

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	Bill Longston
Program Director	David McDonald
Editor	Bill Merrifield
National Director	Chuck Girard
Board Director	Mike Sypult

NRHS Chapter Meets 7:00 PM, January 15, 2009 at the Shiloh Museum General Store.

Tom Duggan has volunteered this evening's program due to Bob Hofer's illness.

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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 December, 2008

The regular scheduled meeting of the Arkansas-Boston Mountain Chapter of the National Railway Historical Society was called to order at 6:30 p.m. on December 18, 2008 by President Gary McCullah, at the AQ Chicken House in Fayetteville, AR. There were 21 members present with one visitor, Jill Cohen from Indiana.

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

Scrambler Editor, Bill Merrifield, stated he received a bill from A&B Reprographics for maps. He stated he paid the bill and sent out 70 Scramblers for December 2008. He stated he wanted to go over the list of people on the mailing list at the next meeting because there are people receiving the Scrambler who aren't members. It was decided to examine the list at a later date.

Treasurer, Bill Longston, was unable to attend the meeting. President McCullah stated Bill was unable to leave Kansas City due to poor road conditions. Bill had reported to Mr. McCullah that he had sent a check to Circle of Life on behalf of Trudy Kaepfel. Bill Merrifield reported he had 2 other checks to give to Bill Longston for Circle to Life.

Membership Chairman, Chuck Girard, reported we were doing very well obtaining the membership forms from the Chapter membership for 2009. He reported some problems with Fernley and Fernley. It seems a check to them has been lost and then found and he is working with them to get the matter settled.

At the present time the Chapter doesn't have a Special Events Chairman. It was decided Tom Duggan would act as the Special Events Chairman for the Sugar Creek Train show on February 28, 2009. He needs volunteers to work the show from 8:00 a.m. to 4:00 p.m. either 1/2 day or all day. He stated we have one table for purchases and several more given to us. Mr. Duggan stated the Chapter has all of the items from Tom Scott to be sold.

Programs and Activities Chairman, David McDonald, stated he had several more presentations for 2009 as follows: January 2009 – Rose Ann Hofer on Colorado; February 2009 – JP Bell; March 2009-David McDonald and Bob Stark on the Rock Island & AR; April 2009 – Tom Duggan – California Dreaming; May 2009 – Show and Tell by the entire Chapter; June 2009 – East Penn Traction; July 2009 – Mike Sypult and Chuck Girard on Missouri and AR RR.

New Business:

Tom Duggan suggested the Chapter purchase extension cords for the Chapter use only. He stated they had problems during the Christmas train with no extension cords because the Chapter members who usually bring the cords were not present at the Christmas train. It was decided to discuss the matter at the January meeting.

Clare McCullah reminded everyone that Tractive Effort was closing in Fayetteville as of December 24, 2008.

Mitch Marmel stated he was working on the proper design for the new NRHS Chapter T-Shirts. He hopes to have them ready by the train show in February.

Nominations for officers for 2009 were as follows:

**President – Gary McCullah
Vice President-David McDonald
Treasurer- Bill Longston
Secretary – Clare McCullah
National Director – Chuck Girard
Editor – Bill Merrifield
Board of Directors (2nd term) – Mike Sypult
Programs – David McDonald**

Activities and Special Events had been placed together and a chairman will be on a volunteer basis for the 3-4 events each year.

Ray Toler made a motion to accept the new officers for 2009 and the motion was 2nd by Bob Stark.

The meeting was adjourned by President McCullah and the White Elephant Christmas drawing was held.

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

FROM THE HEAD END

Those of you who were unable to attend the December meeting missed out on great food and great fellowship. The AQ in Fayetteville gave us an entire room, tables AND booths for our dinner. As will reported in the minutes, elections were held for officers for 2009. I will continue as president so you'll have to put up with my ramblings for another year. There was no one "most coveted" gift, but several changed hands.

While I think of it, I want to express my appreciation for all who have worked so hard to make our chapter a success. I would especially like to thank those who fill voluntary offices like Bill Merrifield as Scrambler editor and Travis Walls of the Map Committee. Bill has put out a consistently good product for our enjoyment and edification. Travis has handled the maps nearly single-handedly. I also appreciate the work Chuck has done as membership chairman and national director. Both can be demanding and frustrating. I also want to thank all the elected officers. Each contributes in a meaningful way to the well being of the whole.

Ray Toler asked me if I knew anything about a live-steam train that had been moved from Bella Vista to Kansas City. I did not, but I have contacted some friends in KC to see if they know. If you know, clue us all in.

As some of you may already know, the Arkansas Railroad Club has voted to sever ties with the NRHS. I am sorry to see this, but things do happen. Also, the National Model Railroad Association has had to raise the cost of membership this year due to rising costs and falling membership. This is somewhat of a surprise in that the NMRA has only a hand full of paid staff. However, the costs associated with maintaining the building, the grounds, and providing services continue to rise. I hope we all understand that we generally get what we pay for. You can't get something unless you are willing to pay for it.

One last note. The first weekend in December, Clare and I took our two older grandsons to Kansas City. We enjoyed several church-related Christmas programs, but the one attraction that we try not to miss was the huge model railroad layout at Union Station. I believe every scale except 'Z' was represented and I might be wrong about that. Dakota, the older of the two, age 11, is into LEGOs and one part of the layout was constructed entirely of LEGOs. If you have the opportunity, run up and take a look. If nothing else, you can get a good look at the magnificent restoration of KC Union Station.

Gary

IN THE YARDS

A number of our chapter members have been quite ill. Ann Hofer reports that Bob is home from the hospital but still experiencing discomfort. Barbara Gavron is also recovering from the aftermath of surgery. Ruth Merifield has been quite ill this past week. Keep them in your thoughts and prayers.

LOCALLY ON THE BEAM

From Brenda Brown at the A&M RR: Happy New Year! I was down an entire week. I'm among the living now.

Gearing up for the Fort Smith excursions: I received an email from Nancy saying the depot may not be available in January. I will follow up with her on Monday when I get back to the office. If the depot is not available then we may check with Claude on using Ms. Lauras, since it will be on Saturdays, or the Trolley Museum has been offering their facility for a few years now.

Also, thanks to all the NRHS group that helped with the Children's Christmas Train. There were at least 1,700 riders on Dec. 6th and the train rides alone generated over a \$9,500. I am waiting to get JB Hunts final amount raised. There will be a check presentation at the Jones Center for the two organizations in January. All are welcomed and encouraged to attend. I'll let you know the date and time. Talk to you soon. Brenda

HISTORICAL OPERATIONS

GE 25 TON DONATED

NORTH EAST, Pa. - The Lake Shore Railway Historical Society last week took delivery of a functional General Electric 25-ton locomotive. Its previous owner, a manufacturer near Warren, Pa., donated the engine.

HISTORIC GREENBRIER RESORT FUTURE IN QUESTION

WHITE SULPHUR SPRINGS, W.Va. - CSX Corp. has hired Goldman, Sachs & Co. to help determine what to do with its money-losing Greenbrier resort at White Sulphur Springs. Such a move usually signals a potential sale, but CSX says only that it is considering all options.

The national historic landmark's history dates to 1778, when a homesteader known only as Mrs. Anderson claimed that a spring of strong-smelling mineral water on the property greatly relieved her rheumatism. Through successive ownerships and expansions, the property was developed by 1808 from tents to log cabins and a tavern with a dining room and a few guest rooms. Soon, more substantial cottages went up, strung together in named rows.

In 1815, the first springhouse enclosed the source of the healing water, but travelers making the difficult trek through the Appalachian Mountains began stopping over to socialize as much as to seek cures. By the 1830s, the clientele included the rich, famous, and powerful.

The huge Grand Central Hotel opened in 1858, but came to be known unofficially as the "Old White." Although

the resort was in decline by 1910, CSX predecessor Chesapeake & Ohio Railway saw it as a potential destination for passengers and bought the property. After all, the Old White was the only resort among the several springs in the area that could boast of service directly to its main gate, a situation that had benefited both the resort and the railroad since tracks had been laid in 1869.

C&O built an elegant six-story Georgian hotel in 1913 that overshadowed and eventually replaced the Old White. Even more patrons began flocking to the remote area by train, and it wasn't unusual to see up to 20 private cars spotted on the sidings behind the matching passenger station.

After the United States entered World War II in 1941, the federal government used The Greenbrier as a sumptuous internment center for diplomats from hostile nations. Later, the Army acquired the resort, renamed it Ashford General Hospital, and used it to treat injured and ill military personnel, including Gen. Dwight Eisenhower. With the coming of peace and at the insistence of C&O Chairman Robert Young, the railroad bought back the property in 1946 and hired noted interior decorator Dorothy Draper to redo it. Notables such as the Duke and Duchess of Windsor, crooner Bing Crosby, John Jacob Astor, Mrs. Joseph Kennedy, and her son John attended the grand opening party in 1948.

The political connections paid off in 1961 when an underground bunker was constructed secretly to provide a safe haven for Congress in the event of a national emergency, but the bunker became just another tourist attraction when the press leaked its existence in 1992. - Bob Withers

CANAL STREET STREETCARS ROLLING

NEW ORLEANS - Six of the 24 candy apple red Canal Street streetcars that fell victim to the floodwaters of Hurricane Katrina's levee breaks are again operating on Canal Street, from North Carrollton Avenue to City Park, and along the Mississippi Riverfront. Immediately after a rededication ceremony Dec. 12 at 11:30 a.m., the cars were put into revenue service.

"The repair of New Orleans' red streetcars and their return to the Canal Street tracks mark yet another significant milestone in this city's recovery process," said Doug Whitmer, chief of staff of FEMA's Louisiana Transitional Recovery Office.

RTA plans to restore all 24 of the Canal streetcars that were heavily damaged in the floodwaters. The cars were built in 2004 by the RTA, and debuted on Canal Street in April of that year.

Of NORTA's 66 streetcars, only 35 withstood the storm. Fortunately, the historic St. Charles Line Perley Thomas models, which were stored at their home base in the Carrollton Street barn prior to Katrina's landfall, were safe from the floodwaters. Since the hurricane, the distinctive green cars have been holding down operations on all three streetcar lines, a total of 25 miles.

Six of the seven Riverfront streetcars were, like the 24 Canal cars, engulfed in the five feet of murky, brackish water that inundated the storage facility. One Riverfront streetcar was at the Carrollton barn for repairs at the time of the Hurricane.

All major components of the streetcars were completely destroyed, since the streetcars soaked in the five feet of water for more than two weeks. Consequently, the cars had to be completely restored. The cost to rehab each car is estimated at \$1 million, and the total price tag is covered, in part, by a \$27 million FEMA appropriation.

RTA craftsmen disassembled the entire cars, reinforced and fixed the flooring, reassembled the interior of the car, restored the mahogany seats, and painted the cars to their original glory. Brookville team members restored the undercarriage of each car, including the wiring, and the electronics to their original functionality.

RECYCLING IS OLD HAT TO RAILROADS



In NM, just west of Lamy, a little town of Madrid has many structures made from ex RR cars. Here is a small art studio. Apparently it was Santa Fe practice to sell off serviceable but surplus cars (without trucks) to anyone who wanted them. Reefers were seen in Roswell, NM, cabooses (!) in a field outside Seligman, AZ, and a covered hopper on stilts next to I-40 in NM. Until 2003, when it was painted flat black by the owner, the hopper still had a full suite of Santa Fe markings. If you have a photo of railroad recycling e-mail it to your editor. Photo from *Steam and Preservation* web site.

ECONOMY ZAPS TRAINS UNLIMITED TOURS

RENO, Nev. - Trains Unlimited Tours is closing its operations owing to business downturns in a depressed economy. Speaking for the company, Ron Burkhard said TUT is failing to generate enough clientele in a recession economy.

The company is exploring a search for another group to operate two of its charters scheduled for next year: one on the Western Maryland Scenic, and another on San Luis & Rio Grande in Colorado. The company had originally scheduled 38 trips for 2009
Our thanks to Trains Newswire.

BRASS POUNDING DOWN THE LINE

The Arkansas Railroad Club has voted to sever its affiliation with the NRHS as of December 31, 2008. Their action was prompted by dissatisfaction with delays in newsletter and bulletin publications, as well as problems with submitting dues. Presently, their membership dues are \$20 per year. Members can still remain at large members in NRHS if they so choose. This was not a quick decision on their part. Membership had been discussing the matter since early fall of 2008 and every effort was made to poll every member.

TRAINS THROUGH MEMORY

RAY'S RAMBLINGS

By Ray Toler

During the early days of railroading, Credit Mobilier was a shameful service whereby Union Pacific investors and insiders could make huge profits from inflated railroad contracts. It had been set up by the Union Pacific board of directors to win the very construction contracts that were awarded by an unsuspecting Congress. These huge and inflated contracts were to lay rails, grade roadbed, dig tunnels, build bridges, and construct locomotive roundhouses in Omaha and Cheyenne. Since the board of directors chose the contractors, they were merely hiring themselves and reaping outrageous profits.

"Interstate Commerce Commission Valuation Inventory for Frisco's St. Paul Branch by Tom Duggan

In 1913 Congress enacted legislation that required the Interstate Commerce Commission to value the physical assets of U.S. Railroads. The object was to determine whether the assets bore a reasonable relationship to the capital invested in the railroads. The value of the assets also had importance in determining freight rates.

The St. Paul Branch, up until 1926, was composed of two separate entities: The Fayetteville & Little Rock Railroad built in 1887 from Fayette Junction (the point 1.9 miles south of Fayetteville where the track diverged from the Central Division Fort Smith subdivision) to St. Paul and an extension built from St. Paul to Pettigrew in 1897. The Fayetteville & Little Rock Railroad was financed by an issue of 5% gold bonds and the assets of the company were pledged to secure the bonds. In 1926 the two entities were legally merged as the St. Paul Branch.

The following information was obtained in December 2005 from the National Archives and Record Administration at College Park, MD. The reference is Group 134, Records of the Interstate Commerce Commission, Engineering Field Notes of ICC Parties Surveying the Physical Properties of Railroads, Box 848.

The Valuation survey was conducted on February 19, 1918 between Fayette Junction and Patrick; the remainder was examined on September 21, 1918.

The following locates station* and gives descriptions:

Water Works Spur: Wooden sign

Leith: This station had a ticket dater and a barrel skid located in a store. It had a cinder platform (12' x 150'), section tool house and a two-story section house.

Harris: Wooden sign; 130' x 14' cinder platform

Elkins: The 16' by 32' two story wood depot was built in 1909 and had the required white and black waiting rooms. The stockyard was 98' by 48'.

Durham: The 40' x 25' depot, built in 1916, was near a 33' x 45' stock pen. The agent's house was a 9' x 34' former boxcar body..

Thompson: Stockyard (39' x 60') and 16' x 6 platform

Crosses: The depot was a former boxcar (9' x 34') plus a 14' x 16' freight house.

Delaney: The 24' x 40' depot was one story with a hip roof. The platform was 12' x 20'.

Patrick: The single story freight house measured 14' x 16'.

Combs: 24' x 40' 11/21 hip roof depot. Combs also had a 16-foot diameter wood water tank and pump house that took water from the White River shared by Frisco locomotives and the single steam engine of the Combs, Cass & Eastern Railroad. Combs also had a coalhouse and a section house.

Brashears: Station sign (depreciated value of \$5)

St. Paul: The 20' x 50' one-story frame depot was built in 1894. A 32' x 38' stock pen was adjacent to the depot. A 1914 Frisco employee timetable shows St. Paul as having a water tank. Perhaps it was moved to Combs in 1917 for joint use with the Cass, Combs & Eastern RR.

Dutton: The 40' x 10' one story hip roof depot was built in 1910.

Pettigrew: The 18' x 92' wood frame depot was built in 1901 some four years after the railroad reached Pettigrew. The town had three stock pens and a 60' steel turntable used to manually turn engines.

Most of the depots used coal stoves and it is likely some of the depots were lost through fire. I would guess, that as depots burned on dying branches such as the St Paul Branch, they were not replaced.

The March 4, 1917 employee timetable, the closest to the ICC Valuation Survey, indicates the only depots staffed were Pettigrew and Combs, site of the Combs, Cass & Eastern RR connection. This suggests that the other depots (for example the Durham depot built in 1916) were handled by a local caretaker who opened and closed the depot as required. The St. Paul depot had an agent in October 1927 according to a later employee timetable.

* The names of the stations (places in a timetable where trains were authorized to stop) sometimes changed over the years. Please consult the rear of Bob Oswald's "Timetables for the Frisco Lines in Northwest Arkansas" for alternate station names." Regards, Tom

VIEW FROM THE ANGEL'S SEAT

Our chapter has similar issues with the national NRHS office as did the Arkansas Railroad Club at Little Rock. Let's hope the national office gets the message. The loss of the Little Rock chapter should be a shocker!