

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 19, 2015 at the
J. Reilly McCarren Transportation Museum at the A&M Depot.

The Scrambler

Volume 29, No. 3

November, 2015

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 15, 2015. Meeting was called to order at 7:01 PM by the President, Bob Stark. 20 members attended and no guests. Minutes of the September meeting were approved.

NOTE THAT THE NOVEMBER MEETING WILL BE HELD AT THE A&M DEPOT, IN THE J. REILLY McCARREN TRANSPORTATION MUSEUM. IF THERE ARE NO OTHER CONTINENCIES, THIS WILL BECOME OUR NORMAL MEETING PLACE FROM NOW ON.

Tom Duggan, the Treasurer, reported that we have \$12,402.62 in our accounts. We got \$0.91 in interest. We spent \$443.87 purchasing materials for the Shiloh Museum exhibit.

Old Business: Tom Duggan reported that the Museum exhibit (emphasis ca. 1910) is coming along and commended Dick Hovey for contributing a telegraph key and sounder that is time period appropriate. The Museum has approved acquisition of a replicated Wells Fargo sign in lieu of an original, saving us thousands of dollars. He showed an interactive RR lock game in which children can try to match keys with the appropriate RR lock. The V-P, Al Kaepfel, reported that at Children's Party is Saturday, December 5 we will setup the usual "Engineer's" layout under a canopy. A signup sheet was passed around. The Xmas party is Thursday, December 17. The chapter is paying half the ticket price this year in an effort to boost attendance, so tickets are \$10 apiece. Note that you do not have a reservation until Al has cash or check in hand.

New Business: November program is show-and-tell. In January Chuck Girard will give his postponed presentation on Depots of Ft. Smith.

Train Talk: Al showed an issue of *611 Magazine*, put out by the Norfolk Southern Historical Society which restored the beautiful 611 locomotive. Mike Condren: the Stilwell depot is celebrating its centennial, the depot at Muscogee burned, will be replaced. Dick Hovey was train watching at Afton, saw latest E44C4 with 3 axle trucks, but only 2 traction motors, third axle raised, only lowered when extra traction needed. Malcolm Cleaveland: the BNSF is double tracking the Transcon, adding a mile of track a day over in Oklahoma; the Kansas City Southern continues construction of facilities to serve a brand new container port in Mexico.

Business meeting adjourned at 7:50 PM, followed by Bill Merrifield's program, "Building the DRGW RR through the Marshal Pass in south central Colorado. Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

All Hands;

The November Meeting will be in the A&M depot museum at the same time 7:00. The program will be Show & Tell please something interesting to tell about. Don't forget A&M Depot!!!! Disp. Bob

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.

The Shiloh Museum intends to build a railroad switch lock tool modeled on the one Chapter member George Alison built about a decade ago. My thought would be to focus on railroads that operated in Arkansas. The condition of the switch locks and keys is not important: what is important that the key can open or close the switch lock. Here is the proposed list:

Frisco- need switch lock

Missouri Pacific- Need lock and key

Rock Island-need switch lock

Burlington Northern-need lock and key

Cotton Belt/SSW- need lock and key

Union Pacific- need lock and key

Please check and advise me if you have any switch lock and key sets you are willing to donate. If you have any out of area switch key and lock sets you would like to donate please contact me as soon as possible.

Tom Duggan

HISTORICAL OPERATIONS

A new twist on a truck

New BNSF ET44C4 at Afton, Oklahoma, October 15, 2015. ET stands for Evolution series Tier 4 compliant. These locomotives have two traction motors per truck with a center idler axel. The amount of tractive available is regulated by the two cylinders in the middle of each truck which adjust the amount of weight carried by the center axel. Submitted by Chapter member, Dick Hovey.



Canada's 'last spike' anniversary

November 6, 2015

CALGARY, Alberta — Railroads are known throughout history as forces for change, often uniting countries spread over vast land masses. On Saturday, Canadians can take pride in the 130th anniversary of the completion of their first transcontinental railroad, Canadian Pacific.

Company officials drove the last spike at Craigellachie, British Columbia, in a town named after a gathering place used by George Stephen's historical clan in Scotland. Stephen was CP's first president. The railroad also unified Canada, much as the railroad did in the United States, but in a more literal sense. One of the articles of the British North American Act of 1867 constituting a confederation of provinces and territories in what would become Canada, said that the country must have a transcontinental railway. In effect, the completion of the Canadian Pacific was the completion of the last condition of Confederation.



Workmen pose for their own Last Spike Ceremony on November 7, 1885.

Hall of Fame honors Budd of streamliner fame

November 6, 2015



Budd Co. built Santa Fe car No. 1370, the *Acoma* in 1937 for service on the *Super Chief* as a barbershop-buffet-lounge car. The car appeared with sleeper *Palm Leaf* in San Diego, Calif., in December 2013. The National Railroad Hall of Fame honored Edward Budd's memory in October. Photo by Alex Gillman

GALESBURG, ILL. — The National Railroad Hall of Fame's newest inductee's work is familiar to all fans of fluted, stainless, streamliners.

The hall named Edward Gowen Budd to its awardee list during a ceremony held in conjunction with the American Association of Private Railcar Owners at St. Louis Union Station recently.

Budd founded his company in 1912 in Philadelphia. He specialized in stainless-steel fabrication and in 1934 produced America's first stainless-steel diesel streamliner, the *Pioneer Zephyr*. Budd's shot-welding process helped create the fluted skirt structure which would soon be a feature on early streamliners up to current Amtrak cars.

"Budd's pioneering advances in manufacturing techniques transformed the passenger and commuter trains of the world," says Jay Matson, hall of fame chairman. "Honoring him at a convention of private railcar owners, many of whom own Budd-built railcars, was a natural fit.

El Paso PCC cars to 'wow' with wheelchair lifts and WiFi

November 3, 2015

BROOKVILLE, Pa. – Restoration begins this month on a set of PCC streetcars destined for the streets of El Paso, Texas.

Brookville Equipment Co. says six Presidents' Conference Committee cars originally built in 1937 are now being modernized for the Camino Real Regional Mobility Authority's 4.8-mile El Paso Streetcar Project. The cars are now in Brookville awaiting restoration work.

According to a news release, \$18.8 million worth of renovations to the cars will include replacing car body components, remanufacturing trucks and door improvements. New additions to the cars will include features that the St. Louis Car Company couldn't fathom when the cars first rolled out. Those additions will include a wheelchair lift, a heating and air conditioning system, bike racks, and WiFi hotspot access.

The cars have been out of service since 1974 and were placed in outdoor storage. Once they are back in the Lone Star State, they will sport three different paint schemes. Two cars each will either be painted in 1950s (green, orange, and white), 1960s (blue and white), or late 1960s/early 1970s (light blue, red, and white) scheme of the city's street railway.

Previous Brookville PCC projects have included cars for the Market line in San Francisco, and Southeastern Pennsylvania Transportation Authority's Girard Avenue line.



San Francisco Muni's F Line hosts PCC streetcars that have been worked on by Brookville Equipment Corp. in Brookville, Pa. A streetcar line in El Paso, Texas, will be the Pennsylvania manufacturer's next PCC customer.

Tennessee to spend \$2.6 million on new Memphis trolleys

November 16, 2015

MEMPHIS – Tennessee will spend \$2.6 million on trolleys in the coming months in an attempt to restore service in downtown Memphis. The Tennessee Department of Transportation selected the Memphis Area Transit Authority to receive the money, which came from U.S. taxpayers under the U.S. Department of Transportation’s Congestion Mitigation and Air Quality Improvement program. The money will be used to purchase three new electric trolleys.

“[Air quality] funds are a perfect fit to begin restoring rail trolley service in Memphis. The funds will allow [the agency] to expedite the return of our iconic trolleys with the purchase new rail cars,” Ron Garrison, Memphis Area Transit Authority CEO says.

Railroad Reporting Marks Quiz

(Courtesy of Rick Leidig, via “The Local” KC Chapter of NRHS publication)

Submitted by Mike Syputl

Using clues, match each railroad name (letter) with the corresponding symbol (number).

Answers on the page 8.

| SYMBOL | CLUE | RAILROAD |
|----------|--|--------------------------------------|
| 1. LNW | Resort for fans of EMD F units | a. Alton & Southern |
| 2. LSI | “By the shores of Gitchee Gumee....” | b. Delaware & Hudson |
| 3. BRC | Chicagoland terminal/switching line | c. Manufacturers Railway Co. |
| 4. MNCW | Third rail territory | d. Richmond Fredericksburg & Potomac |
| 5. YVT | Steeplecabs in the Northwest | e. Butte Anaconda & Pacific |
| 6. BAP | High Plains copper road | f. Yakima Valley Transportation Co. |
| 7. NH | Scrodged haddock and brown bread in the diner | g. Louisiana & Northwest |
| 8. BAR | Pine Tree State potato reefers | h. Chihuahua Pacific Railway |
| 9. ALS | Over the river and close by the Arch | i. Lake Superior & Ishpeming |
| 10. BLE | US Steel family short line | j. Bessemer & Lake Erie |
| 11. CSS | One Little, Two Little, Three Little Joe’s, once upon a time | k. Toledo Peoria & Western |
| 12. BCOL | Alco haven | l. Apalachicola Northern Railroad |
| 13. MRS | Beer brewer’s property | m. Quebec North Shore & Labrador |
| 14. AN | Florida panhandle pulpwood hauler | n. Columbus & Greenville |
| 15. RFP | Blue and grey bridge route | o. New York New Haven & Hartford |
| 16. CAGY | Illinois Central spinoff | p. Belt Railway of Chicago |
| 17. TPW | Chicago by-pass | q. Chicago, South Shore & South Bend |
| 18. QNSL | Heavy ore hauler | r. Texas Mexican Railway |
| 19. CHP | Through Copper Canyon | s. British Columbia RR |
| 20. DH | Steamboats across Champlain | t. Metro North Railroad |
| 21. TM | Handshakes across the Rio Grande | u. Bangor & Aroostook RR |

TRAINS FROM MEMORY

Gary McCullah submitted the following compelling real life railroad safety incident from RRTulsa@YahooGroups.com Date: Wed, Oct 7, 2015 at 12:06 AM written by Joseph "Tuch" Santucci via his publication, [Hot Times on the High Iron](#). Because of its length we are serializing the Wisconsin Central Railroad engineer, Santucci, epic experience in the October through December issues of the Scrambler. Editor

From the October Scrambler: With the control stand to my left, the radio and the end of train telemetry receiver mounted directly on top of it, my range of vision to the left was somewhat obstructed. We continued toward the crossing as I was continuing to sound the whistle and also had the bell ringing. Suddenly Brian screamed out, "OH MY GOD!" At 9:55 on the evening of October 18, 1989, both my life and Brian's changed forever.

Santucci's Collision continued:

Before I could even react, there was a tremendous impact, a horrible crashing sound and the screech of grinding metal. The impact was so great that the engine leaned far over to my right, pushing me into the window. Brian was knocked out of his seat and onto the floor. I immediately reached over, grabbed the automatic brake valve handle and put the train into emergency. (An emergency application is the fastest, strongest application possible with the train's air brake system.) Simultaneously, I jumped up and ran around to get behind the control stand. I remember thinking that we were about to go over onto our side and that I wanted more between me and Mother Earth than just a window. As I was moving to the back side of the control stand, I hit the Dispatcher call in button on the radio. This button, when depressed, sends a tone over the air that activates the dispatcher radio base and alerts the dispatcher that I am trying to contact them. All of this activity occurred within the course of maybe three seconds tops. Just like in a movie though, everything from this point on all suddenly seemed to be occurring in slow motion taking seemingly forever to transpire. I honestly don't know how I managed to do so much in such a short time or how I even thought about doing what I did. Everything happened far faster than the time it is taking you to read this. But I can vividly recall every single detail including what I was thinking as this all transpired.

A tremendous amount of activity was now taking place in an instant. As the engine came back down after leaning to the right, it hit and bottomed out on the rail and began to bounce. The locomotive bounced and bottomed out several times before settling down. And then the slack from the train began to crash into us. Between the bouncing and then the slack ramming into us I was fully expecting the engine to derail. The emergency air brake application was now advancing through the train's brake pipe at a rate of 900 feet per second. This means that the entire train would not be into emergency for almost seven and a half seconds from the moment I first made the emergency application of the brakes. In a situation such as this, seven and a half seconds is like an eternity.

Once placed into emergency a sequence of events begins that cannot be controlled and once initiated, stopped. A tremendous change in the dynamics of the train is also occurring as the train is slowing down rapidly at different rates simultaneously. The slack action within the train was incredible as the middle and then rear portions of the train which had not yet had the emergency application reach them, were slamming into the head portion which was already trying to stop. I have no control of this entire situation. The tail end of the train is still moving at the speed it was when I first put the train into emergency, while the head end is trying to stop. The run in of slack was incredible. As it began to reach us, the slack slammed hard into the engines, throwing both of us forward into the front bulkhead of the cab. It hit us again several more times. Finally the entire train was in

emergency and beginning to slow down rapidly.

It was also at this point the Dispatcher came onto the radio answering my call-in signal. I ran back over to the radio and informed him that we just collided with a vehicle in Antioch. There are three things that a Train Dispatcher hopes to never hear. This is one of them. The other two are “We have a derailment” and “I have a man down.” The Dispatcher is well seasoned and highly competent veteran John Busa. Having been there and done that too many times in his career, John immediately knows what to ask and what to do. “Which crossing? Do we need an ambulance?” Quick, think! What crossing is this? What is the name of this crossing? “Uh, it’s the second crossing west of the hotbox detector!” was my response. By this point in time the train has come to a stop. The Engineer on the westbound train we met previously at Silver Lake hears this and tells John it is Rt. 173. He again asks, with the phone in his ear already ringing up the Antioch Police, if we need an ambulance. I remember telling him, “It was a tremendous impact; yeah, you better get one going!”

I’m helping Brian up off the floor and making sure he is OK when John calls back and says the emergency response people are en route. He then asks if we are OK and if we need any medical attention. Ironically, he is the only person from the railroad to ask that question most of that entire night, until we talk to the claim agent much later. As Brian is getting his coat on, we now start to wonder about the train and hazardous materials. With the incredible slack action that has just taken place, we realize that we could very likely be derailed. We have a block of twenty-two empty 89-foot pipe flats in the middle of the train with heavy loads of roofing granules and rolled paper behind them. A quick look at the paperwork reminds us there are none of the deadly hazardous materials in the train: relief, if only for a moment. If the train has derailed back there, at least we will not compound the situation with a hazardous material release or spill.

Brian heads out the front door to discover the steps are all smashed in and handrails badly bent on the left front and proceeds out the back door instead to head back to the scene. By now, the ghouls are all coming out in force to take a look at what has happened. People are approaching the engines to see the carnage. I actually have to threaten one guy that had two little kids in tow with arrest. He is telling me it is “his right” to see this. I tell him the police will take him to jail if he comes any closer.

I proceed to make a quick inspection of the motive power to check for any kind of fire or fuel leaks. Taking a quick look at the damage I almost, but somehow don’t lose it. I spotted human flesh and hair on the left front side of the lead set of trucks of the locomotive and on part of the left front steps. I quickly climb back into the cab to see if Brian has made it back there yet. Just as I enter the cab John Busa calls to see if we have any more information about injuries. It was just about the time Brian comes upon the body of a now deceased teenaged girl and I report the information to John. The emergency response people arrived just moments before Brian found her but haven’t reached him or the deceased girl yet. The news totally devastates me so I can only imagine what this sight does to Brian. How he stays in one piece is beyond me. He must have reached way down deep for some of that hidden strength we all find during moments of crisis. (To be continued.)

Hot Times on the High Iron and the HTOTHI initials are both ©1999 and 2015 by JD “Tuch” Santucci

ANSWERS TO REPORTING MARKS QUIZ

| | | | | | |
|-------|-------|-------|-------|-------|------|
| a. 9 | e. 6 | i. 2 | m. 18 | q. 11 | u. 8 |
| b. 20 | f. 5 | j. 10 | m. 16 | r. 21 | |
| c. 13 | g. 1 | k. 17 | o. 7 | s. 12 | |
| d. 15 | h. 19 | l. 14 | p. 3 | t. 4 | |