

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

NRHS Chapter meets at 7:00 PM, February 18, 2016 at the
J. Reilly McCarren Transportation Museum at the A&M Depot.

The Scrambler

Volume 29, No. 6

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Monthly Newsletter of the
Arkansas-Boston Mountains Chapter, National Railway Historical Society

CHAPTER MINUTES

January 21, 2016. Meeting of the Arkansas-Boston Mtn. Chapter of the National Railway Historical Society at the J. Reilly McCarren Transportation Museum, A&M Depot, Springdale, AR. Meeting was called to order at 7:05 PM by the President, Bob Stark. Al Kaepfel, the V-P, is ill and could not attend. 13 members were present, and one guest, Michael Groomer, from the National Park Service in Ft. Smith. There were no December minutes because the December meeting was on the Christmas dinner train with no business transacted. November minutes were approved.

Tom Duggan, the Treasurer, reported: Our total assets are \$11,245.75. Checking acct balance 1,011.24; Expenses: \$540 for the dinner train, postage stamps \$9.80, Christmas train reservations \$20; Investment account \$10,234.52 (including \$0.87 interest). The Chapter sales & use tax report has been filed with the Department of Revenue before the January 20 deadline.

Chuck Girard, local membership, reported that he has been collecting local chapter dues, \$12, which includes any number of family members. He reported that the new Amilia membership payment website is a mess; but members will get a notice in the mail.

Ken Eddy, the National Representative, said the NRHS convention this year is in Denver and will be in Nashville next year.

The January *Scrambler* is on the website, editor Bill Merrifield reported.

Old Business: The Secretary, Malcolm Cleaveland, reported that he had disassembled the MRC power pack to see what the problem was and the contact on the transformer windings that varies the output voltage was not

repairable. Its accessory power is fine and the fan works, indicating that the transformer and rectifier are operational. Unfortunately, construction is such that it will probably be cheaper and better to buy a new power pack than try to have that one repaired. Bill Merrifield said that he had investigated and the same power pack was \$269, \$11 shipping from TrainZ, a savings of almost \$100 over the MRC factory price. It was moved that Bill be authorized to buy a replacement power pack, expending no more than \$300. Motion seconded and passed. Bill is also working on our two locomotives, the Bachmann and LGB, has the needed parts, and almost has them operational. They'll be ready for the Train Show in February. The members express appreciation for Bill's mechanical prowess.

The Great NWA Train Show will occur on Sat. Feb. 27, 9 AM - 4 PM at the Holiday Inn Convention Center in Springdale. The Sugar Creek Club has reserved a spot for us based on what we required last year. Setup typically begins at 12 noon on the preceding Friday. We will try to get an additional table for our sales items. We will pass around a sign-up sheet for Friday and Saturday at the next meeting. Admission is \$8, with \$1 off w/non-perishable food item; children 12 and under are free (free to Chapter **volunteers**, of course). Mitch Marmel reported that the Sugar Creek President, Keith Johnson, has had major surgery, but Train Show preparations are progressing well.

National Train Day is Saturday, May 14, but Brenda had already committed the train to Seligman, MO on that date. Motion was made and passed to change our NPS Train Day commitment to Ft. Smith to May 21 with the approval of the National Park Service representative present.

St. Paul's 125th anniversary of founding will be celebrated on the second weekend of September. A motion was made that we participate. It was seconded and passed.

New Business: Bob Oswald donated to the Chapter a Frisco Railroad 1945 timetable. He originally paid \$40 and that it should be worth much more today. The timetable is in excellent condition and was protected by a plastic sleeve. The Chapter thanked him for his generosity and we will place it up for sale soon.

Train Talk: Tom Duggan said White River Publications has issued *Remember the Rock*. The price is \$20. *Classic Toy Trains* magazine wants Mitch Marmel to write an article or articles for publication. Chuck Girard said there is a privately owned KCS boat-tailed passenger car in the Ft. Smith yard awaiting refurbishment by the owner.

The program was presented by Chuck Girard, entitled "The Depots of Ft. Smith: A Look Back. (There were seven different depots). He hinted that it is possible that the stately portico of the Frisco Depot, demolished to make room for nearby construction, might at some point be restored by the NPS. Too bad Congress refuses to fully fund the NPS, which has a multi-billion dollar backlog of maintenance and has had to cut staffing.

Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

Chapter members are reminded that our bad weather policy for chapter meetings is keyed to the Springdale Public Schools: If the Springdale Public Schools cancel classes due to weather on the third Thursday of the month, the day of our normal meeting, we will not meet that night.

HISTORICAL OPERATIONS

Maine two-footer No. 9 to star in March photo special By Wayne Laepple
February 1, 2016



Wiscasset, Waterville & Farmington No. 9 runs around Jackson & Sharp coach No. 3 at Alna Center, Maine. Both will be featured in the WW&F's photo excursion on March 25 at the WW&F Railway Museum.

ALNA, Maine — Recently restored Wiscasset, Waterville & Farmington No. 9 will be featured in a day-long photography excursion on March 25 on the restored two-foot gauge railroad. The railroad will operate the 1891 Portland Co. 0-4-4 Forney steam locomotive and offer photographers multiple run-bys and static set-ups with different consists typical for the original railroad's operations early in the 20th century.

The 9 a.m. to 8 p.m. event will include firing up the locomotive in the morning and a staged night scene. The WW&F Museum sponsors the event and is limiting tickets to 50.

No. 9 is the last surviving locomotive of the Sandy River & Rangeley Lakes; Kennebec Central; and Wiscasset, Waterville & Farmington, three of Maine's legendary "two-footers." It will pull trains of original and replica freight and passenger equipment maintained and operated by the museum along 2.5 miles of the original railroad re-built by museum volunteers. No. 9 was restored by the museum and returned to service in December 2015 after 82 years.

Grand Canyon Railway sets 2016 steam schedule February 2, 2016

WILLIAMS, Ariz. — The Grand Canyon Railway will begin its 2016 schedule of steam operations with ex-Chicago, Burlington & Quincy 2-8-2 No. 4960 on President's Day, Feb. 13. The locomotive will pull a round trip from Williams to the Grand Canyon.



Grand Canyon Railway 2-8-2 No. 4960 departs Williams, Ariz., in July Today, the locomotive is unusual in that it uses waste vegetable oil for fuel. Grand Canyon also uses reclaimed rain and snowmelt to supply water for the locomotive. 2013.

For years the railroad operated steam locomotives from Memorial Day to Labor Day, but discontinued the practice in 2008 in favor of diesels. Now it runs a limited number of special runs with No. 4960 throughout the year.

Built by Baldwin in 1923, No. 4960 was one of two steam locomotives retained by the Burlington Route in the early 1960s for its famous steam excursion program. While 4-8-4 No. 5632 ultimately was scrapped, No. 4960 survived after its last run for the CB&Q in 1966. After several ownership changes, the engine was purchased by the Grand Canyon in 1989. Under the supervision of former Chief Mechanical Officer Robert Franzen, work began in 1993 to rebuild and update the locomotive to modern standards.

TRAINS FROM MEMORY

Railroad history from a non-railfan

An interview with historian Jack Holzhueter

Jack Holzhueter is foremost a historian, having spent 30 years working for the Wisconsin Historical Society, and he is also a self-proclaimed non-railfan. Yet for the past 10 years, he has written extensively about railroads as an editorial consultant to the Center for Railroad Photography & Art. I wanted to hear about his personal experience with trains, as well as his broader view of how railroads fit in with both American society and the American public. On a chilly, grey afternoon, I arrived at his turn-of-the-20th-century home in rural Mazomanie, Wisconsin. The snow-covered trees and picturesque farms to the left and right set a pleasant tone for the next few hours of conversation.

AG: As someone who has spent much of your career in history, what do you feel are the railroad's most significant contributions to American history?

JH: Well, I've given that a lot of thought over the last 10 years or so. I knew the general position that railroads have assisted the United States in its commercial development. I never thought about it in social terms until I started working for the Center. And then when Jeremy Suri wrote his very brief essay at the front of our book, Railroaders: Jack Delano's Homefront Photography, I realized that the railroad probably contributed as much to the social development of the United States as the economic development. I hope that's the story that's making its way into American history textbooks. The railroad was a great leveler. It brought together all kinds of ethnicities. They didn't always get along, and they were often quite segregated, but they had to work together despite segregation, language barriers, and all the rest. That was the workforce. The other thing the railroad did was to make available this huge continent. People of some means could travel and see things and learn about their continent quite readily. And they also had access, as Suri points out, to goods and services that had been denied anyone except the very rich before. It was an amazing institution as well as utility. And I didn't realize the importance of all that until I started working for the Center.

AG: What do you think is the most effective way to engage the general public in railroad history?

JH: It's tricky because railroad history is really the history of freight, as well as passenger service. For almost one century, the railroad was the principal form of transportation coast to coast for passenger service. It's hard to convey the change to automobile and air when you're teaching history. In the metropolises like New York, where terminals receive thousands and thousands of commuters a day, those railroads have a chance to teach railroad history, which they don't do. I think they're missing the boat somewhat. The people on the trains don't want to be bombarded with messages, but in the terminals, displays can be set up, etc. The Center has done some of that work.

The best way is to engage [kids] beginning in about 3rd grade, whenever there's history or social studies, trying to incorporate some railroad history into the work. It needs to be in the textbooks. The kids' grandparents and great grandparents used trains, they didn't use airplanes.



Soo Line passenger train No. 6, the Twin Cities connection with the 'Laker,' pauses at New Richmond, Wis., as two boys watch on the evening of Aug. 5, 1964.
Wallace W. Abbey, collection of the Center, Abbey-05-117-32

Furthermore, school systems can do independent projects related to their railroad history. There are thousands of railroad towns. The railroad may not be there anymore but the towns came into being because of the railroad. They wouldn't exist if it hadn't been for the railroad. And some of them still exist only because of the railroad. Kids need to be told this. It isn't all about the giant engines, although kids from about age two — boys and girls — to about age 10, are often overwhelmed by their size. They get hooked on the equipment, rather than its importance to the social life of their communities and of the nation. Manufacturing, agriculture, all of these things depend so heavily on the railroad, and most kids are not taught this. Their teachers don't know. Their parents don't know. I think the railroad organizations in this country should talk to the people who create the curricula for grade schools through high schools.

You teach through image more than word about railroad history. The public is very used to seeing antique trains and all kinds of pictorial work, everything from advertisements to movies, television series, and etc. When's the first musical going to be done about the subway? Has there ever really been a movie, or any kind of drama that talks about the railroad shop? Or the engineering? That would help engage the public.

AG: What is your favorite part of writing about trains?

JH: My favorite part of writing about trains is the people. I don't get off on the engineering, which is what appeals to most railfans. I love the stories of the people who create the railroad, who built the railroad, who run the railroad, and their enormous diversity. It's really amazing to me what a melting pot the railroad was. And that was the principal pleasure for me derived from *Railroaders* because we started with a bunch of pictures that we didn't know much about and ended up knowing way too much about, for most people's tastes. How proud the families are of ancestors they never knew.

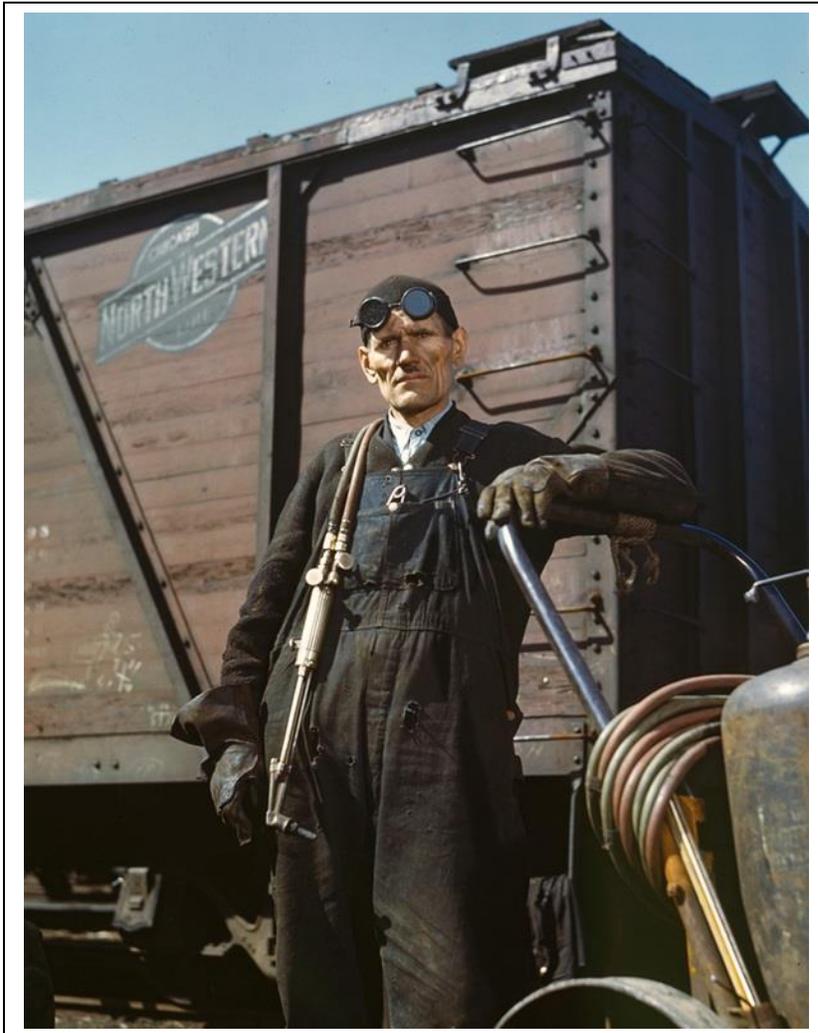


African American worker washing an Illinois Central locomotive at Louisville, Ky., in July 1957.

J. Parker Lamb, collection of the Center, Lamb-01-008-01

AG: Of the many men and women that are showcased in Railroaders, who was your favorite person to research?

JH: Only one? I suppose my favorite guy really was Mike Evans, the Serb. He seems to have managed, even as a car worker. He was doing a lot of welding, and probably died of lung cancer because of that. His whole life was wonderful. He paid attention to his daughter. He had only one child, but they were very close. He paid attention to his heritage. He played this crazy instrument, the name of which has escaped my memory [the gusle], but he created one of these [out of an oil can] and taught his daughter his language and his folk culture. He was also a very hard worker, he created a home, and he became an American. He went from Milo Evancevich, and he became Mike Evans. But on his naturalization form, it is Michael Evans. I told his daughter that and she said “Michael! Michael is not Serbian. Mike, it has to be Mike.” The photograph is just stunningly beautiful.



Mike Evans, welder for the Chicago & Northwestern at Proviso Yard in April 1943.

Jack Delano, collection of the Library of Congress
LC -USW36-574

Our thanks to TRAINS Newswire for the historical news items. Editor

AG: What is your favorite train-related childhood memory?

JH: I think my favorite memory is the long train trip, well it seemed long to me, but by today's standards, not so long, from my hometown in Menomonie to Walworth Wis., which involved changing trains in Madison. I was

seven; I turned eight a few days after that trip. It was a wonderful day for me because I got to eat in a dining car, we went through a small tunnel, I saw Devil's Lake, I saw the state capitol building which I'd wanted to see for a very long time, because we had to change trains in Madison, which involved going from the North Western depot to the Milwaukee Road depot. I was just plenty happy that day. That was just a wonderful trip. All kids in those days wanted to take the train. These were real trains with real passenger facilities, you know, water in the cars, toilets, dining cars. It was a very big deal, I loved it.



Westbound Chicago & North Western passenger train passing Devil's Lake, Wis., on June 7, 1952.
Wallace W. Abbey, collection of the Center, Abbey-03-036-07

Many of our Chapter members have enjoyed photographing railroads, trains, railroad workers, rail equipment, passengers, family rail outings, and historic rail events. Why not send us some of your rail photograph experiences to share with the Chapter along with some written lines about what the circumstances were when you took the photographs. You can send them as e-mail attachments to wmerrif@sbcglobal.net, or pass them to me at one of our meetings. We will take good care them and see that you get them back. Editor