

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

Chapter No. 188 founded in 1987



**2010 DIRECTORY OF OFFICERS**

<b>President</b>	<b>Bob Stark</b>
<b>Vice President</b>	<b>David McDonald</b>
<b>Secretary</b>	<b>Malcolm Cleaveland</b>
<b>Treasurer</b>	<b>Bill Longston</b>
<b>Program Director</b>	<b>David McDonald</b>
<b>National Director</b>	<b>Chuck Girard</b>
<b>Board Director</b>	<b>Larry Cain</b>
<b>Editors</b>	<b>Mitch Marmel/ Chuck Girard</b>

**Our website address is [www.arkrailfan.com](http://www.arkrailfan.com)**

**NRHS Chapter meets at 7:00 PM, November 17, 2011 at the Shiloh Museum Store.**

**We need you!**

**Exciting events are in the works and a great program is planned!**

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

# The Scrambler

Volume 25, No. 2

November, 2011

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

## CHAPTER MINUTES

Meeting of the Arkansas- Boston Mtn. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. October 20, 2011. Meeting was called to order at 7:08PM. 18 members were present, 1 guest, Ron Lundstrom from Rockford, IL.

Bill Longston, the Treasurer, reported that the money market account had \$12,669.90. The checking account current balance is \$2,039.93. Expenditures were \$160 for 20 Shiloh bean supper tickets, \$113 for silent auction items, \$200 for the website, \$160 for the *Scrambler*.

The latest issue of the *Scrambler* was put on the website yesterday.

### Old Business:

Frisco Fest Aug. 27 was a success. Mitch Marmel and Malcolm Cleaveland displayed trolleys and Z scale trains, respectively, at the Old Post Office and the display at the Caboose distributed 200 certificates to kids at the Caboose location.

### New Business:

Al Kaepfel circulated an *A&M Newsletter* (July 2011, 106<sup>th</sup> edition) which features photos from the Quad Chapter event, June 25-26.

Dec. 3, Sat. is the Children's Xmas Train, sponsored by J.B. Hunt and A&M RR. It goes on all day long, everybody pays, and all the money raised goes to charity. Last year about \$25,000 was raised. We need 8 or more volunteers to man the train setups, where the kids can run electric trains and get engineer certificates.

A&M now has a stainless steel dome car. Call for volunteers to do some work on it. Schedule TBA. Xmas party Thur, Dec. 15 in the parlor car.

November program: Show and tell, January program KCS RR.

Train show in February put on by the Sugar Creek Model RR Club has been moved to the Springdale Holiday Inn Convention Center because the Clarion Inn closed in Bentonville. Date: Sat, Feb 26, 2012 remains the same.

Adjourned 7:40 PM for a presentation by Dick Hovey on EMD diesels.

Malcolm K. Cleaveland, Secretary

## LOCALLY ON THE BEAM

### **Christmas Banquet**

Please reserve your calendar for the annual Chapter Christmas Banquet

Date: Thursday, December 15, 2011

Departure: We will once again enjoy our meal in Car 107 departing the A & M's Springdale depot at 6:30 PM.

Destination: A mystery but it will be somewhere on the A & M's 140 miles of track.

The catered meal will cost \$20.00 per person tips included (note: this is \$5.00 less than last year).

Starter: Dinner Salad with Ranch or Italian dressing

Main course: Stuffed chicken breast with spinach and feta with a white cream sauce **or**

Pork loin stuffed with cornbread dressing and topped with an apple brandy sauce

Vegetables: Green Beans with slivered almonds; scalloped potatoes

Dessert: Ultimate chocolate cake

*Please bring your checks to the November 17, 2011 meeting. Seating capacity is limited to 40 people. If you have questions call Al Kaepfel at 927-3163*

### **Arkansas & Missouri Engine House- July 2011 and October 31, 2011.**





*(Tom Duggan photos)*  
**November 12:**



*(Mitch Marmel photo)*

## **Rail supporters get back on track with Amtrak victory**

By Keith Laing, *The Hill*

Rail supporters won a rare victory this week after a year spent mostly in retreat when the House backed off a push to privatize a major component of Amtrak service.

Republicans have worked to dismantle President Obama's vision for a nationwide network of railways since they swept into power last November.

This week, however, the chairman of the House Transportation and Infrastructure Committee, Rep. John Mica (R-Fla.), said he would no longer push to privatize Amtrak service in its most profitable region, the northeast.

Transportation advocates, many of whom are in the labor movement, staunchly opposed the proposal. They argued it would effectively end the longtime national passenger rail service.

Ed Wytkind, president of the AFL-CIO Transportation Trades Department, told *The Hill* that the victory on Amtrak privatization was sweet, but the fight over rail in Congress was far from over.

"We are hopeful the Amtrak privatization is off the table permanently, but we still have work to do to make Amtrak achieves full funding," he said. "It's an important step forward, but the work we have to do now is figuring out how do we bring public-private partnerships (to fruition).

"There are a lot of jobs out there, but it's hard to get there when you're fighting about zeroing out high speed rail," Wytkind said.

That fight has been the struggle for rail supporters for most of 2011. Since taking office, Obama has argued that a high-speed rail network could eventually rival the interstate highway system that was built in the 1950s under former President Dwight Eisenhower.

But even before the year began, newly elected Republican governors in Ohio, Wisconsin and Florida said they were rejecting money their states were awarded for high-speed railways from the Obama administration from the 2009 economic stimulus package.

Republicans in Congress, who were emboldened by their Tea Party-fueled success in 2010, set out to defund rail projects in states eager for the money like California. At the presidential level, former Massachusetts Gov. Mitt Romney made defunding Amtrak a regular part of his stump speech.

Then came Mica's proposal to create a new entity within the Department of Transportation that would oversee bidding by private companies for the right to build high-speed rail in Amtrak's northeast corridor. The proposal would have come at the expense of Amtrak's own plan to increase the speed of its Acela trains to 220 miles per hour by 2030.

A spokesman for Mica told *The Hill* that the long-time Florida lawmaker was not trying to eliminate Amtrak with his proposal. In fact, Mica's spokesman said the lawmaker wants to work with the agency to bring high-speed rail to the northeast more quickly.

"The (transportation) committee's rail proposal was never about privatizing Amtrak ^ the proposal does not eliminate Amtrak," Mica's spokesman said in an email. "It was and is about private sector competition to ensure that high-speed and passenger rail service in the U.S. is as efficient and effective as possible.

"Chairman Mica will sit down with anyone who shares the same goal of bringing true high-speed rail to the Northeast Corridor and improving U.S. passenger rail service," the spokesman said.

Perhaps the biggest face of GOP opposition to rail that has emerged thus far, Florida Gov. Rick Scott (R), does not seem to think the politics have shifted at all. When reports were released showing the cost of building a proposed high-speed rail in California would be higher than expected, Scott basically said "I told you so."

"The news...out of California that High Speed Rail cost estimates have now tripled to the \$100 billion range reinforces that Florida made the right decision earlier this year to protect taxpayers from just this sort of boondoggle," he said earlier this month in a statement.

Scott, whose office coined the term "ObamaRail" this year to draw comparisons between the president's proposal and his controversial healthcare law, was not the first governor to turn down rail money. But unlike the others, the money Scott rejected would have funded 90 percent of a long-sought proposed railway between Tampa and Orlando.

Scott has repeatedly stood by the decision, even as his popularity in Florida polls has declined.

Equally determined on the other side of the issue, Transportation Secretary Ray LaHood has promised the Obama administration will keep pushing high-speed rail. LaHood has said often that Scott was the only person in Florida state government who did not want the railway.

This week, LaHood, a former Republican lawmaker from Illinois, said Congress was the only thing stopping rail from creating jobs in the country.

"American manufacturers are on board," LaHood wrote in a blog on the Department of Transportation website.

"Unemployed workers are on board, and the private companies with the equipment to do the job are on board and ready to hire those workers. All they need is a green light from Congress."

UP 844 photographed in Liberal, KS, November 1,2,3





*(photos courtesy of J. Bennett)*

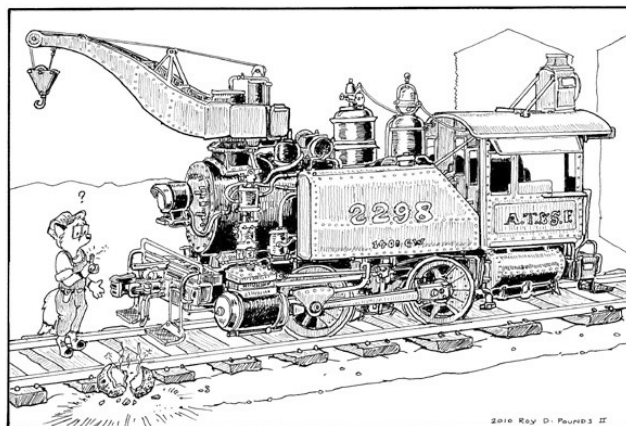
# 100 YEARS AGO IN Railway Age Gazette

A CONSOLIDATION OF THE RAILROAD GAZETTE AND THE RAILWAY AGE

(SEPTEMBER 1911)  
PENNSYLVANIA  
RAILROAD

## REJECTS 'RECYCLING'

The Pennsylvania Rail[road] has notified connections that henceforth it will refuse box cars designed to carry 20 tons or less, except ventilated cars from the south carrying perishable freight. Light cars are now an element of danger in many trains, because of the great preponderance of heavy cars. When its own cars are taken out of service, because of low capacity, the Pennsylvania destroys the bodies by burning them, for it has found that, when sold to other roads, they frequently reappear on the Pennsylvania.



Special Thanks to David Buttenschaw For the Idea.

(comic by Roy Pounds II)



*Johnstown 362, seen here in service in the 1940s, has been delivered to the Johnstown Area Heritage Association for restoration.*

### From the Motorman's Cab

Don't forget to send interesting pictures and train-related news items to me at [marmelmm@gmail.com](mailto:marmelmm@gmail.com) for future issues of the Scrambler!

See you in 30!  
Mitch