsylvania. With its high heat value, clean-burning anthracite was far superior to wood for warming homes and offices, and moving this coal by rail fueled the growth of the East’s major cities. As oil and gas became preferred heating methods, area railroads went after bridge traffic from gateways such as Scranton/Wilkes-Barre, Pa., and Buffalo, Maybrook, and Albany, N.Y. Only the Erie Railroad made it west of Pennsylvania, reaching Chicago.

This map shows the disposition of eight anthracite roads as they existed in 1954, when hard coal production was a fifth of what it had been 40 years earlier. (The Susquehanna, a ninth coal-hauler, left Pennsylvania in 1941, and so appears only as a current-day operator of others’ lines.) The lines shown encompass about 6,600 route-miles. By the 1960s, two carriers would shut down completely: Ontario & Western and Lehigh & New England. The rest would eventually accrete into larger systems, their networks parceled out or abandoned.

About half the trackage from 1954 remained in service in 2009, much of it run by commuter agencies, short lines, and regionals. One railroad, Reading & Northern, still got almost one-fifth of its traffic hauling anthracite.



Map research assistance provided by Rick Bates, Gerald Bertoldo, Abram Burnett, Larry DeYoung, Lou Millan, Andy Ottinger, and Rich Wisneski.

The following is a list of the railroads:
 Bath & Hammondspport;
 Batten Kill; Belvidere & Delaware River; Birdsboro Materials; Black River & Western; Buffalo & Pittsburgh; Buffalo Southern; Canadian Pacific; Central New York; Central Railroad of New Jersey; Clarendon & Pittsford; ConAgra Foods; Conrail; Cooperstown & Charlotte Valley; CSX Transportation; Delaware & Hudson; Delaware-Lackawanna; Delaware-Lackawanna & Western; Depew, Lancaster & Western; East Penn; Erie; Finger Lakes; Gettysburg & Northern; Landisville Terminal & Transfer; Lehigh; Lehigh & New England; Lehigh Valley;

List continued: Livonia, Avon & Lakeville; Luzerne & Susquehanna; Lycoming Valley; Middletown & Hummelstown; Mittal Steel; Morristown & Erie; MTA Metro-North; New Hope & Ivyland; NJ Transit; New York & Lake Erie; New York, Ontario & Western; New York, Susquehanna & Western; Norfolk Southern; North Shore; Ontario Central; Owego & Harford; Pennsylvania Power & Light; R.J. Corman; Reading; Reading & Northern; Rochester & Southern; Shamokin Valley; SMS Rail Lines; Southeastern Pennsylvania Transportation Authority; Southern Railroad of New Jersey; Stourbridge; Towanda-Monroeton Shippers’ Lifeline; Union County Industrial; Upper Hudson River; Wanamaker, Kempton & Southern; Wellsboro & Corning; Western New York & Pennsylvania; Winchester & Wester