

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, November 20, 2008 at the Shiloh Museum's General Store.

**Each Chapter member is invited to bring a show and tell item or a topic that is of railroad interest to us.
Members are asked to keep our presentations to approximately 10 minutes.**

**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
P.O. BOX 1303
SPRINGDALE, AR 72765-1303
Address Service Requested**

The Scrambler

Volume 22, No. 3

November 2008

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

CHAPTER MINUTES

October 16, 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 October 16, 2008 by President Gary McCullah, at the Shiloh Museum General Store in Springdale, AR. There were 23 members present.

Secretary, Clare McCullah's minutes from the September 2008 meeting were approved as stated in the *Scrambler* dated October 2008 with the following modification: Bill Ussery stated he had a correction from the *Scrambler* for October 2008. He reminded the membership that the Chapter was established in the late 1980's and the bi-laws were adopted in the early 1990's not the early 1970's as stated in the last *Scrambler*.

National Director, Chuck Girard, stated was unable to attend. David McDonald passed on a message from Mr. Girard, asking if everyone received their membership cards that were mailed out from National this last week. If you haven't received your membership card, you need to get in touch with Mr. Girard.

Scrambler Editor, Bill Merrifield, asked the membership if everyone received the hard copy of the *Scrambler*. He instructed the membership to inform him if you wanted a paper copy or a cyber copy of the *Scrambler*. He stated on the cyber copy he could make photos in color and as large as he wanted. He explained that he sometimes has to condense the minutes if information is repetitive or too long without disturbing the integrity of the information. He stated this month he printed 60 copies of the *Scrambler* and sent out 57 of those copies to members and other organizations at 42 cents per copy. Mr. Merrifield stated he tries to limit the *Scrambler* to 8 pages to make the cyber copies less cumbersome and to reduce the costs of the paper copies. He stated he wants to feature different Chapter members in the *Scrambler* and discuss their love of railroading in future articles.

Treasurer, Bill Longston, read the financial report to the membership for the first time tonight. The report was approved as read.

Programs and Activities Chairman, David McDonald, reminded everyone that next month's program is a show and tell in which everyone is to participate. So please, bring your favorites to show the other Chapter members. Mr. McDonald stated several members have stated they are planning to participate.

Old Business: President McCullah brought up 4 pieces of old business that needed the Chapter's attention.

1) The proposal to increase the spending allowance for the Treasurer from \$25.00 to \$250.00 without the requirement of another signature on the check. This proposal is required due to the high costs of goods and supplies. The proposal required amending the bi-laws to raise the limit. A motion was requested on the floor by President McCullah. The amendment was proposed by Mitch Marmel and seconded by David Denman. The proposal was voted upon and carried with no objections.

The second item was the proposal to have NRHS Logo shirts made for the Chapter members to wear at special events and shows. Mitch Marmel stated he is looking for a good logo because the one he has isn't very clear. David McDonald stated he has a NRHS logo shirt that could be used for a pattern. Mr. McDonald stated he would bring the shirt to the next monthly meeting. Mr. Marmel stated he thought he could scan Mr. McDonald's shirt for a pattern or obtain a pattern from the logo at the A&M office.

The third item was to make a decision about attending Frontier Fest in Ft. Smith at the end of the month. It was decided not to attend due to the lack of space for the layouts.

The fourth item, President McCullah requested a volunteer to contact the A&M in regard to the Christmas train. Bill Merrifield stated he would contact Brenda Brown for Christmas Train on December 6, 2008. Mr. Marmel stated he would bring the trolleys and we would need assistance for the G scale train. President McCullah stated he would pass around a sign up sheet for the next meeting. Volunteers will be needed for that day from 8:00 to about 3:30.

New Business: President McCullah stated the Chapter had received a "Thank you" card from the Shiloh Museum for Chapter's participation in Rails and Tails last summer.

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: Bill Merrifield who presented a program about Raymond Loewy – Premier Railroad designer

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

FROM THE HEAD END

From time to time I look at the rail-related books, magazines, collectibles, *ad infinitum*, that surround me and I wonder "Why?" Why have I collected all of this "stuff"? I think the answer is that we human beings are innately curious. I happen to be curious about railroads. Will I ever use the information in archived E-mails from 1996? Probably not, but I have it nonetheless. The toy train collectors have a sign that used to see a lot, "He who dies with the most trains, wins". I doubt that anyone of us is of the mindset "He (or she) who dies with the most historical information (or collectibles, or whatever), wins". What good is having it, if you don't share it. I enjoy the historical aspect of our hobby. My collection of books and magazines attest to that. I also enjoy going trackside and watching the latest products from Electro-motive and GE haul coal, intermodal, and manifest traffic. I find that relaxing and invigorating. We absorb it all and then share it when a question is asked. To illustrate, how many of you knew that it is almost impossible to get power assemblies for an EMD 567 series prime-mover? There may be one or two companies rebuilding them, but that is it. Also, 645 series parts are not as readily available as they once were. Why? I could spend a couple of pages on that. Suffice to say, it is part of the history being made right now. If you archive information to the point you need a warehouse (figuratively OR literally), don't feel bad. You are part of large family that does the same thing. We are known as the NRHS.

Have you gathered up you "Show and tell" stuff, yet? I've got at least a couple of items, maybe a video snippet or two. Also, with the nice weather we have had, there are plenty of opportunities to take pictures or shoot video for next year's programs. Gary

IN THE YARDS

Chapter member Al Kaeppl's wife Trudy has been at the Circle of Life Hospice in Springdale for about a week. The cancer that she previously had has returned. She is in some pain but was alert when Tom Duggan visited her this past week. Al seemed to be holding up well under what are difficult circumstances.

The Circle of Life Hospice welcomes visitors. It is located in the Har-Ber Meadows complex west of 56th Street in Springdale.

LOCALLY ON THE BEAM

Our thanks to Tom Duggan who submitted the following article:

It was dark as I journeyed by bus to the Hartford's Union Station. It is a large red limestone building built in 1899. Today Amtrak is the only railroad in town but the station does duty as a terminal for long distance and local buses. In 2007 some 150,000 Amtrak riders got on or off at Hartford.

The station has survived as most of the building has been converted to office properties. The station area was tiny but had a small Dunkin Donut that is as common as Starbucks in Seattle. The coffee and donuts were a welcome jolt. Soon the Shuttle train- the Shuttle is a 62- mile Amtrak owned line between New Haven, CT and Springfield, MA -arrived. Three Amfleet -I cars trailed the AMD Genesis locomotive. The cars entered service beginning in 1975. The lighting was dark and small windows added to the gloomy atmosphere. At least Amtrak had updated upholstery from the original purple and red. The 45-minute trip south to New Haven was nothing from a tourism aspect. The many abandoned factories stand as testimony to the loss of manufacturing in the Nutmeg State.

New Haven's beautifully restored station was packed with riders at 8:30 AM on Saturday. I later learned New Haven was the twelfth busiest station on the Amtrak system with more than 640,280 riders getting off or on in New Haven. Part of New Haven's activity stems from its location on the Amtrak's Northeast Corridor that stretches between Boston and Washington, DC. About 25% of Amtrak's revenue comes from the Northeast Corridor. It is also the one Amtrak segment that covers costs and may make a profit.

I had an hour before the arrival of the 9:30 AM Acela to Boston. Across from the station is a large yard for the Metro North Railroad. It is a commuter rail system that connects New Haven to Grand Central Terminal, some 70 miles to the southwest. I commuted to New York on Metro North for 15 years. The MU cars, most in triple married sets, had a new red paint stripe to honor the New Haven Railroad heritage. Also visible was Shore Line East equipment that provides diesel-powered commuter service to points east of New Haven. Both Metro North, on branch lines, and Shore Line East operate diesels painted in a 1950s New Haven scheme. The long bankrupt New Haven is well rooted in Connecticut's collective memory after it was forced to enter the soon to be bankrupt Penn Central in 1968.

The Acela arrived at 9:30. The train was about 80% full to my surprise. Acela cars seem much larger than conventional equipment. The huge clean windows allowed the bright sun to permeate and create an airy feeling feeling of spaciousness. The large baggage bins are twice as large as large bins on aircraft. The indirect lights were bright and added to the spacious feeling. Acela offers two and two seating in Business Class and a one and two seating called First class that provides leather seats, free newspapers and soft drinks. The Acela, first introduced in 2000, features a system that cants the train to allow higher speeds on the numerous curves. The Acela is marketed as high speed but the actual average speed was 72 miles per hour on this trip. The Acela is about 20 minutes faster than a conventional train between New Haven and Boston.

The first 50-miles of track east of New Haven hug Long Island Sound. It was a glorious day with bright sun and maple trees beginning to change color. The Sound was filled with hundreds of small pleasure boats floating on glass smooth water. At New London, CT, home of the U.S. Coast Guard Academy, the Acela turned northeast to Rhode Island. The train picked up speed and the leaves went by in a blur as the train briefly hit 150 miles per hour over the welded rails on concrete ties. Several times the car wheels shuddered. Whether it was a

track problem or a braking difficulty I did not know.

We arrived at Boston's 1898 South Station on time at 11:42 AM. Seeing the stub end depot brought back many memories. I commuted on the New Haven until June 30, 1959 when New Haven passenger service to my town ended. Today's smaller South Station had lots of shops and fast food places and most importantly many people. It is a good way to preserve a building.

I had 18 minutes to connect with the noon departure of the Boston section of the Lakeshore Limited between New York and Chicago. I remembered seeing the shiny predecessor New England States that ran on the B & A/ New York Central from Boston to Chicago. I finally found a seat on the crowded four car train. The trip between Boston and Worcester, MA was visually uninteresting. After Worcester, the site of a massive white unused station, the former Boston & Albany/New York Central line began to rise. It seemed odd to see blue and yellow CSX equipment and even more unusual were the numerous eastbound car racks. Two long stretches of the track paralleled two small streams that glittered in the bright sun. A lovely red Victorian depot in the middle of nowhere made me wonder what happened in the past. We passed several unused mills that once relied on water for power. At Dalton, MA we passed the Crane Company mill that makes the paper used for the production of U.S. Banknotes.

I got off the train at Springfield, MA and waited for the Vermonter to take me south to Hartford, CT. The train, which operates between St Albans, VT and Washington, DC, was lightly patronized. At one time this train operated between Montreal and Washington as the overnight Montréaler. It had a piano bar and the consist often included Santa Fe cars decorated in the turquoise scheme the Super Chief. The broad Connecticut River was lovely as we headed south to the grit of Hartford, CT.

I have done a lot of riding on Western routes of Amtrak. I was used to two-level cars with large windows and attractive vistas. Riding in the East is something I had washed from my memory.

The 316 mile trip cost \$121.00. However a conductor failed to collect my \$84.00 Acela ticket so the trip cost only \$36.00.

HISTORICAL OPERATIONS

EAST ELY Railroad Museum May Close

Friday, November 07, 2008

EAST ELY, Nev. - The state of Nevada plans to close the East Ely Railroad Museum, the former Kennecott Copper depot, and freight house in East Ely. The Museum is one of two separate museums at the Nevada Northern East Ely complex.

The Nevada Northern Railway Museum is operated by the White Pine Historical Railroad Foundation, and runs the excursion trains. It owns the yards, most of the buildings and structures, the rolling stock, and the rights-of-way between McGill and Keystone, Nev. The State of Nevada owns the East Ely depot and the freight house.

With state budget cuts brought on by economic problems and Nevada Gov. Jim Gibbons determined to maintain a balanced budget, the museum is tentatively scheduled to be closed on July 1, 2009, the Ely Times reported. The Museum is one of just three national historic landmarks in Nevada. The others are Virginia City and Hoover Dam.

McCloud River No. 25 Makes Last Run, Up For Sale

Friday, November 07, 2008

McCLOUD, Calif. - McCloud River Railroad No. 25, a 2-6-2 that has worked in the McCloud area for 83 years, made its last trips last weekend. Owner Jeff Forbis told the Mount Shasta Herald that following the last runs, "steam locomotive No. 25 was up for sale."

On Nov. 1-2, the engine made last runs on the McCloud Railway, pulling two charter excursions sponsored by different organizations.

Alco built the engine in 1925, and it was popularized by 1960s and 1970s excursions on the scenic railroad at the base of California's Mount Shasta. The railroad already sold 2-8-2 No. 18 to the Nevada Commission for the Reconstruction of the Virginia & Truckee Railway.

The railroad is also cutting back its dinner train service. Forbis told the McCloud Community Services District Board that the Shasta Sunset Dinner Train would be scaling back service in 2009. "The dinner train will cease service completely from January until Easter and most scheduled Thursday service will cease operations after that," he said.

Soo Line Steam Vandalized in Wisconsin

Monday, November 3, 2008

STEVENS POINT, Wis. - Soo Line 4-6-2 No. 2713 was damaged two weeks ago when vandals threw rocks through the windows, kicked in the doors, and damaged the cab. It was the third time the engine has been vandalized in the past two years, WSAU-TV in Wausau, Wis., reported. The engine is a sister locomotive to operational Soo Line Pacific No. 2719 in Duluth, Minn.

The group "Friends of 2713" spent more than 40 hours repairing the damage. The "Friends" is a non-profit club whose main focus is to preserve No. 2713 and Soo Line cabooses 158. They are on display at the corner of Monroe and Business 51, near the former Soo Line depot in Stevens Point. No. 2713 was built by Alco in 1911 and is one of seven preserved Soo Pacifics. For more information on the locomotive, visit www.soo2713.org.

B&O Restoration

Thursday, October 23, 2008

BALTIMORE - One of the steam locomotives damaged in the February 2003 roundhouse roof collapse at the Baltimore & Ohio Railroad Museum is now the subject of a fundraising campaign to rebuild the last remaining B&O 4-6-0.

The "Thatcher Perkins," No. 117, (named for the B&O master mechanic who designed the series) was constructed in 1864 at the Mount Claire Shops in Baltimore. She was crushed when the roof gave way under a heavy snowfall.

The B&O estimates that contractors could restore the engine for \$500,000, but the museum hopes to do it in house for \$350,000. The B&O Museum is offering a premium for donors of \$500 or more: A paperweight crafted with wood from the engine's cab. Details: www.borail.org.

Possible Early Trestle Unearthed

Monday, November 10, 2008

SACRAMENTO, Calif. - The California State Railroad Museum has found what it believes is an early trestle used by the Central Pacific Railroad, the Sacramento Bee has reported. While preparing a site to be the future home of a railcar maintenance shop, the museum found decayed wood buried underground.

The location of the wood corresponds with early CP maps showing a long trestle across China Slough, a waterway that once drained into the Sacramento River. As the city expanded, the slough was filled in and the tracks were relocated.

"We're about 80 to 90 percent sure that this is a piece of the transcontinental railroad of the Central Pacific," said Kyle Wyatt, the museum's curator of history and technology.

Though a wagon bridge also crossed the slough nearby, Wyatt believes the spacing of supports indicates the heavy-duty construction of a railroad bridge.

Archaeologists will probe the discovery for a couple more weeks, taking photographs and searching for more bridge supports, before it's covered up to enable continued construction.

Ex-Santa Fe Pacific Passes Test Run

Monday, November 10, 2008

ABILENE, Kan. - A Santa Fe 4-6-2 may be in regular service in 2009 after a successful test run Nov. 8 at Abilene.

The 1919 Pacific, No. 3415, has been under overhaul at the Abilene & Smoky Valley Railroad since 2005. The next step toward regular operations is a Federal Railroad Administration inspection on Dec. 2, steam engine coordinator Joe Minick told TRAINS News Wire.

The locomotive saw regular service on Santa Fe's Argentine District and went into an Abilene park in 1954. The city donated it to A&SV in 1996. The engine was in good mechanical condition, Minick said. The air pumps still had machine marks from the engine's last shopping on the Santa Fe, and the main pistons were well lubricated.

Repairs included 400 new staybolt caps, boiler shell repairs, and partial replacement of the mudring. Volunteers performed the majority of the work, while Historic Machinery Services Corp. (in conjunction with the Strasburg Rail Road) and Wasatch Railroad Contractors did the engineering study and boiler work, respectively.

The cost of the project, in excess of \$300,000, was covered by grants and additional donations. The locomotive will be painted black and lettered for Santa Fe.

The railroad plans to run the locomotive on special occasions about once a month on its 5-mile-long ex-Rock Island route via the Smoky Hill River Valley from Abilene to Enterprise.

For more information, see the railroad's web site at www.asvrr.org.

Our thanks to *Trains Newswire* for the above information. Editor

SO YOU THINK YOU KNOW SOMETHING ABOUT RAILROADING?

October's Question: In steam operation, what was meant by the phrase "**wipe the clock**"? Answer: The air brake valve has several notched positions for varying degrees of stopping. The end position has a larger hole which is for full emergency application. At this point all the compressed air in the system is dumped, the brakes are locked, and the wheels lock and slide on the rails. At this point the pressure needle in the air gauge drops to zero thus "wiping the clock". A similar valve in a caboose is known as a "monkey tail".

Question: The 2-8-2 No. 19, which starred in the 1973 film "Emperor Of The North" belonged to what railroad? This locomotive is has been in recent news. What is going on?

VIEW FROM THE ANGEL'S SEAT

I couldn't resist this published report on Friday, November 07, 2008:

GAVLE, Sweden - A conductor on a Swedish passenger train was forced to shut down the train's toilets because too much flushing could engage the brake system. The toilets on the run between Borlange and Gavle were shut off Sunday because of a high number of passengers and, therefore, the potential for a high number of flushings, the Arbetarbladet newspaper reported.

The compressor that triggers the train's emergency brake is connected to systems that control the toilets, said Mats Gustavsson, a technician with the Bergslagen train line, the Swedish news agency reported.

Yes, railroad technology can have its share of funny moments! One could only imagine how long lines were at the next station stop! Incidentally, my word processor wanted to replace flushings with flutings. Same thing, I guess!

SCALE RAILROADING

Kader Manufacturing Trust has agreement to purchase Sanda Kan Industrial.

Sanda Kan Industrial are the people that have been making large scale trains for several years. Sanda Kan is based in Hong Kong and makes trains for Aristo-Craft, Athearn, Atlas, Hornby, Life-Like, Lionel, Marklin, USA Trains, Walthers and more.

Kader specializes in the manufacture of model railroads for OEM customers and under their own proprietary brands: Bachmann, Williams, Bachmann Branchline, Graham Farish, Liliput and Bachmann.

This is good news. If this had failed it would have made LGB going out of business look like small potatoes.

Joplin Train Show: November 29 at Schifferdecker Park. 9 AM to 3PM.