

# The Scrambler

Volume 14, Number 4

December 2000

Arkansas-Boston Mountains Chapter, National Railway Historical Society

Opinions expressed in the *Scrambler* are those of the Editor and contributors. They do not represent the official view of the Arkansas-Boston Mountains Chapter, its members, officers or directors or the National Railway Historical Society, Inc. unless otherwise stated.

## MINUTES OF MEETING November 16, 2000

The Chapter met for the regular monthly meeting at the Shiloh Museum's General Store at 7:00 PM. President Bob Hofer called the meeting to order. Nineteen members and guest Pat Kelley of Portland, OR were present.

October minutes- The October minutes omitted out the name of Bill Ussery as Nominating Committee Chairman. The October minutes were accepted with this correction.

National Director Bob Oswald reported on the October 29, 2000 Dallas NRHS Directors Meeting. A copy of his report is included in this issue. Bob also mentioned the forthcoming NRHS Convention to be held in St. Louis this summer. He suggested early registration and a copy of the registration form is found in this issue.

Vice President Bill Merrifield mentioned that he was setting up a table at the Ramey Junior High School Railroad Show in Fayetteville on November 18. He hopes to recruit members. After some discussion the following programs were arranged :January 2001- Mt. Pleasant ,IA steam and traction by Larry Cain and Tom Duggan; February 2001-Potpourri by Bob Oswald; March 2001-Amtrak trip by Bob Hofer. (Bill Merrifield later mentioned he wished to present Part Two of his Moffat Tunnel Program in March)

Treasurer Bill Ussery delivered his penultimate Treasurer' Report. A copy of the report is on file with Chapter Secretary Ron Allen. Bill mentioned that several members had paid their 2001 dues. Bill has the 2001 membership cards so all that is needed is your check for \$29.00 (Individual) or \$31.00 (Family).

Committee Reports were as follows:

Nominating (Fred Lewis, Tom Scott and Chairman Bill Ussery)-The Committee has proposed a slate of officers for consideration at the December 14 Meeting. The list of nominees is included in this issue.

Audit (George Alison and Tom Duggan)- No report but a report will be provided at the next meeting.

In new business, Fred Lewis reported that he had located tables in Huntsville suitable for the G scale exhibits. Lewis declined the Chapter's offer to cover the \$10.00 cost.

George Alison suggested it might be useful to consider the Chapter's purchase of G-scale equipment, perhaps lettered for the Chapter, to supplement the Fred Lewis collection. Larry Cain, Fred Lewis and George Alison formed a committee to explore the proposal in more detail.

Bob Hofer mentioned that he thought it might be a good idea for the Chapter to sponsor an attendee for the summer Rail Camp at Scranton, PA. After further discussion, it was decided to explore the idea as a year 2002 project due to the long lead time required to publicize the scholarship and to process applications. Bob Oswald will provide detailed information on the Rail Camp to a future meeting for member discussion.

The meeting adjourned at 7:58 PM. Bill Merrifield furnished part one of his Moffat Tunnel program. The program was most interesting and enjoyable.

Tom Duggan  
Acting Secretary

### Mileage of American Narrow Gauge Railroads

During our last meeting differing views were expressed as to the mileage of narrow gauge railroads in the United States. The following information comes from George W. Hilton's 1990 book American Narrow Gauge Railroads. Data is as of December 31 of the indicated year.

1875	1,474	1915	4,666
1885	11,169	1925	3,607
1895	7,410	1935	2,416
1905	5,354	1945	1,142
		1969	70

### Observations of the President

As the year draws to a close, I want to say "Thank You" to the officers who have worked with me this year to make ours an active chapter. I want to thank those who put in many hours at our booths (and Fred for his great G-scale displays), and to Bill Merrifield for the many hours on the club's model steam engine. I want to thank Tom Duggan (editor) and Bob Oswald (mailer) team for getting the "Scrambler" to us in a

timely manner all year. Thank you to those who are running for next year's offices. The fact that we have a candidate for every office says a lot about our chapter. Thank you to Tom Stark for planning our December meeting.

See Y'all at the AQ Chicken House, Springdale, 6:30 PM, December 14.

### Election of Year 2001 Officers

The Nominating Committee has proposed the following individuals as Chapter officers for the calendar year 2001. Voting will take place at the December 14 meeting and nominations from the floor will be welcome.

Office	Current	Nominee
President	Bob Hofer	Bob Stark
Vice President	Bill Merrifield	Bill Merrifield
Secretary	Ron Allen	Ron Allen
Treasurer	Bill Ussery	Bob Hofer
National Director	Bob Oswald	Bob Oswald
Director (3 year term)	Gene Schmitz*	Tom Scott

\*Term expires December 31, 2000

In the event of a close election the laws and regulations of the state of Florida shall apply.

## White River Scenic Railroad

*(Editor's note: Here is the text of the press release announcing closure of the White River Scenic Railroad. It is understood that the closure also affects the operation that started in Hot Springs in February 2000. The disposition of the rolling stock (two*

*locos, two power cars, six coaches and the cabooses) is not known. The four-year passenger count of 100,000 is quite close to that of the Arkansas & Missouri Railroad tourist train based in Springdale, AR.*

### Last Chance to Enjoy the Train

Press Release -November 1, 2000

When in May of 1997 Peter Peitz, Benny Magness and Sean Reed decided to operate an excursion train along the White River between Flippin and Calico Rock they knew that it was a marginal business opportunity. The mere fun of doing it, the benefit to the communities served by it, and the boost to tourism in North Arkansas made it a worthwhile venture.

Four years and 100,000 passengers later the venture has achieved these goals to date, however; despite the continuing customer satisfaction rating of over 94%, as established by independent surveys, the revenues have been decreasing for the last two years.

Dramatically increased liability insurance premiums on the required \$50,000,000 policy, other overhead expenses and reduced travel by tourists because of high fuel costs have made a continuation of operations no longer feasible. We have also been forewarned of further insurance cost increases this coming year.

November 2000 will be the last month of operation. November with its fall weather is one of the best months to experience the journey one last time as the leaves are partially down and the view of the river is at its greatest.

The White River Scenic Railroad offers roundtrip excursion runs between Flippin and Calico Rock. The route delivers scenic views of the Ozark Mountain countryside and sights such as a solid rock tunnel, bridges, bluffs, historic landmarks and occasional wildlife.

We highly recommend making use of the special opportunity,

We extend to our staff and patrons our heartfelt thanks and appreciation for the support and encouragement they have given us over the past four years.

Peter G. Peitz

Benny W. Magness

Sean W. Reed

## Arkansas Railroad History

The following is a listing of projected and under construction railroads in Arkansas according to the Index of 1904 located at the Shiloh Museum of Ozark History, Springdale.

- Arkansas Coal & Mineral-proposed from Hartford to Harrison, 175 miles
- Arkansas, Missouri & Kansas -proposed from Memphis, TN to Chanute, KS
- Arkansas, Red River & Paris-under construction from Morris Ferry, AR to the Red River in Indian Territory
- Arkansas River & Southern-proposed from Missouri state line to Jacksonport and other towns, 100 miles
- Arkansas & Northwestern—proposed from Stamps to Hope, 23 miles
- Batesville & Jacksonport-proposed from Batesville to Jacksonport, 32 miles
- Boston Mountain-surveyed from Buffalo City to St. Louis & North Arkansas RR, 50 miles
- Brinkley & Marianna-proposed from Brinkley to Marianna, 35 miles
- Central of Arkansas-under construction from Dardanelle to Hot Springs, 90 miles
- Danville & Fourche Valley-located from Danville to Cobbs Ferry, 15 miles
- Eastern Arkansas-proposed from Helena to Cardwell, MO , 140 miles
- Fort Smith & Northern-proposed from Fort Smith to Harrison, 132 miles.
- Fourche Valley & Indian Territory-proposed from Hot Springs to Fourche
- Gainesville, McAlester & St. Louis-projected from Gainesville, TX to Fort Smith
- Garland Western-proposed from Hot Springs to Mena
- Gurdon & Fort Smith-under construction from Gurdon to Fort Smith
- Hamburg, Ruston & Southern-under construction from Hamburg to Ruston, LA
- Harrison Central-under construction from Harrison to Keener, 9 miles
- Helena, Tupelo & Decatur-proposed from Arkansas City to New Decatur, AL, 225 miles
- Jonesboro, Newport & Western-building from Jonesboro to Newport, 43 miles
- Kansas City, Bentonville & Southeastern-proposed from Newton, KS to Clarksville
- Kansas City, Helena & Brinkley-proposed from Brinkley to Marianna, 27 miles

Kansas City, Hot Springs & Southeastern-proposed from Waldron to Hot Springs  
Leslie & Northern-proposed from Leslie to Little Rock, 115 miles  
Little Rock Northern-proposed from Little Rock to Springfield, MO, 270 miles  
Little Rock & Southern (*Chicago Rock Island & Pacific*) proposed from Little  
Rock to Alexandria, LA; Hampton towards Vicksburg, MS ; Malvern towards  
main line of CRI & P in Texas.  
Luxora, Evening Shade & Northwestern-proposed from Luxora to Evening Shade  
Manila Southwestern-under construction from Manila to Culberhouse  
Mansfield & Hot Springs-proposed from Mansfield to Hot Springs  
Medford, Red Fork & Western- under construction from Watson to Varner  
Memphis, Paris & Gulf-projected from Memphis, TN to Paris, TX  
Mena, Hot Springs & Eastern-surveyed from Mena to Hot Springs, 85 miles  
Mississippi Valley-under construction from Tyler to Blytheville, 25 miles  
Morning Star-surveyed from Newport to Yellville, 125 miles  
North & South Arkansas-surveyed from Bavenden Spring to Yellville, 125 miles  
Piggott & Northwestern-proposed from Kennett, MO to Poplar Bluff, MO via  
Piggott  
Russellville & Dover-proposed from Russellville to Dover, 9 miles  
Saint Louis, Little Rock & Gulf- under construction from Little Rock to  
Sheridan and State Line  
St. Louis, Siloam & Southern-projected from St. Louis, MO to Fort Smith,  
345 miles  
Salem & Northern-projected from Salem, MO to Batavia, 175 miles  
Senath, Rector & Western-under construction from Senath, MO to Rector,  
15 miles  
Varner, Cummins, & Eastern-proposed from Linton to Watson, 48 miles  
Western Arkansas & Midland-building from Mena to Hot Springs via  
Slatington, 84 miles  
White River & Mountain Home-proposed from Cotter to Mountain Home,  
12 miles



## Arkansas Boston Mountains Chapter, NRHS

P.O. Box 1303  
Springdale, AR 72765  
November 16, 2000



To: Officers and Members:

On October 29, 2000 I attended the Fall Board of Directors Meeting at the Radisson Central Hotel in Dallas, Texas. Significant reports and actions were:

1. The dues packages went out last week. We should have ours by now.

2. Bulletin No. 4 is in the mail, 5 is in the works, and 6 should be out in February. Editor Frank Tatnall is stepping down as editor, but no replacement has been named.

3. The "Railcamp" at Scranton was a success. In 2001 there will be two 6-day sessions beginning July 22nd and August 12th. If we want to sponsor a participant, we should get our nomination in by February 1st. There is room for only 24 persons in each session, 9th to 12th grade. The tuition is \$550.00.

4. The Geoffrey W. Gerstung Railroad Education Fund has been established in memory of a recently deceased Regional Vice President. Initially the earnings will be used to provide scholarship money for the Railcamp program. The Charter is attached hereto.

5. The Board voted to extend the lease on our Philadelphia office space through September 30, 2004, with small rental increases in 2002 and 2003. We presently pay \$3132.00/month.

6. Motions to increase the National dues were introduced, as follows:

Increase of \$3.00 for regular and associate members (to \$20.00 and \$21.00 respectively)

Increase of \$1.00 for family members (to \$3.00)

Additionally, the 1/2 price mid-year dues will be eliminated, but anyone joining after September 1st will be paid up for the following year. This will require amending the By-Laws. We may wish to do the same in order to simplify the book-keeping.

These motions will have to lay over until the Spring meeting in Philadelphia at which time they will be voted on.

7. Future conventions will be at:

St. Louis, June 19-23, 2001. I have early registration forms.

Williams, Arizona, early October, 2002. This is a change from our usual summer conventions.

Spring BOD meeting: Philadelphia, April 20-22; <sup>Fall</sup> Chambersburg, PA, October 19-21. Meetings: third Thursdays, 7:00pm

General Store Building of Shiloh Museum, Springdale, Arkansas

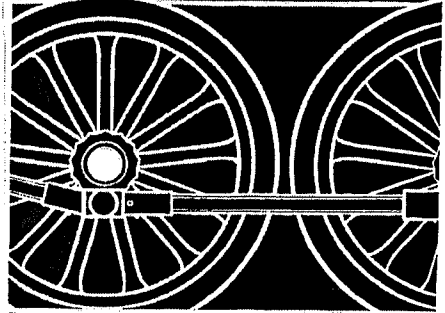
# Looking

Celebrating 150 years of Railroading

West of the Mississippi **West**

# 2001

National Railway  
Historical Society



LOOKING WEST  
ST. LOUIS, 2001

CELEBRATE WITH US IN ST. LOUIS from June 19th to June 23rd, 2001. The St. Louis Chapter, National Railway Historical Society takes pleasure in hosting the 66th Annual NRHS Convention.

July 4, 1851, a group of visionary men broke ground with the intent to build a railroad across our great nation. Within two years the Pacific Railroad dug the first two tunnels west of the Mississippi River, at the present site of the St. Louis Museum of Transportation.

While the Pacific Railroad did not reach the Pacific Ocean, it ignited the interest of others. The men of the Union Pacific Railroad and the Central Pacific Railroad did build a transcontinental railroad that truly united these states of America. This railroad joined with others and became the catalyst that enabled our great nation to reach its fullest potential.

#### Schedule Board:

*Three exciting train trips are being planned.*

*Travel the new Metro Link light rail on its East Side expansion.*

*Exclusive guided tours of the railroad rich St. Louis Museum of Transportation.*

*Travel on the Pacific Railroad right-of-way on the Wabash, Frisco, and Pacific Railroad, a one foot gauge live steam railroad.*

*Relax with an intimate evening dining experience aboard RailCruise America.*

*Dramatic night photo shoot.*

*A plethora of stimulating seminars.*

*Annual NRHS banquet.*

*Enjoy the boundless opportunities for fun and entertainment for the whole family offered in St. Louis.*

#### Registration:

\$20.00 (\$25.00 after January 1, 2001)

Mail your registration to: NRHS Convention 2001, St. Louis Chapter NRHS, PMB 271,  
2129 Barrett Station Road, St. Louis, MO 63131-1638

Name \_\_\_\_\_ NRHS Membership Number \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-Mail \_\_\_\_\_

Credit Card Number \_\_\_\_\_ Expiration Date \_\_\_\_\_

Visa \_\_\_\_\_ Mastercard \_\_\_\_\_ (only Visa/Mastercard accepted)

CASSVILLE & WESTERN RAILWAY  
CASSVILLE & EXETER RAILWAY

The good people of Cassville, county seat of Barry County, Missouri, were mightily upset when, in 1880, the Frisco decided to build their new line through Exeter, four miles to the west. They stewed about a connecting railroad for years until, in 1896, a group headed by shortline entrepreneur J. W. Bayless organized and built the Cassville & Western Railway to a connection with the Frisco at Exeter. Construction of the 5-mile long line began on June 11, 1896, and the rails reached Cassville nine days later (!). First service began on July 4th amidst the Sunday School Convocation, the Old Settlers Reunion, and other hoopla.

240 feet in elevation separated the two termini which meant the average grade was about 0.9 percent, and just about constant all the way down hill into Cassville. One day in 1917 a coupling pin on a west bound freight broke, freeing two boxcars to roll back down the grade. They rolled past the depot, across Main Street, through the end of track and into a two-story house, tragically killing a young girl. Shortly thereafter the C&W declared Bankruptcy. The line was reorganized in 1919 as the Cassville & Exeter. After an auspicious restart, increased competition from highway vehicles and declining revenues finally brought service to an end in 1956. By that time the average speed on the C&E was four miles per hour.

Not much is known about its early motive power. A 1909 photo shows a 4-4-0 with a flatcar load of poles (the railroad experimented briefly with electrification in that year). With the 1919 reorganization came No. 20, a 2-4-4T. This seems to have been followed by a 4-6-0, but data are lacking. Finally in 1937

*bought*  
the C&E, an 1892 2-6-0 from the Frisco, which was used until 1948. It was scrapped and ex-MoP 4-6-0 No. 2644 took over. After 1952 the duties were shared with a second-hand Plymouth gas-mechanical monster, model XLG (ca. 1929).

One other propulsive note: If the mixed had to wait at Exeter to interchange freight, but passengers were

anxious to get down to Cassville to conduct their business, the locomotive would give the the car (which appears to have come from the electric era) a little bump and, with the conductor manning the brake wheel, it would glide down the grade and come to a stop in front of the Cassville depot. Gravity propulsion probably ceased after the run-away noted above. The good old days are gone forever.





# ARKANSAS-BOSTON MOUNTAINS CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter established November 1987

## 2000 DIRECTORY OF OFFICERS AND DIRECTORS

President	<b>BOB HOFER</b>	855-1532	5 Breton Lane, Bella Vista, AR 72715
Vice President	<b>BILL MERRIFIELD</b>	751-7163	5278 Silent Grove Road, Springdale, AR 72762
Secretary	<b>RON ALLEN</b>	751-0761	2718 Jean Street, Springdale, AR 72762
Treasurer	<b>BILL USSERY</b>	751-2873	112 Willella Place, Springdale, AR 72764
National Director	<b>BOB OSWALD</b>	521-9714	2511 Elizabeth Ave., Fayetteville, AR 72703
Director	<b>RAY TOLER (02)</b>	751-7810	P.O. Box 6005, Springdale, AR 72766
Director	<b>LARRY CAIN (01)</b>	751-1949	3413 Butterfield Coach, Springdale, AR 72764
Director	<b>GENE SCHMITZ (00)</b>	443-4097	1645 Wedington Drive, Fayetteville, AR 72703
Editor	<b>TOM DUGGAN</b>	756-1901	15225 Lakewood Drive, Lowell, AR 72745

Meetings... ARKANSAS-BOSTON MOUNTAINS Chapter No. 158 (ABMT) Third Thursday of each month (except December dinner meeting). Meetings are held at the Shiloh Museum's General Store, 118 West Johnson, Springdale, Arkansas at 7:00 PM. Visitors are welcome at all meetings. Annual dues for 2000 remain unchanged at \$29 for individuals and \$31 for a family. Dues are 50% less for members joining between June 1 and September 30. Please call 501-750-8165 for directions to the Shiloh Museum

Christmas Dinner Chairman Tom Stark would like to know if you plan to attend the Dutch treat Chapter Banquet on Thursday, December 14 at 6:30 PM at the Springdale AQ Chicken Restaurant. Each individual attending is requested to bring a gift, suitable for either sex, with a value of no more than \$5.00 to \$6.00. If you plan to attend and did not sign the sign up sheet at the last meeting, please call Tom Stark at 501-521-1244. Please do it promptly.

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ARKANSAS-BOSTON MOUNTAINS CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
P.O. BOX 1303  
SPRINGDALE, AR 72765-1303  
ADDRESS SERVICE REQUESTED

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Look above the fold on this page for important information on the December 14 Christmas Banquet.

Thomas S. Duggan  
15225 Lakewood Drive  
Lowell, AR 72745-9222

