

**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY**

Chapter No. 188 founded in 1987



2007 DIRECTORY OF OFFICERS

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Vice President	David McDonald
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National Director	Chuck Girard
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**NRHS Chapter Meets 7:00 PM Thursday, March 20, 2008 at the Shiloh
Museum's General Store.**



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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 February 21, 2008

There were no Chapter minutes for February since the meeting was cancelled due to weather.

FROM THE HEAD END

It is with a great deal of sadness that I report that Katherine Mindoro has submitted her resignation as treasurer. I thank Katherine for her service and hope she will continue to contribute as a member of the chapter. Tom Duggan has volunteered to be the treasurer on an interim basis. Thanks, Tom.

With the recent deaths of Lloyd Stagner, Chard Walker, and other notable railroad historians/writers, I want to remind all of you that whatever you have in your head may be of value to someone. Write down or record that story now. Preserve those pictures or movies now. "Someday" may never come.

Speaking of movies, I saw an item on Good Morning America. The motion picture academy (the Oscar people) shows home movies on occasion. They will show anyone's home movies. You don't have to be famous. I've said all that to say this, the archivist stated that the VHS tapes and DVDs we are now using will not last very long. Not only will technology change, but the media itself is subject to deterioration. That old 8 millimeter movie film could, potentially, last decades. Yes, you can have it transferred to DVD for accessibility, but hang on to the film.

I also read where Polaroid will cease production of film cameras and film to concentrate on digital technology. In connection with this, I recently scanned in some black and white shots from a Polaroid Swinger I had back in the 70's. The shots were of cars that had been involved in a derailment on the Frisco and were sitting on flat cars on the south leg of the 'Y' at Fayette Junction. The car most visible was a rib-side MILW boxcar. Those pictures are more than 30 years old and have spent most of their life in an old 35mm film can. Yet, they were still clear enough to scan real well. Now, see what you can dig up.

By now you know that the February meeting was cancelled due to weather. Hindsight is always 20/20 but there is no sense risking life and limb over a chapter meeting.

This leads me to another topic that comes to mind: weather and railroads. We all remember the problems UP and BNSF had up in the Powder River Basin a few years back. It was attributed to a mix of coal dust and lots of precipitation. There have been news items about rain washing out this railroad or that one in

the East. There are several videos on YouTube and other sites of snowplows and engines hanging off washed-out trestles. If anyone has some expertise on this subject, please share it with the chapter.

I want to thank all who showed up for the Sugar Creek Train Show. We had a good volunteer turnout. We handed out more than 350 certificates and could have handed out 100 more if we'd had them. Previously, 250 was a very good day. My thanks go to Al Kaepfel for coordinating with the Sugar Creek club.

If you are wondering why this is a little longer than normal, I am trying to fill space since we don't have meeting minutes and I had all these odds and ends that I wanted to touch on and didn't have the space.

Gary

IN THE YARDS

Sad news has reached us that Chapter member Tom Scott passed away at Washington Regional Medical Center in Fayetteville on March 6, 2008 at the age of 89.

A memorial service was held at the Unitarian Universalist Fellowship in Fayetteville.

LOCALLY ON THE BEAM

2008 NRHS Convention

The North Texas Chapter, hosts of the 2008 NRHS Convention, have mailed out materials to those who have pre-registered. The Convention will be based in Fort Worth with a wide range of activities including events for spouses uninterested in rail activities. The Convention begins June 16 and ends on June 22. Highlights include a trip on the Texas State Railroad at Rusk, a rare mileage trip to Quanah, TX using Trinity Rail Express equipment, visits to the local light rail operation in Dallas, a railroaders show, seminars and much more. A comprehensive listing of 2008 Convention events is available at www.LoneStarRails2008.com.

2008 Quad Chapter Meet

J. Harvey Koehn, Wichita Chapter NRHS Nat'l Director has informed us of the Quad Chapter Meet and Excursion on the Kansas and Oklahoma Railroad from Wichita to Yoder on Saturday, May 17, 2008. More details will be announced later.

2008 Sugar Creek Model Railroad Show

The February 23rd event at the Clarion Inn in Bentonville was an unqualified success. There were at least 2000+ paid attendees plus 580 kids under 12 and that number does not include the several hundred vendors who manned over 125 tables. The Sugar Creek Model Railroad and Historical Club demonstrated excellent organizational and promotion skills. Every aspect of the hobby or interest in railroads was represented including our own Chapter. Our Chapter members turned out in strong support of our operating displays and fund raising activities.



An overview of our Chapter activities in the train show at Bentonville. A good portion of the 580 kids with parents came to operate our trains and trolley set ups.

HISTORICAL OPERATIONS

Historic locomotives, cars burned in arson

March 17, 2008

KANE, Pa. - Two steam engines, one diesel, and a historic dining car were damaged in an early-morning arson, the Bradford (Pa.) Era reported. The equipment had run excursions on the Knox & Kane.

An arsonist forcibly entered the warehouse at about 2:15 a.m. and set the fire, according to a press release issued by Kane-based state police. The fire caused an estimated \$1 million in damage.

K&K's steam locomotives are a 1927-built Baldwin 2-8-0 and a Chinese 2-8-2 built in 1989. It also owns a GP9.

The railroad offered excursions to the scenic Kinzua Bridge until it shut down a few years ago. The equipment is owned by B. Sloan Cornell of Marienville, Pa.

It's not yet clear whether the railroad equipment is a complete loss.

Fire destroys "Tweetsie Railroad" artifacts

March 17, 2008

BLOWING ROCK, N.C. - A fire that started around 4 a.m. Sunday destroyed a building at the Tweetsie Railroad Theme Park. The building housed artifacts of the East Tennessee & Western North Carolina Railroad, including historic uniforms.

The theme park features a three-mile loop and train rides powered by two steam locomotives, including one ex-ET&WNC engine. For more information, visit www.tweetsie.com.

UP steam to run this summer

March 10, 2008

CHEYENNE, Wyo. - Union Pacific steam locomotives No. 844 and 3985 will both be active this summer, traveling to the Democratic and Republican conventions and pulling the annual Denver Post Frontier Days Special.

On July 19, 4-8-4 No. 844 will pull a round trip from Denver Union Station to Cheyenne so passengers can attend the annual Cheyenne Frontier Days rodeo. Reservations are available online or in The Denver Post newspaper beginning May 2008. This excursion has become a popular summer event. It features the train ride, barbecue lunch, and the Cheyenne Frontier Days Rodeo. Tickets also include a continental breakfast, admission to the Old West Museum in Frontier Park, beverages, and a light dinner on the return trip.

For more than 60 years, this annual trip was a highlight for Denver and Colorado politicians and businessmen. In 1992, The Denver Post revived the event to help celebrate the 100th Anniversary of the newspaper. This year's run will mark the 100th Anniversary of the first Frontier Days Special. For more information, go to www.cfdtrain.com.

To run the trip, No. 844 will ferry to Denver on July 17, leaving Cheyenne at 10 a.m. and arriving at Denver Union Station at 2 p.m. The engine will be on display at Union Station on July 18 from 8 a.m. to 5 p.m. The Frontier Days Excursion will leave Denver at 7 a.m. and arrive at Cheyenne 10 a.m. It will depart at 5:30 p.m. and arrive in Denver at 9:30 p.m. The ferry trip back to Cheyenne will leave Denver July 20 at 11 a.m. and arrive in Cheyenne at 3 p.m.

No. 844 will depart its home base in Cheyenne again on Aug. 20 for public display during the four-day Democratic National Convention in Denver, Aug. 25-28. There are no excursions planned and a detailed schedule will be available in July.

Challenger No. 3985 will leave Cheyenne on Aug. 29 traveling to St. Paul, Minn. for display at the Republican National Convention, which will be held Sept. 1-4. This will be No. 3985's second trip to the Twin Cities, having visited in 2002. There are no excursions planned during this trip. A detailed schedule will be available in July that will outline the route the 4-6-6-4 will take on its round trip to St. Paul.

Nevada Northern Railway steam locomotives taken out of service

February 21, 2008

EAST ELY, Nev. - The Nevada Northern Railway Museum announced that both its steam locomotives, 4-6-0 No. 40 and 2-8-0 No. 93, have been taken out of service for the foreseeable future due to cracks in their axles. Several cracks were found on No. 93's axles when it was ultrasonically inspected.

Since cracks were found in No. 93's axles, Nevada Northern decided it would be wise to ultrasonically inspect No. 40's axles as well. Cracks were found in two of its three axles and worn parts were found in its running gear. No. 40's pilot truck had just been rebuilt and repaired so that it was able to participate in the first photo special earlier this month. Baldwin built No. 40 in 1910, while American Locomotive Co. built No. 93 in 1909.

According to Mark Bassett, Executive Director of the White Pine Historical Railroad Foundation, operator of the Nevada Northern Railway Museum, when the two axles on No. 93 and No. 40 are replaced, the railroad will then have to refurbish the remaining axles. This in turn will require the railroad to either refurbish or replace the crown brasses, the drive boxes and shoes, and the wedges on the two engines.

Once the running gear of the two locomotives is brought up to specifications, they won't need attention for several years. The boilers on both locomotives were rebuilt in 2001 and 2004, so by the end of the running gear project NN should have two solid steam locomotives for some time to come.

The railroad estimates the cost to repair the running gear and axles to be roughly \$200,000 per locomotive. Nevada Northern does not have all the money on hand for repairs but does have enough to get started on No. 93. NN will need to perform a complete evaluation of 93's condition, develop a scope of work, find suppliers and machine shops to do the work, and obtain firm costs. NN hopes to have No. 93 completed by July

Pere Marquette 1225 steams for photographers

February 18, 2008



OWOSSO, Mich. - Steam Railroading Institute's Pere Marquette 2-8-4 1225 launched an extensive 2008 operating season with a magnificent Feb. 17-18, 2008, photo freight outing for 40 lucky participants. Historic Transport Preservation Inc., which sets up numerous photo charters nationwide, sponsored the event.

The Berkshire hauled 10 freight cars, including several with fresh applications of period lettering, and a PM caboose on former Tuscola & Saginaw Bay lines that are now part of Great Lakes Central.

As a special treat, the whistle from Norfolk & Western J Class 4-8-4 No. 611 made a guest appearance on the engine.

SRI's operating schedule is available on line at www.mstrp.com.

Repairs to former Colorado Midland tunnel underway

February 27, 2008

BUENA VISTA, Colo. - A tunnel that once belonged to the Colorado Midland Railway and now used as part of a county road is undergoing repairs this week. Colorado Midland Tunnel No. 2 on Chaffee County Road No. 371 near Buena Vista was closed on Jan. 2 by a cave-in. Work to reopen the tunnel will include removing loose rocks and installing bolting and strapping to stabilize fractured rock on the sides and ceiling of the tunnel. The project should be complete in the next few days.

The Colorado Midland was the first standard gauge railroad in Colorado to cross the Continental Divide. Incorporated in 1883, it ran from Colorado Springs to Leadville, through the divide at Hagerman Pass to Aspen, Grand Junction, and New Castle, Colo. When the government took over U.S. railroads during World War I, government managers redirected much of the trans-Colorado traffic that was previously carried by other railroads onto the Midland, which was ill equipped to deal with the sudden upturn in business. Traffic overwhelmed the railroad, and when it became apparent that it was incapable of dealing with the volume of business, the government redirected traffic elsewhere. The Colorado Midland ceased operations in 1918. [As children, my mother and her two brothers left Leadville to live with their grandmother in Colorado Springs on one of the last trains of the Colorado Midland. Editor] Segments of the railroad from Cripple Creek, Colo., to Colorado Springs were then sold to the Midland Terminal Railway, but the rest of the line was abandoned. The Midland Terminal made its last run in February 1949.

Dozens injured as boy wreaks havoc by playing trains with city's trams

January 12, 2008

LODZ, Poland - A Polish schoolboy who turned a city's tram network into a giant toy by maneuvering rolling stock using a TV-style remote control has been arrested after he caused chaos on the public transport system.

Adam Dabrowski, 14, described by teachers as a model pupil and an electronics genius, hacked into the public transport network in Lodz to change the track points derailing at least four trams and leaving dozens injured.

He told police in the central Polish city that he had changed the points on tram tracks across the city for a prank. But in one incident alone 12 people were injured.

The giant train set started operating at 1pm on Tuesday when a city tram driver tried to steer his vehicle on to right hand tracks, and found himself helpless to prevent it swerving to the left instead, seemingly of its own accord. The rear wagon then swung off the rails and crashed into another passing tram, hurling screaming passengers to the floor.

A spokesman for Lodz police, said: [the boy] "studied the trams and the tracks for a long time and then built a device that looked like a TV remote control and used it to maneuver the trams and the tracks. He had converted the TV control into a device capable of controlling all the junctions on the line and wrote in the pages of a school exercise book the best junctions to move trams around and what signals to change. He treated it like any other schoolboy might a giant train set - but it was lucky nobody was killed."

"Four trams were derailed, and others had to make emergency stops that left passengers hurt. He clearly did not think about the consequences of his actions." Dabrowski is to face charges of endangering public safety in a special juvenile court.

Our thanks to *Trains News Wire*

TRAINS THROUGH MEMORY

For the strapping 12 year old boy in 1918, life on the southeastern Wyoming range was anything but pleasant. His father had moved his mother, three brothers, and three sisters by covered wagon from western Nebraska to a tiny ranch near Chugwater, Wyoming. There they struggled to make a living raising cattle in one of the most unforgiving places on earth. It was made even more difficult by his youngest brother, who, while playing with matches, set the ranch house on fire. Losing nearly everything, his family had to move into the barn and did their best to make do. Being the oldest of the brothers, the bulk of much of the hard chores fell to him. Chaffing under the burden, the boy began to dream of life elsewhere which finally lead to his hitching a wagon ride to Chugwater and then southwest to Iron Mountain. Here, he hopped a freight train on the Cheyenne-Orin Junction line south to Cheyenne.

In Cheyenne he soon picked up a job selling newspapers and candy on passenger trains in UP's Sidney Subdivision into central Nebraska. It was during these runs that a kindly black porter made it a part of his job to look after the boy. The porter asked nothing in return other than to see the boy safely fed, clothed, and quartered.

The boy was in his element. He loved the excitement of railroad life, the meeting of all kinds of people who were traveling, and he gained a *special love of trains that lasted for a lifetime*. For a few months he thought this new life would go on forever; however, one day as his west bound passenger train pulled into Cheyenne, he was greeted by his father and the local sheriff. At once, the black porter was arrested and charged with child endangerment and contributing to the delinquency of a minor. Before a judge, the boy was questioned thoroughly and when it was determined that the porter had only shown the boy unusual kindness and protection, the porter was found not guilty and released back to his work. We don't know the name of the kindly black porter but we do know the name of the boy. Fourteen years later, he became my father, Clarence G. Merrifield. Editor.

OBSERVATIONS FROM THE ANGEL'S SEAT

Although my father was a rough cut of a man, I never ever heard my father speak despairingly of black people and I had at least on one occasion witnessed his unusual kindness towards them. In 1946, my father, from his bakery and coffee shop, personally served and fed a busload of famous black entertainers, the Ink Spots, when no other restaurants in my resort hometown in Colorado would.

I can only wonder at the countless times that black porters have served as protectors of the traveling public and have changed in a positive way how they were perceived as a race. The role of blacks in railroading is a proud one and a part of what our Chapter is preserving in railroad history. Editor