

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, April 21, 2016 at the
J. Reilly McCarren Transportation Museum at the A&M Depot.

The Scrambler

Volume 29, No. 8

April, 2016

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

CHAPTER MINUTES

March 17, 2016. Meeting of the Arkansas-Boston Mountains 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 7:01 PM by the President, Bob Stark. 20 members were present, and no guests. February minutes were approved.

Vice President Al Kaepfel pointed out that we now have a closet in the Museum. It is for storage of Chapter equipment ONLY, and people should not take anything from the closet without clearance. There is no lock on the door despite requests to A&M. He also said that a former member gave some N scale items to him. He will offer the surplus items to anyone the next meeting.

Tom Duggan, the Treasurer, reported: Our total assets are \$11,550.50. We have \$.81 interest and \$365 in sales at train show. There are problems with the website which he is endeavoring to correct. There were miscellaneous items that did not sell that could be displayed in the Museum. A **motion** was made to donate the items: **passed**.

Chuck Girard, local membership, reported that he has collected local chapter dues, \$12, from all but 11 of the members. Ken Eddy, the National Representative, said he will attend the Spring Conference in Cumberland, Maryland.

The latest *Scrambler* is on the website and enjoys excellent print support by the First National Bank of Ft. Smith for the fine reproduction of photos, Editor Bill Merrifield reported. He reported that he is looking for LGB parts, which are difficult to find since LGB has been bankrupt 3 years. The new power pack is defective. The throttle just spins 360 degrees. The factory rep authorized Bill to take it apart to see if he could fix it, but if not the factory will fix it. The factory will also recondition the old power pack for \$65 and ship it back to us. A **motion** was made to authorize expenditure of up to \$100 to fix the old power pack and postage: **passed**.

Old Business: Al Kaepfel said we issued 188 certificates to children at the Train Show, about 100 less than in years past. Attendance was down some this year, but better than last year.

We will observe National Train Day Saturday, May 21. Brenda said that the A&M was looking into an overnight excursion with an agreement with a Ft. Smith hotel. The train would make short runs to the trolley, also, and visitors will get a map to the "Unexpected Art", murals painted on Ft. Smith buildings. Bill Merrifield committed to take the model train layout down and Al will help him and follow in his SUV. Chuck will take charge and will have the depot to setup inside. We'll need 6-8 people and pass around a signup sheet at the April meeting and artifacts for display would be welcome. The Morgan's are in charge of contacting the Frisco Fest but were not present.

New Business: Jim Gattis consulted with Dick Hovey about getting a scanner in RR frequency range of about 160 megahertz.

Train Talk: Tom Duggan pointed out that Mike Sypult gave an excellent presentation on RRs of NW Arkansas at Shiloh Museum. Discussion of the Amtrak derailment said investigation showed that a feed truck had gotten on the track and spread the rails. Mitch Marmel showed another model trolley. Dick Hovey was approached by James McNally, a memorabilia collector with an eye to donating some stuff we can sell. Rose wanted to know if there was a museum for the Rock Island Railroad and she was told that there is one in Manly, Iowa. She has some Rock Island RR photos to contribute. Mike Condren is recovering from knee surgery.

Program: Mitch had a Donald Duck cartoon and some old footage of Frisco, MKT, KCS trains, etc.

Future Programs: April Bob Oswald: Nice model RR in Florida. Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

NRHS Convention Tickets Going Fast

The original allotment of seats for some of the trips and events planned for the 2016 NRHS "Rails to the Rockies" convention has already sold out. NRHS officials have added more space for most events to handle the demand among members. The convention will be held July 19-24, 2016 with headquarters in Denver, Colo.

Tuesday, July 12

• **Royal Gorge Route Railroad** lunch train (lunch in a dome-lounge car) sold out very quickly, even with the addition of a 3rd • Club Car seats are now available in an adjoining low-level parlor lounge car, with the same menu and level of service as the dome lounge cars. The Club Car price is \$125.00 per seat, including non-alcoholic beverage and service charge.

Wednesday, July 20

• **Forney Museum/Platte Valley Trolley/Caboose Hobbies** tour is completely sold out. The Platte Valley trolley car can only seat 50 passengers.

• **Light rail/commuter rail** tour now has over 90 members registered, but we do have space available to handle up to 30 more riders. This trip will have its own two-car special train on the light rail portions of the tour.

Thursday, July 21

• **Georgetown Loop/Colorado Railroad Museum** tour already has over 150 people who have signed up and purchased tickets. We can take up to another 100 passengers on this tour, but that is the agreed upon maximum they will allow.

Saturday, July 23

• **Leadville** trip (with rare mileage to Climax, Colorado) already has over 165 passengers signed up. We can only take 85 more riders on this trip.

If you would like to purchase tickets on any of these events (except the Forney Museum /Platte Valley Trolley/Caboose Hobbies tour) please order your tickets soon. To register for the convention, visit

<http://nrhs.com/content/2016-convention>

CT&S invites attendees to an after party to "ride one more historic railroad along the old D&RG."

Save the Date
Saturday, April 30, 2016



Wichita Chapter NRHS hosts the **Annual Quad Chapter Meet**
Lunch at the Larkspur, 904 E. Douglas Ave.
Program: Mr. James Mason presents on the *Wichita Street Railways and on the
Arkansas Valley Interurban Railway*
Short business meeting and drawings for door prizes

9:30 – 10:30: Registration begins at the Great Plains Transportation Museum

11:00 – 11:30: Registration continues at the Larkspur, 904 E. Douglas Ave.

11:30: Lunch (buffet: fruit, salad, meat, cheese, bread, & dessert)

12:15: Program and Presentation

2:00: Tour of Union Station, 901 E. Douglas Ave.

Reservations

Early Bird, until April 04 (postmark date): \$25 per person, NRHS or GPTM member,
\$48 per couple (only one person needs to be an
NRHS or GPTM member)

Non-NRHS members: \$27 per person; sorry, no couple rate

Post-Early Bird: \$28 per person, \$55 per couple, NRHS member,
April 05 – April 16 (must be received by the April 16
date)

Non-NRHS members: \$30 per person
Mail reservation form and check to

J. H. Koehn
Wichita Chapter NRHS
700 E. Douglas Ave.
Wichita, KS 67202-3506

Questions? Contact
Harvey Koehn at
info@gptm.us
or call
316-733-2085

Reservation Form
Annual Quad Chapter Meet
April 30, 2016
Hosted by the Wichita Chapter NRHS

Name 1: _____

Name 2 (if couple): _____

NRHS member? No _____ Yes _____ Which chapter? _____

Phone Number (primary): (____) ____-____. (alternative): (____) ____-____.

e-mail address: _____

Amount Enclosed: \$ _____. Please make check payable to Wichita Chapter NRHS



Oklahoma City on March 22, 2016 finalized a \$24.9 million contract with **Brookville Equipment Corp.** for the supply of five Liberty Streetcars to support the city's MAPS 3 Modern Streetcar program. The American-made, electric streetcars will operate downtown along a 2-mile east-west loop and a 4.9-mile north-south loop. From March 2016 *Railway Age*. Carolina Worrell, Writer and Managing Editor

The Liberty Streetcars, which are being designed and manufactured at Brookville's Pennsylvania-based campus, will measure 66 feet long, 8 feet wide, and include 70% low-floor area with 100% curb-level boarding for passengers. In addition, the vehicles offer seating for 30 passengers, with the capacity to comfortably transport up to 100 passengers. Notably, the Liberty Streetcars feature more than 70% American content, meaning they would meet Buy America compliance if the project is awarded Federal funding in the future.

The Liberty Streetcars will be powered by overhead wires on part of Oklahoma City's routes and will use a lithium-ion battery onboard energy storage system (OESS) for the balance of the routes.

Scheduled to begin service in 2018, the all-new streetcar system will connect riders to an array of attractions and destinations in the city's core along its two loops. The 4.9-mile north-south loop will provide access to the Downtown Transit Center, Automobile Alley, Midtown, St. Anthony Hospital, Bricktown, Chesapeake Energy Arena, and future attractions, including Santa Fe Station, MAPS 3 Convention Center, and MAPS 3 Park. The 2-mile east-west loop will serve Bricktown, Cox Convention Center, Myriad Botanical Gardens, the future MAPS 3 Park, and future development sites.

According to the contract, the first Liberty Streetcar is scheduled to deliver to Oklahoma City in the fourth quarter of 2017, with four successive deliveries taking place in the first half of 2018.

Submitted by Chapter member, Mitch Marmel.

Colorado's scenic tourist lines: Some of the country's most spectacular train rides and attractions available during NRHS 2016 Convention

April 8, 2016 |

Railroads include:

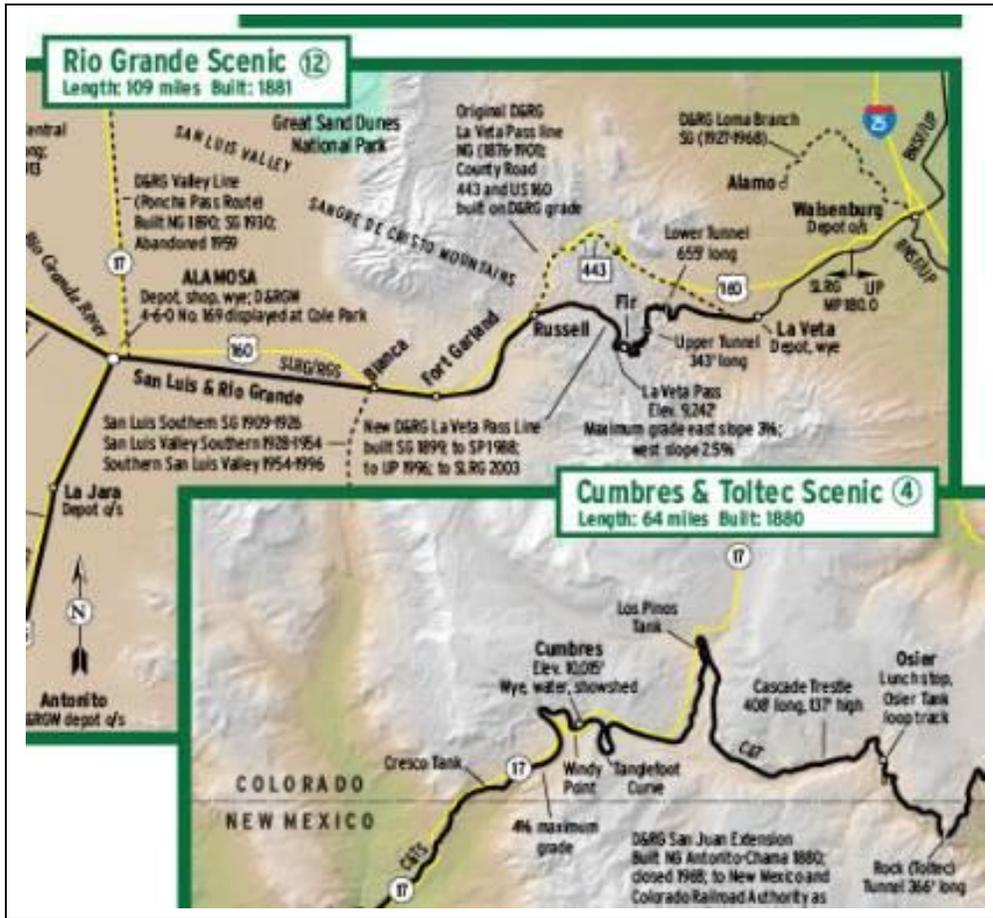
Manitou & Pike's Peak; San Luis & Rio Grande; Denver & Rio Grande; Cumbres & Toltec Scenic; Leadville, Colorado & Southern; Durango & Silverton Narrow Gauge; Royal Gorge Route

This map originally appeared in the [May 2013 issue of *Trains Magazine*](#).

Be sure to check out our [Colorado Railroads special issue](#), available in April!

Editor's Note: There will be a copy of the above issue for you to examine at the April meeting this week.

Maps of two of the Colorado Tourist lines:



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

Rare Colorado steam up events:
March 28, 2016



Manitou & Pike's Peak Railway No. 4 firing up for a run on Oct. 30, 2010. The locomotive will operate several excursion dates in 2016 for the railroad's 125th anniversary. Photo by Frank Keller

MANITOU SPRINGS, Colo. — On June 30, the Manitou & Pike's Peak Railway will celebrate 125 years of travel 14,110 feet up Pike's Peak with special operations and ceremonies featuring Baldwin steam locomotive No. 4. The 0-4-2T A number of special events will take place during the season, including a special ceremonial

run on May 5. On June 30, No. 4 will make four runs throughout the day to mark the official opening of the 125 anniversary celebrations. Additional celebratory runs will be made on Aug. 25, Sept. 8 and Oct. 6. These steam runs will travel a quarter mile from the base station and return. No. 4 will team with original coach No. 104 for each trip, and passengers will receive a souvenir commemorative token and a tour of the railway's shops.

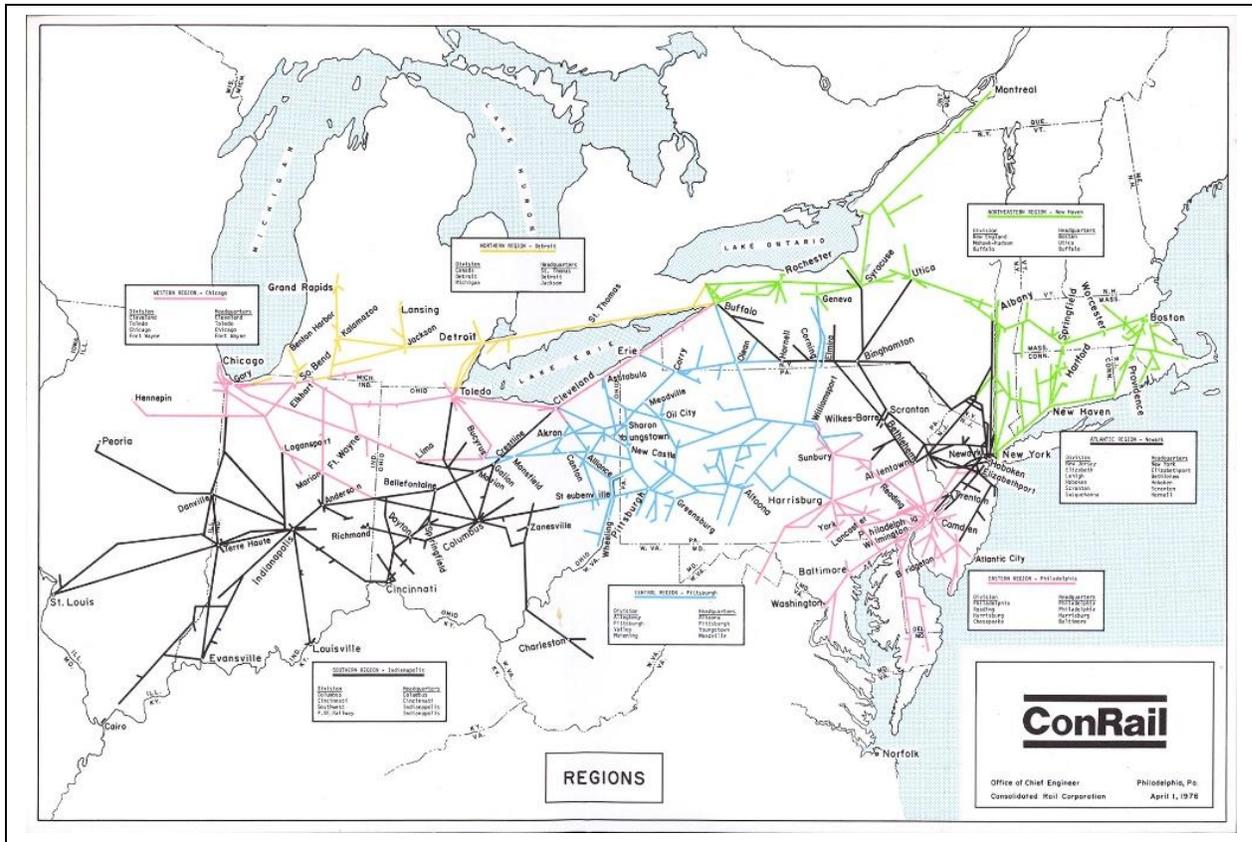
TRAINS FROM MEMORY

A Short History of Conrail by Michael Froio

At the close of the 1960's railroads of the Northeast struggled with mounting debts, declining traffic and deferred maintenance. Coal, once the railroads mainstay traffic source, took a nosedive as the nation's appetite for oil increased, triggering financial panic among many rail carriers in the Mid-Atlantic. The Pennsylvania Railroad and New York Central, once bitter rivals, merged into the Penn Central creating perhaps the most infamous face for the ensuing financial disaster seven major carriers faced in the early 1970's. In order to avoid the complete collapse of railroading in the east, congress enacted the Regional Rail Reorganization Act of 1974 (commonly referred to the 3R Act). The Act provided interim funding for the struggling carriers while creating Consolidated Rail Corporation, a government funded private company. Under the Act the United States Railway Association prepared a plan to determine what lines of the seven carriers would be incorporated in the final system plan to be transferred to Conrail. This plan would be approved by congress under the subsequent Railroad Revitalization and Regulatory Reform Act of 1976 (4R Act) which was signed into law in February of 1976.



Two Conrail trains part ways at iconic Horseshoe Curve west of Altoona, Pennsylvania on the former Pennsylvania Railroad mainline over the Alleghenies, October 21, 1988. Photograph courtesy [Mike Danneman](#)



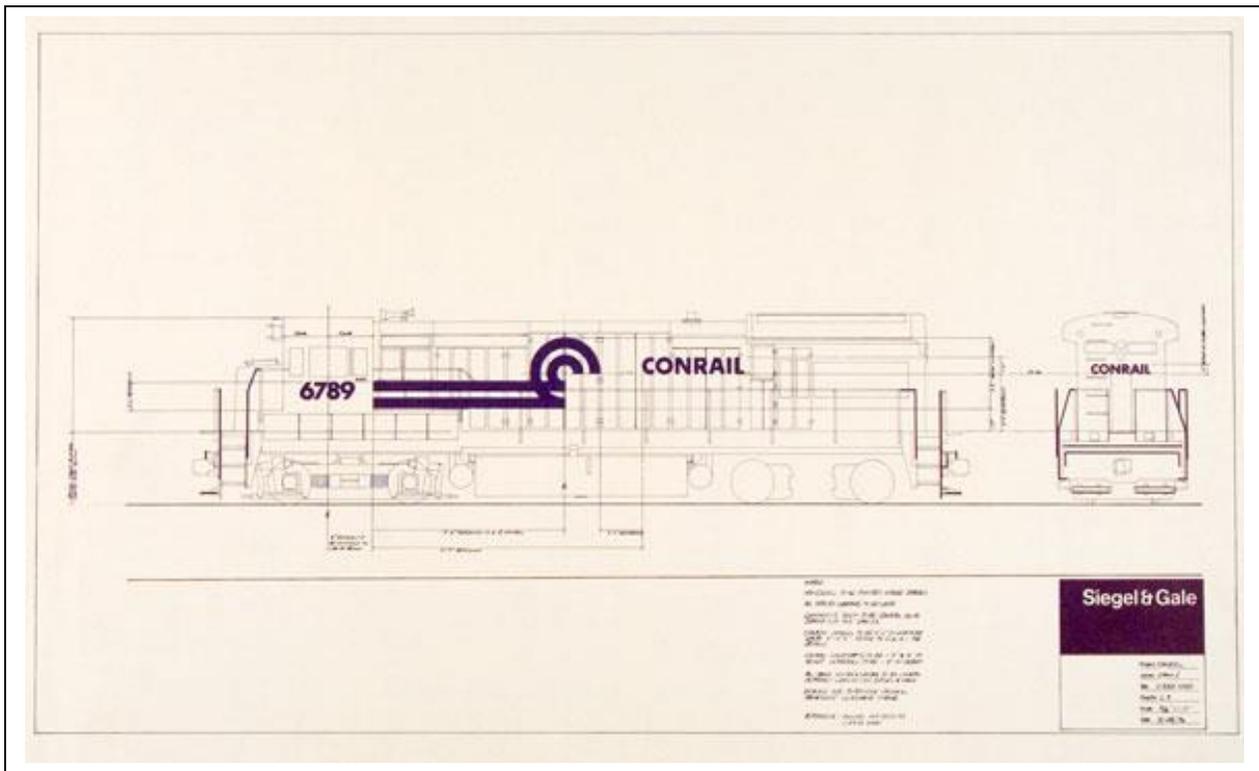
The original Conrail system map circa April 1st, 1976. Note the absence of the iconic Conrail "can opener" logo. Collection of Multi-modalways Project

Conrail was incorporated in Pennsylvania the same month and began operations April 1st 1976. The company's function was to revitalize freight service between the Northeast and Midwest, operating as a for-profit operation. In 1981 Conrail's economic standings began to turn around showing its first profit since incorporation. Under the leadership of L. Stanley Crane, a former Southern Railway CEO, the railroad flourished, shedding an additional 4100 unprofitable and redundant miles from the system between 1981 and 1983. The Staggers Rail Act of 1981 also provided much needed deregulation of railroad rates and tariffs allowing for changes in rate structuring that dated back to the turn of the century, giving railroads the ability to better compete with trucking companies. By the time Conrail approached its 10th birthday the railroad was ready to return back to the private sector. In the fall of 1986 congress signed in the Conrail Privatization Act authorizing a public stock offering that resulted in one of the largest IPOs in US history raising \$1.9 billion in 1987.

Conrail's ubiquitous blue locomotives and "can opener" logo developed by designer Tony Palladino became the symbol of a profitable network, a success story for a new era of railroading which also saw the creation of Norfolk Southern and CSX Transportation. Ironically in the 1990's NS and CSX engaged in a takeover battle that would have created an unhealthy imbalance in northeastern rail service, the compromise was instead a split of the Conrail system. CSX would take 42% of Conrail's assets and the former NYC properties with NS assuming

the 58% balance and much of the PRR network. Interestingly enough, the final split of Conrail is similar to a merger proposal from the 1950's in response to the proposed marriage of the New York Central and Chesapeake & Ohio. The PRR had looked to join forces with the N&W and Wabash, both of which it already had a controlling interest in. Regardless, the ICC rejected both mergers but the net result some fifty years later is the same.

Outside of the major split of Conrail assets three terminals where competition was in jeopardy continues to be serviced by the jointly owned Conrail Shared Assets Operation, providing equal access for both railroads in Detroit, Northern and Southern New Jersey/ Philadelphia continuing the Conrail name that began operations 40 years ago today.



Tony Palladino worked for design firm Siegel & Gale when he developed the iconic Conrail logo and identity, shown here in a lettering diagram. Collection of the Milton Glaser Design Study Center and Archives.

Our thanks to Michael Froio Photography for this emailed history of Conrail and to our Chapter president, Bob Stark who submitted it. Editor