

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 6:00 PM, December 17, 2015 at the
A&M Depot. Our Dinner Train leaves at 6:30 PM

The Scrambler

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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. November 19, 2015. Meeting was called to order at 7:09 PM by the President, Bob Stark. 17 members attended and no guests. Minutes of the October meeting were approved with the following change: In the second sentence of the section in all caps, bold that reads ""**IF THERE ARE NO OTHER CONTINENCIES,**" replace with "**IF THERE ARE NO OTHER PROBLEMS,**". It was agreed that we would vote on whether to make the change permanent at the end of this meeting.

Chuck Girard, in charge of local membership, reported that he has taken 12 members who have not paid dues off the *Scrambler* mailing list. He said that there is now an online system called Amilia for transacting member business, including paying national dues.

Ken Eddy, the National Rep, said that the October issue of the *NRHS Newsletter* is a good read with articles on the summer rail camps.

Tom Duggan, the Treasurer, was ill, but sent word that he had spent \$88 on railroad locks for the lock puzzle.

Bill Merrifield, the *Scrambler* editor reported the new issue had 8 pages including serialization of Santucci's collision.

Old Business: The Children's Party is Saturday, December 6. We will setup the usual "Engineer's" layout and possibly another. The V-P wants volunteers there by 8:00. The Xmas party is December 17. We need more participants. Attendees should be there by 6:00PM, boarding will commence shortly thereafter.

The bad weather policy was reiterated: If the Springdale schools are closed, there will be no meeting. The Annual Preservation Award is on hold.

New Business: Restoration of a historical document about opening the bridge across the Arkansas River in 1891 will take about \$800 for the eight pages.

Nominations for officers were entertained. Since there were no new nominees, the present officers agreed to continue service. A motion was made to that effect and passed.

Programs: December- Thur. Dec. 17-our Xmas Train; January-Chuck Girard on the Ft. Smith depots; February-Dick Hovey will do something; March-Mitch Marmel with some videos he has downloaded;

Train Talk: Canadian Pacific is trying to buy Norfolk Southern, which is experiencing cash flow problems due to the decline of coal; Bill Merrifield talked about why the Transcon didn't go through Ft. Smith; Gary McCullah-UP working hard on restoration of the Big Boy locomotive they rescued from a static display.

Show & Tell: Rose Hofer showed some calendars with great photos of locomotives from short lines run by Pioneer management company. Mitch Marmel showed a windup model of the Deutches Reichbahn "rail zeppelin" that was powered by an aircraft propeller in the rear, but the prototype was not successful. Malcolm Cleaveland passed around photos of his new 30'x40' train building for Z scale model trains and his Z scale container business. Steve Tharp recounted how in 1985 he was coping with an 85' flat car that was loaded with so much steel that it broke the center sill. He annoyed the FRA inspector on site, who required him to get a "RR approved watch" or be fined. So he bought a gold watch for \$400, just sold it for \$2,400. Bill Merrifield brought items as gift ideas that he has received in the "Secret Santa" exchange; but he prizes the books the most. Bob Stark showed some RR memorabilia, train orders and time tables. Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

Our chapter's Christmas party

Our chapter's Christmas party will take place Thursday December 17. We will again enjoy the dining car on the Arkansas and Missouri Railroad. As in the past, the supper will be catered. Be ready to load at 6:00 PM at the A&M Depot. The train will leave the Springdale at 6:30 PM. Don't forget your gift for the fun exchange!

HISTORICAL OPERATIONS

Operation Lifesaver grants eight transit agencies \$148,500 for safety campaigns December 8, 2015

WASHINGTON – Operation Lifesaver has announced \$148,500 in grants to eight transit agencies for public awareness and educational projects. The selected agencies in seven states will help promote the organization's "See Tracks? Think Train!" campaign. The campaign is to raise public's awareness that whether they walking or driving by railroad tracks, that they should expect approaching streetcars or light rail vehicles.

"We appreciate the help of the American Public Transportation Association in publicizing the rail transit safety grant program," Vice President Wende Corcoran says. "Operation Lifesaver is very grateful to our safety partners at the Federal Transit Administration for providing the funding."

The following agencies were selected to receive the grants:, Southern California Regional Rail Authority (Metrolink) of Los Angeles, Sonoma-Marin Area Rail Transit (SMART) of Petaluma, Calif. , Metropolitan Atlanta Rapid Transit Authority (MARTA) of Atlanta, Ga. , Metro Transit of Minneapolis, **KC Streetcar Authority of Kansas City, Mo.**, TriMet of Portland, Ore., Metropolitan Transit Authority of Harris County in Houston, Hampton Roads Transit of Norfolk, Va.



The selected agencies in seven states will help promote the organization's "See Tracks? Think Train!" campaign.

**Steamtown to be admission free on select 2016 days
December 3, 2015**

SCRANTON, Pa. — The National Park Service's Steamtown National Historic Site will waive entrance fees on 16 days as the Park Service marks its 100th birthday and Steamtown's 30th anniversary in 2016.

The 16 entrance free days for 2016 will be: January 18 – Martin Luther King, Jr. Day, April 16-24 – National Park Week, August 25-28 – National Park Service Birthday Weekend, September 24 – National Public Lands Day, November 11 – Veterans Day

Steamtown normally has an entrance fee of \$7 per person; children 16 and younger, with adults, are admitted free. The entrance fee waiver does not cover train rides or excursions, but includes the park visitor center and museum complex, which features history, roundhouse, and technology museums, plus a digital theater that presents the park's 18-minute movie, "Steel and Steam." The entrance fee-free days also include all staff and/or volunteer led walking tours.

In 2014, Steamtown National Historic Site had more than 84,000 visitors. It is open daily from 9:00 a.m. to 5:00 p.m. except between Jan. 2 and March when winter hours are 10:00 a.m. to 4:00 p.m.



Locomotives on display at Steamtown National Historic Site in Scranton, Pa., in an undated photo. Steamtown will be open admission free on select days in 2016.

Photo contest winner reflects 'Be Creative' theme

December 1, 2015

MADISON, Wis. — The winning photograph for the Center for Railroad Photography & Art's annual John E. Gruber photo contest "reflects" the meaning of this year's theme: Be Creative.

The Madison-based Center says Matthew Malkiewicz of Mount Laurel, N.J., received the top award of \$1,000, for his entry, "Beneath Calm Waters." The photo shows former McCloud Railway 2-6-2 No. 25 reflected in a pool near the right-of-way in Oregon.



Malkiewicz reversed the image side-to-side and presented it upside down from the way it was shot—producing an exciting, much more attractive view than what he started with. He received \$1,000 for his cleverness.

C&O 1309 boiler in 'like new condition,' steam expert says

November 25, 2015

CUMBERLAND, Md. – The Western Maryland Scenic Railroad continues to make steady progress on its efforts to return Chesapeake & Ohio 2-6-6-2 No. 1309 to operation. The railroad sent out a letter to its foundation supporters on Nov. 22 highlighting recent accomplishments. The most significant discovery was that the firebox of the 1309, was as Scott Lindsay put it, 'in like new condition', leading to speculation that the C&O replaced the firebox late in the locomotive's service," an excerpt reads.



Chesapeake & Ohio No. 1309 was on static display for many years at the Baltimore & Ohio Railroad Museum in Baltimore, Md.

The testing revealed several areas of the boiler and rear tube sheet with erosion and other potential issues. While the boiler and rear tube sheet would meet current standards, more extensive work would require several patches within the next 3-5 years, according to the letter.

Western Maryland Scenic General Superintendent Mike Gresham made the decision to delay 1309's return to service to give shop crew time to install the needed patches and bring the boiler to substantially "as-built" condition.

Conway Scenic sponsors 'covered wagon in the snow' special November 23, 2015

NORTH CONWAY, N.H. — Boston & Maine F7A No. 4266 will be coming out of hibernation this winter to pull a special excursion on the Conway Scenic Railroad. The Massachusetts Bay Railroad Enthusiasts is sponsoring the "Covered Wagon in the Snow" photo special on Jan. 2, 2016. No. 4266 was built by EMD in 1949 and is now owned by the 470 Railroad Club of Portland, Maine. It was the last F unit to operate on the Boston & Maine, in 1976.

The excursion will depart Conway Scenic's North Conway station at 10:30 a.m. heading north and west through Bartlett to Notchland. There the train will reverse direction with No. 4266 leading the trip back to North Conway. The excursion will include a number of photo stops, some accessible only by train. Return to North Conway is scheduled for 4:00 p.m., including a staged "second arrival" at the station for photos.

The train will consist of the dome car *Dorthea Mae*, open-platform observation car *Gertrude Emma*, first-class coach *Carroll P. Reed*, table car *Mount Webster* and two coaches. A limited number of premium seats are available in the dome section of the *Dorthea Mae* and in the *Gertrude Emma*, which will be at the rear of the train on the return trip.



The 1898-built *Gertrude Emma* is shown in this undated photo ready for excursion service.

Dwight A. Smith
collection

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: "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."

From the November Scrambler: "It was just about the time Brian comes upon the body of a now deceased teen-aged girl . . . The news totally devastates me so I can only imagine what this sight does to Brian."

Santucci's Collision continued:

During this period of time, I perform two tasks without thinking: I just do them. First, I sit down and pull out a sheet of paper and write out every possible detail I can remember that occurred just prior to, and then immediately after the point of impact. Then I go outside and do a thorough inspection of my motive power and write up a full report of all damages. Upon inspecting the right rear of my lead locomotive, I discover the ballast added for weight in the rear of the locomotive has been pushed through the car body just above the access door to right rear sander control valves. This most likely happened either when the train started to slam into us or when we bottomed out all those times. Both of these documents I wrote out will later be subpoenaed as evidence.

Meanwhile the Paramedics and firefighters are working feverishly to remove another person, another young girl, from the car. They use the "Jaws of Life" to assist in extricating her. Moments later Brian informs me of yet another fatality; another teenaged girl. At this moment the girl trapped in the car is still alive though. By this point in time, two officers from the Antioch Police Department arrive and board the locomotive. Both of them realize the hell I am going through and do their best to calm me down. While I wasn't a raving lunatic I was pretty stressed. They interview me and make mention that the coroner has been summoned and he too, will have to interview both Brian and I before we will be released. They stay up here with me for quite some time to make sure I am going to be OK. They also keep asking me if I need any medical attention. They did seem somewhat surprised that I didn't have any apparent physical injuries.

After what seems like an eternity passes, Brian tells me he believes that the third girl, the driver of the car, has also died. I relay this information to John and inform him that both Brian and I wish to be relieved. He relays that information and our request to the Chief Dispatcher. A little while later, John comes back on to inform us that the trainmaster at Schiller Park has refused our request to be relieved. Much later that evening we learned he is planning to run a work train in the morning and (in his words) "doesn't want to waste this crew for us." How considerate and compassionate. He never even leaves the office to head up to the scene. He told us later that he figured there was no reason for him to be there and also there was nothing he could do anyway. Never mind the fact that he should be there to represent and protect the best interest of both the railroad and us.

In virtually every instance of a train/motor vehicle collision, the railroad will send a company officer to the scene. The crew involved will very likely be under duress, particularly in the event of a fatality. There was some serious bad blood between this trainmaster and Brian and myself. It was our belief he was "getting even" with us by not making an appearance. I guess this trainmaster believed that he would not represent us in this tragic event nor allow Brian and me to be relieved at the scene to show us or something. I don't believe this guy had

even momentarily considered the exposure he could be opening up the railroad to under the circumstances. His actions were negligent in representing the company in this situation by not responding to the scene and by not relieving us. Brian and I were not mentally fit to operate the train creating the potential of yet another episode occurring.

When the Paramedics are finished at the scene and the last of the three girls was transported away Brian is brought up to the head end by another one of Antioch's finest. Now we have to wait for the Coroner to arrive. We were told earlier that the Coroner was out for the evening and had to be tracked down. He is now en route to interview us and pronounce death, but it will be awhile. Both a track supervisor and a signal maintainer arrived at the scene and prior to his return to the engines and speak with Brian. The track supervisor is kind enough to inspect the train for us, and to our shock, he informs us that everything is on the rail and nothing is shifted or off center. Finally, the Coroner arrives and conducts his interviews. He too, is very compassionate and does his best to make us feel at ease. With all of that finally taken care of, we are released at 11:29pm, 1 hour and 34 minutes after the collision occurred. That stretch of time seemed like an eternity to me. It was almost as if the clock had actually started running backwards.

Neither Brian nor I feel we are in any condition to proceed, but our old trainmaster pal thinks otherwise. We I discuss this very issue at length and I admitted that I was in no mental state to be running a train. In light of what Brian witnessed, I know he too, is in no state of mind to perform his duties safely. We then proceed to take the train east to Schiller Park. I never once exceeded 20 mph the rest of the trip as I was way off my game and had no desire to gamble with my job, mine and Brian's lives or the safety of the train. Finally arriving at Schiller Park at 1:20am, the trainmaster starts to give us all kinds of instructions about our set-out and pick-up and taking the train through to the Illinois Central at Markham. We inform him we are all finished for the rest of the evening and tell him to call a cab. I tell him if he is so worried about the train, he can take it himself.

Upon our arrival in the office at Schiller Park, the trainmaster tells us to call the Antioch Police, as they have a couple more questions they need answered, and also to call the claim agent. Not once does he ask us if we were alright though. We take care of both phone calls, and while talking to him on the phone, the claim agent asks if we are all right and if we need medical attention. We also received confirmation from the Antioch police that the third girl in the car, the driver, had also died. After concluding the business on the phone we finally get our cab to the hotel.

Once checked in I didn't sleep a wink the entire night (or morning, actually). My brain was in high gear and refused to slow down and try to rest. Time and time again I kept going over what had transpired. The instant replay continued to play over and over again. I was trying to think of what I should have done differently. Maybe I should have laid-off sick that day and not gone to work; something, anything. All these years later I still wonder. I did nothing wrong. I violated no rules and broke no laws. Yet I got all the guilt. I was feeling guilty about something in which I was not at fault. I don't suppose being referred to as a "baby killer" in the media by someone close to one of the deceased in the days after helped my mental state at that point in time either. Yeah right, like I chased these three girls down the street, up their driveway, and into the garage, then hit them when they weren't looking. I can still vividly recall what thoughts raced through my mind, my emotions throughout that morning while lying in my hotel bed and how I never once fell into any kind of real sleep. I believe that one of the reasons I can so clearly recount everything that happened that evening as that I replayed the episode over and over again for hours while lying in my bed, constantly analyzing what had transpired including all of my actions and reactions.

Of course a lawsuit was filed against us and the railroad. In the period of discovery that preceded the upcoming trial it was learned the driver of the car, a seventeen year old girl, hadn't gone to school that day because she was "too sick." Apparently she made a complete recovery in time to go out driving around that evening with two of her friends, both sixteen years of age, and were playing the old "cat and mouse" game with the guy in car in front of them. This was the same car that made it across the tracks in front of us without getting hit. After initially telling police he wasn't there and didn't know these girls, he later admitted that he was there and did indeed know them. Then he claimed he was almost hit by the train as the crossing signals weren't working.

I never actually saw the car involved in this collision. It never made it past the front of the engine. The front drawbar (coupler) of the locomotive hit solidly just behind the right front wheel well of the automobile. Brian said there was a distinct impression of it on the front portion of the car. The car was spun a little more than sideways and wound up completely off the road and onto the right-of-way just east of the crossing. The engine block was ripped completely out of the car. The dashboard was also torn out. The speedometer was stuck at 50 mph. The two passengers never had a chance. At least one of them made physical contact with the locomotive. I did see pictures of the car sometime later. It had once been a Chevy Caprice. The damage was so significant that this auto was completely destroyed. The salvage yard it was taken to eventually scrapped the car. Employees at this facility told the claim agent there was absolutely nothing salvageable on it; the car was completely totaled; certainly a graphic and tragic manner in which to prove the weight ratio theory.

Of course shortly thereafter the lawyers approached the families of the decedents telling them they could sue the railroad and get lots of money. And so the legal action began. When all was said and done, they didn't get the millions they were seeking. They did get a settlement initiated by them on the courthouse steps as there was a pretrial motion ruled in our favor that stood to really hurt their case. Personally, I don't believe they should have received anything. Somebody else acts irresponsibly, scars me for life and I am made out to be the bad guy. Sue me as you cannot accept responsibility of your daughter's own lack of good judgment. And oddly enough, the way the law works in Illinois (or doesn't work); I could not counter sue the families of the victims for mental anguish. I received no physical injuries so in theory the result is that I did not suffer at all. I guess all the guilt I was saddled with for years that affected me mentally is not considered suffering. Had I cut my finger in the collision, I could have not only sued, but added the mental anguish onto that suit claiming it was the result of the physical injury I received in the collision.

Am I bitter about the legal proceedings? You're damn right I am. My world was turned upside down by the negligence of somebody else and as a result I had to defend myself and my actions. I felt like I was treated like a criminal in both the media and in the legal proceedings. Some lawyers approached these families, telling them they could make millions over this catastrophe. Don't accept responsibility, just sue somebody else. I feel terrible enough that these young girls died; don't make me the scapegoat. Perhaps the mother of the girl driving should shoulder all the responsibility. The young girl that was driving the car stayed home from school that day because she was allegedly too sick to attend. Did it ever occur to her that just maybe her daughter might have still been too sick to drive? Perhaps her judgment was impaired. Too sick for school, but a miraculous recovery in time to go out and play that evening. As a result, three teenaged girls wound up dead. So what ever happened to responsibility and good sense? Oh ya, they were sacrificed, offered in exchange for the opportunity to make a quick buck in a lawsuit. It was almost like a contest where the families of the decedents can win big money and prizes.

And so it goes. Tugh

SEE TRACKS THINK TRAINS