

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2007 DIRECTORY OF OFFICERS

President	Gary McCullah
Vice President	Mitch Marmel
Secretary	Clare McCullah
Treasurer	Tom Duggan
Editor	Bill Merrifield
National Director	Chuck Girard
Board Director	Mike Sypult

NRHS Chapter Meets 7:00 PM Thursday, October 16, 2008 at the Shiloh Museum's General Store.

Scrambler editor, Bill Merrifield, is this evenings' program presenter.

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NATIONAL RAILWAY HISTORICAL SOCIETY
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The Scrambler

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

CHAPTER MINUTES September 18, 2008

The regular scheduled meeting of the Arkansas-Boston Mountain Chapter of the National Railway Historical Society was called to order at 7:00 p.m. on September 18, 2008 by President Gary McCullah, at the Shiloh Museum General Store in Springdale, AR. There were 26 members present and no visitors.

Secretary, Clare McCullah's minutes from the August 2008 meeting were approved as stated in the *Scrambler* dated September 2008.

National Director, Chuck Girard, stated he will add Bill Longston to the National reports when it was announced Mr. Longston is going to assume the position as Treasurer effective immediately. Mr. Girard stated he is updating the membership roster but he doesn't have the newest members on it yet. Bill Merrifield requested a copy of the roster to know which members are to receive a *Scrambler*. Mr. Girard stated he would notify Mr. Merrifield by e-mail.

Scrambler Editor, Bill Merrifield, asked if everyone had their *Scrambler* this month. He was trying to make sure no one was forgotten. Mr. Merrifield requested a revised membership list. A discussion was made of the cost of sending out paper copies of the *Scrambler* via snail mail verses putting the paper out on the Chapter's website. It was decided a sign up sheet from the membership list would be established and those Chapter members who don't want to receive their *Scrambler* from the Internet can receive a paper copy by snail mail. Using the website and e-mail would cut the cost of printing and mailing the monthly *Scrambler* considerably. The cost to print each *Scrambler* is about \$1.25 per copy plus 42 cents per copy to mail. Mr. Merrifield stated the Chapter mails out a number of copies to Railroad museums and other organizations routinely. He stated the copies are made at Kinko's electronically already to save money. It was agreed Mr. Merrifield would send the completed *Scrambler* by e-mail to Mitch Marmel. In turn, Mr. Marmel would place the *Scrambler* on the Chapter's website. Mitch Marmel and Bill Merrifield are to establish a list of those Chapter members who have e-mail and those who do not. From that list, a list of members will be established who need to have paper copies of the *Scrambler* sent to them by mail. It was suggest for a few months as trial run the paper will be sent to the entire membership by e-mail and by mail prior to removing so many Chapter members from the mail list. Mr. Merrifield stated the article in this month's *Scrambler* was from Roseanne Hofer.

Acting Treasurer, Tom Duggan, read the financial report to the members. The report was approved as read. Gary McCullah stated again that Bill Longston will be the new Treasurer. Mr. Longston volunteered for the job at Frisco Fest. The new officer will assume his duties effective immediately. He was not able to attend tonight's meeting. Mr. Duggan gave the Treasurer's report and stated he would give Mr. Longston the information he needed to assume the office. Mr. Duggan stated he has written a memo to the State of Arkansas on the sales taxes issue as a non-profit organization. He stated he learned the Chapter is not subject to sales taxes on the state level. In fact, the taxes the Chapter paid last year for items sold during the Bentonville Train show can be requested to be refunded to the Chapter. Mr. Duggan stated the Chapter can't sell things continuously (such as always selling the same type of whistle), can't have someone sell items on the Chapter's behalf, and can't sell something other vendors are selling. Mr. Duggan put forth a proposal to change the money in the Vanguard account to a money market account at a local bank which would be more convenient to access everything the Chapter needs to transfer funds from the checking account at ARVEST to the money market and vise versa. A resolution was put forth to amend the bi-laws to increase the amount to be spent by the Treasurer to \$250.00 without 2 signatures from the present day \$25.00 which was set in the early 1970's. President McCullah asked Mr. Duggan to put forth a proposal to be approved by the membership at the next meeting. President McCullah stated the vote will be taken at next month's meeting on the subject to amend the bi-laws.

Membership Chairman, Chuck Girard, stated he has taken the old NRHS application and made new ones. He stated he will make copies to be used for incoming new members. Mitch Marmel requested a copy of the membership application to put on the Chapter's new website. Mr. Marmel stated he could enlarge the font to make the information easier to read when Mr. Girard stated he used a smaller font to get the application to fit on a single page.

Special Events, Programs and Activities Chairman, David McDonald, stated Bill Merrifield has the program in October. President McCullah reminded everyone the next special event is the Christmas Train in December. He stated we don't have any detail on the event yet. Clare McCullah announced the NRHS annual Christmas party is reserved for AQ Chicken in Fayetteville, AR on December 18, 2008 at 6:30. An individual room has been reserved at the AQ for the NRHS business meeting and gift exchange.

Archivist, Al Kaepfel, stated not present.

Map Committee Chairman, Travis Walls, stated nothing new. Mr. Duggan stated he has a new CD with the additional maps to be given to Mr. Walls.

Sign Committee Chairman, Chuck Girard, stated good weather almost here to place the signs.

Old Business: President McCullah reminded everyone to give their nominations for officers to Bob Stark, Ray Toler, or Bill Merrifield.

New Business: Mitch Marmel suggested the Chapter look at ordering logo shirts with the NRHS log to wear on special occasions. He stated the CD of the NRHS logo could be used to order shirts on line or from an individual. President McCullah asked Mr. Marmel to put together a presentation with prices on shirts and how to order for the next meeting.

Chuck Girard stated the Chapter has been invited to come back for Frontier Fest in Ft. Smith on October 25 & 26, 2008. He stated there isn't much room in the old Frisco Depot for our displays this year. The Chapter will be put in Frisco waiting room just inside the front door. President McCullah suggested Mr. Girard get additional details on the event and a decision would be made next meeting.

David McDonald stated the Ft. Smith Trolley ran off the track and was put back on the track with minor damage to the trolley itself and the track.

The KCS Christmas train will be in Noel, MO on Sunday, December 7, 2008 for a stop. They will not stop in Siloam Springs this year.

New website was announced about Arkansas Coal Mines. It is: arkansascoal.org

The meeting was adjourned by President McCullah. President McCullah reminded the membership to donate to the coffee kitty.

The presentation for the evening was from: Mike Sypult was a journey from Springdale, AR to Wichita, KS as a passenger in September of 1960 on the Frisco Railroad.

Clare McCullah
Secretary of the Arkansas-Boston Mountain Chapter
National Railway Historical Society

FROM THE HEAD END

From the Prez,

I want to offer thanks to Bill Longsdon for volunteering to take on the job of treasurer. I also express my thanks to Tom Duggan for the great job he did as interim treasurer. This leaves the offices of President, Vice-

President, Secretary, special events coordinator, and one director as open for voting. If you have a nominee, contact a member of the nominating committee.

As some of you may know, the Grand Canyon Railroad has been acquired by Phil Anschutz (formerly of the D&RGW). One of the first acts was to end the steam excursions to the Grand Canyon. From what I have seen and heard, the excursions will continue behind diesel power. The reason was the cost of fuel for the steamers. Though some may doubt this is valid, remember that steam locomotives are very labor intensive which translates to money. With the economy like it is and the location, I can see the problem.

I have seen several posts about railroads trying to balance their income sources so that a down-turn in one area does not have as great an impact. BNSF especially seems to be working hard to not be dependent on just coal or just intermodal or just agriculture. There is also a push by the major railroads (and some regionals) towards more fuel efficient engines including "green goats". I wonder how long before we see this very new technology on the mainline. If you come across an article in Progressive Railroads or Railway Age, please pass it along. We may not be able to reprint it in the Scrambler, but bring it to the meeting or post a reference on the ABMT Group site so the rest of us can take a look-see. Thank you.

Have you gathered up you "Show and tell" stuff, yet? I'm looking forward to a lot of strange and interesting objects gracing our stage at the November meeting. Bill Merrifield has the program for October. I know it will an excellent one. Till then...

Gary

LOCALLY ON THE BEAM

Here is a message from the National Office regarding the dues statements. I have tried three times to get a current membership roster to be sure our new members have been added. However, as of this date, I have been ignored by the National Office. Perhaps they just think that since the new billing is going out, the records will take care of themselves. We will just have to wait and see. Chuck Girard

"I wanted to keep you up to date on the progress of the 2009 Dues Mailing. The mailing of 2009 Dues Notices Started last Friday and was complete as of yesterday. For Chapters in the US, all dues notices were mailed directly to your members First Class, so your members should be beginning to receive these within the next week.

"This week you will receive information on the dues processing schedule and the spreadsheets needed to send National Dues in.

"Thank you for all of your cooperation with updating information to ensure our Dues Mailing would be correct.

"Please let me know if you have any questions or if I can be of assistance.

Best Regards,
Christina M. Rockwell, CAPM
Project Coordinator
National Railway Historical Society, Inc.

HISTORICAL OPERATIONS

Actor Michael Gross to serve as spokesman for B&O Railroad Museum

October 10, 2008

BALTIMORE - The B&O Railroad Museum has announced that actor Michael Gross has agreed to serve as the museum's official spokesperson for the coming year.

Known for his role as Steven Keaton on NBC's 1982-1989 series "Family Ties," Gross is currently on the day-time drama "The Young and the Restless." He is the grandson and great-grandson of railroaders, part owner of the Santa Fe Southern Railway, as well as a historian, photographer, and model railroader. Gross has also been a spokesperson for Operation Lifesaver, the ALS Association, and a number of other national charities.

Visit the museum web site at www.borail.org.

Indiana-based NKP 2-8-4 765 to visit Michigan in 2009

October 7, 2008

FORT WAYNE, Ind. - The Fort Wayne Railroad Historical Society has announced a partnership with the Steam Railroading Institute of Owosso, Mich., to bring Nickel Plate Road 2-8-4 765 to Owosso for Train Festival 2009 in July. The Steam Railroading Institute owns sister locomotive Pere Marquette 1225, which in 1991 joined the 765 in excursion service in New River, W.Va.

Beginning July 24, the 765 will be live and on display with a variety of other equipment. A passenger excursion is scheduled for July 26. The possibility of additional operations during the three-day event exists. Details will be completed in upcoming months.

For more information, contact the society at www.765.org.

Minnesota museum to preserve 1960s passenger locomotive

August 29, 2008

St. PAUL, Minn. - In the next few days the Minnesota Transportation Museum is expected to receive SDP40 No. 6327 from BNSF Railway. The locomotive, which is being donated to the museum, is in operating condition. MTM hopes to use the diesel to pull leaf-viewing trains on its Osceola & St. Croix Valley tourist railroad operating out of Osceola, Wis. The trains will run Sept. 27-28 and Oct. 4-5 and 11. Four trains will run each day from Osceola to Marine, Minn., departing at 11 a.m., 12:45 p.m., 2:30 p.m., and 4:15 p.m.

No. 6327 was built by EMD in May 1966 for the Great Northern Railway as its No. 325. GN had six of the units, numbered 320-325. Essentially a longer SD40 with room for a steam generator, the units pulled GN's *Empire Builder* and *Western Star* transcontinental streamliners, along with Seattle-Portland-Vancouver, B.C., corridor passenger trains.

Upon Amtrak's inception in 1971, GN successor Burlington Northern placed the units in freight service, where

two of them remained until this year. It is currently painted in BN's "Whiteface" scheme. When delivered in 1966, No. 325 wore GN's simplified orange and green colors, but prior to the 1970 BN merger was painted in GN's "Big Sky Blue" scheme adopted in 1967.

Reading FP7s set to "Ramble" again

September 22, 2008

PHILADELPHIA - In the early 1960s, the Reading Co. gained fame when it hosted a series of "*Reading Rambles*" behind its 4-8-4 steam locomotives. While the Reading vanished into Conrail in 1976, memories of the railroad and the *Rambles* will be rekindled this fall when another runs from Philadelphia to the Railroad Museum of Pennsylvania at East Strasburg, Pa. on Nov. 1. Instead of steam locomotives, restored Reading FP7s Nos. 902 and 903 will pull the *Ramble*. The train will depart Amtrak's 30th Street Station at 9 a.m. and Paoli, Pa., at 9:30 a.m. It will return to Paoli at 4:30 p.m. and arrive at 30th Street at 5 p.m. The train will consist of air-conditioned coaches. The Reading Co. Technical & Historical Society and the Philadelphia Chapter, NRHS are the sponsors. To download a ticket order form go to www.readingrailroad.org.

Delaware & Hudson Alco RS3s run on Delaware-Lackawanna

October 10, 2008

On their first trip together, a trio of former Delaware & Hudson Alco RS3s (Nos. 4118, 4103, and 4068) pulls a 40-car grain train on the Delaware-Lackawanna Railroad's Pocono main line at Scranton, Pa., on Oct. 8, 2008. The trip was considered a test run for the newly overhauled 4068. The three Alcos are expected to enter regular service together next week, making Delaware-Lackawanna the only railroad operating three RS3s together--on freight no less. Delaware-Lackawanna operates former D&H trackage, upon which these engines originally ran, as well as a segment of the former Delaware, Lackawanna & Western main line east of Scranton, Pa.



It is a tribute to the maintenance crews how these locomotives have survived and are still productive!

Kodachrome era coming to an end?

September 23, 2008

ROCHESTER, N.Y. - Kodachrome slide film, beloved by railroad photographers for decades and the subject of a 1973 Paul Simon hit song, may soon go the way of the dinosaur, the Associated Press has reported. Kodak hasn't announced that it will discontinue the film, but speculation has been growing that the film's time is nigh.

Only one commercial lab in the entire world, Dwayne's Photo of Parsons, Kan., still processes Kodachrome. Easier-to-process E6 films, such as Kodak Elite Chrome and Fuji's slide films, have taken over the color transparency market, and digital photography has taken over much of the work slides used to do.

Kodak makes the film in a "master sheet," a mile-long strip that's cut into more than 20,000 rolls. In recent years, cutting of master sheets has occurred a year apart. Kodak hasn't announced whether it will cut another master sheet.

"It's a low-volume product; all volumes of [color film] are down," Kodak spokesman Chris Veronda said.

Kodachrome is especially beloved in railfan circles for its archival quality. Its inks are remarkably slow to shift over time, and countless color photos of the late steam and early diesel era survive in near-perfect condition because they were shot on Kodachrome.

Group begins restoration of ex-Southern 2-8-0

September 18, 2008

KNOXVILLE, Tenn. - Southern Railway 2-8-0 No. 154, on display for 55 years at Knoxville's Chilhowee Park, will be restored for excursions on the city's downtown waterfront. The Three Rivers Rambler group is finalizing restoration plans for the engine.

Alco built the 2-8-0 for the East Tennessee, Virginia & Georgia Railroad in 1890; its restoration would make it one of the oldest operating steam locomotives in the country.

Old Smoky Railway Museum, the engine's owner, dedicated it to the Three Rivers group for the restoration. Pete Claussen, owner of the Three Rivers Rambler and CEO of Gulf & Ohio Railways, said, "The engine is a piece of Knoxville history and I am looking forward to the restoration of this treasure." For more information on the Rambler, visit www.threeriversrambler.com.



SR 154 Three Rivers Rambler workers pose in front of Southern Railway 2-8-0 No. 154. Photo by Doc Claussen

TRAINS THROUGH MEMORY

Below is a photo of a direct contradiction: a very old steam locomotive and a relatively modern building! Also as you can see, the tracks are blocked off by inserted ties! Yes, its a mystery! Can you identify the locomotive, the approximate date of the photograph, its location, and the odd set of circumstances shown?



SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADING?

Question: In railroading history, what was unusual about the original term “**jerewater**” town?

Answer: Your editor comes from a “jerewater town”. In the steam era, not all towns had elevated water tanks. In an emergency, crews, railroad hands, and town volunteers set up a bucket brigade to replenish the tender. My guess is that each pail of water had to be “jerked” to the next person by its handle.

Question: In steam operation, what was meant by the phrase “**wipe the clock**”.