

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2013 DIRECTORY OF OFFICERS

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|-------------------|--------------------|
| 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, August 18, 2016 at the
J. Reilly McCarren Transportation Museum at the A&M Depot.

The Scrambler

Volume 29, No. 12

August, 2016

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

CHAPTER MINUTES

July 21, 2016 meeting of the Arkansas-Boston Mtn. Chapter of the National Railway Historical Society at the Reilly McCarren Transportation Museum, A&M Depot, Springdale, AR. Meeting was called to order at 7:10 PM by the President, Bob Stark. 19 members were present, and one guest, Jim Johnston.

May and June minutes were approved with the following amendments: in Train Talk our guest, Jim Johnston's last name was misspelled as "Johnson" and the Missouri and N. Arkansas RR was referred to as the N. Arkansas and Missouri RR once. Chuck Girard, local membership, reported that we have two new members (chapter only), Steve Rankin and Bob Cusco.

Tom Duggan, Treasurer, and Ken Eddy, National Rep, are at the NRHS Convention in Denver. Bill Merrifield, the *Scrambler* editor, reported the May and June newsletters are out. He added a note about senior member, Bill Ussery, who doesn't drive any more and would need a lift to meetings. Our President and V-P, Bob and Al, visited long time member, Martin Post, and showed him the V-P's layout and then took him to lunch.

Old Business: No progress to report on Frisco Fest. President Bob will contact the King's, who volunteered to be doing this. A show of hands indicated that only four people were planning to participate, which is not enough. Bill Merrifield was worried that he might inadvertently caused the mail box to be closed again due to nonpayment of the box rent caused by not checking our post office box often enough. Would it be possible to have it paid directly from the checking account? The V-P, Al Kaepfel, wanted to know the status of Ellis Mel-

ton's N scale stuff that was to be sold. Mitch said there was little interest in buying so he is holding it for the February train show.

New Business: St. Paul will celebrate its 125th anniversary on Pioneer Day, Saturday Sept. 10 in the old school gym. Tom Duggan and Larry Cain will set up there. Set up time is Friday, 3-6 PM (security will be provided over night) or Saturday 8:00 AM. The gym will close for the parade, reopen after, and then close down about 2:30 when the program starts. Exhibitors should bring a lunch or plan on buying it there at the school lunch room.

Train Talk: Programs: August-Bob Stark and Al Kaepfel, progress on tracing the route of the Ozark & Cherokee Central (looking for aerial photos and were advised to contact the Center for Advanced Spatial Technology at the U of A). Programs: September-Jim Gattis, MO & N Ark Neosho to Wayne; October-Malcolm Cleaveland, NA Class I RRs, although someone volunteered another program; November-Show & Tell; December-Christmas Party Train. The old A&M locomotives have been stashed behind the Tyson plant. Several are being restored. There is a lot of rolling stock (tank cars, gondolas, hoppers) on sidings around Arkansas, e.g., Ft. Chaffee and near Baum Stadium. Mitch brought a Lionel 6-8-6 released 1946-50 that has a radio receiver with vacuum tubes inside, the alternative to DCC. Dick Hovey asked how many could recall their first childhood memory. His was looking out a train window and seeing a bad wreck that destroyed 28 freight cars. Meeting adjourned about 8:00 PM, followed by a presentation by Jim Johnston about the bitter strike on the Missouri and N. Arkansas Railroad 1920-1923 at Harrison, AR.
Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

From our Chapter Dispatcher (President) Bob Stark: All Hands, the Frisco Fest will be Saturday August 27 the last Saturday of the month. It will take some work but there will be lots of fellowship. We'll will handout our membership cards and old train magazines. **Prepare to sign up next meeting.**

Be prepared for a great program this upcoming meeting, Thursday, August 18--The third segment on Al & Bob's O&CC RR adventure. The duets have been working on this project for more than three years with lots of good stuff. We need the computer and projector as well as the large screen since we can't go on without them. Oh, we also need a good responsive audience!!

Dispatcher Bob

HISTORICAL OPERATIONS

Nashville council to hear steam engine restoration proposal

July 19, 2016

When volunteers aiming to restore Nashville, Chattanooga & St. Louis Ry. steam locomotive No. 576 – now sitting outdoors in a Nashville park – cracked open the smokebox door for the first time in years, they got the surprise of their lives: Shane Meador, president of the Nashville Steam Preservation Society, shone his flashlight inside the darkness of the Class J3 “Dixie” engine and saw a new, or nearly new, superheater assembly. It looks like it was installed by NC&StL Shops forces just before they rolled No. 576 across the street to Centennial Park in September 1953.

Meador noted, “The back side of the neck still had the coating Elesco would coat the units with – so if it was used, it was barely used. Shops tags, like storehouse inventory tags, were attached to the necks – the device has a build date of 1949 – and bits of emery paper from the installation were lying at the bottom of the smokebox.”

“Assuming they blew them out when they were used and dried them real well, that’s going to save us quite a bit of money in the restoration.”

While Meador and his crew make regular visits to No. 576 to ascertain its condition, their proposal to lease, restore and operate the locomotive is making its way through the political process. The NC&StL donated the 4-8-4 to Nashville. So, before restoration work and serious fundraising can begin, the Metro government first has to agree to let the society move the engine out of the park.



Volunteers work on Nashville, Chattanooga and St. Louis No. 576, on display in a Nashville park.

The Metropolitan Board of Parks and Recreation on June 7 unanimously approved the NSPS proposal. Next, the nonprofit is to go before the Nashville Metropolitan Council, governing agency for the city and Davidson County, tonight (July 19) for what’s expected to be the first of at least three meetings. If the Council approves an agreement in August or September, and if enough funds are raised, the locomotive could be moved this autumn.

“It’s a phenomenal project,” Syracuse says. “It converts this showpiece that is just sitting there to a functional, usable piece of history. It’s exciting we had this train protected. Now, we’re taking the next step and making it come alive again.”

NSPS proposes moving the locomotive to the Tennessee Central Railway Museum, on the Nashville & Eastern Railroad east of downtown, to be made to steam again, a project that could take four to five years. It would lead passenger excursions on the N&E, which already hosts passenger trains of the Music City Star commuter operation.

The group has estimated the cost to do at least a cosmetic restoration would be \$500,000, and a full operating rebuild, up to \$3 million. It has budgeted another \$2 million to construct a visitors center. For information on the project, go to www.nashvillesteam.org or its Facebook page, www.facebook.com/nashvillesteam. No one has ever attempted to restore a steam locomotive that sat outdoors for more than 60 years.

In the smokebox, aside from some surface rust, the interior components are “in extremely good condition” with “no signs of rust or rot between the smokebox and the saddle,” Meador said. “It was amazing how pristine it looked. There were no cinders. Everything looks brand new. There’s not even any carbon build-up in the nozzle. It’s almost as though they cleaned it and put everything back in as new.”

The volunteers are draining and replacing the oil in the roller bearing housings on the drivers and trucks. So far, they’ve found them full of oil – no water or metal shavings. They’ve used an ultrasonic tester on the walls of the firebox, crown sheet, side sheet and other locations and found the thickness per specs as delivered from Alco in 1942 – or more so; the railroad made improvements on them.

There’s been vandalism in the cab where visitors had access to the engine while it was on display, but the glass and dials of the gauges can be replaced, Meador says. All the appliances are in place. The lubricators still work. The equalizer spring rigging pins still have oil in them. Someone even left a fire rake in the firebox.

“It’s almost like a time capsule from 1953,” Meador says. He credits NC&StL Shops forces with the care and foresight to properly prepare No. 576 for long-term outdoor storage. “This enables it to be a prime restoration candidate.” Written by David Ibata

Age of Steam open for rare public tours in September

August 15, 2016

SUGARCREEK, Ohio — For one, rare, day, the public will be able to visit and tour the Age of Steam Roundhouse and locomotive collection in central Ohio.

Public tours of the fabled roundhouse will be available in three sessions beginning at 11 a.m., Sept. 10. The tours will be followed up in the evening by a separate "Evening at the Roundhouse" reception from 5:30 to 8 p.m. Tour tickets are \$20 a piece and reception tickets are \$50.

Former Ohio Central owner Jerry Joe Jacobson uses the Age of Steam Roundhouse to house and display his collection of steam and heritage diesel locomotives.



Our thanks to Trains Newswire for the historical news items.