

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2010 DIRECTORY OF OFFICERS

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Our website address is www.arkrailfan.com

NRHS Chapter meets at 7:00 PM, July 19, 2012 at the Shiloh Museum Store.

Our programs have been exceptionally good! Great activities are in the works and we need your input!

The Scrambler

Volume 25, No. 11

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

CHAPTER MINUTES

Meeting began at 7 PM. 19 members and two guests were present. May minutes were approved as corrected.

Members were informed that by Bill Longston that we will have the same spaces allotted on the street during the Frisco Fair in Rogers as last year.

National director Chuck Girard reported no new changes in NHRS status.

Treasurer's report was given by Bill Longston.

Archivist Al Kaepfel reported that all of our chapter's archives are boxed and stored.

Ray Toler reported that former longtime chapter member Bob Lundeen was not doing well physically.

Editor Bill Merrifield reported unforeseen delay in completing June Scrambler. Bill reminded the chapter of the aid that Chuck Girard and the First National Bank are making to the printing and mailing of the Scrambler.

Meeting was adjourned after a very informative Train Talk session followed by a VERY INTERESTING July SHOW AND TELL!

HISTORICAL OPERATIONS

Santa Fe sign removed from top of Chicago building

July 11, 2012

Our thanks to Trains News Wire!

CHICAGO – The familiar “Santa Fe” sign that adorned the top of railroad’s headquarters in downtown Chicago has been taken down. The Atchison, Topeka & Santa Fe Railway was headquartered at the Railway Exchange Building or Santa Fe Building at 224 S. Michigan Ave. from 1904 to 1991. Motorola Solutions will open offices on one floor of the building later this year, a company spokesman told the Chicago Tribune. A Motorola sign of similar size and color replaced the Santa Fe sign. The sign won’t be scrapped, however. Jones Lang LaSalle, a property management firm, is handling the switch in signs. The sign is in storage and a decision on its fate will likely come in the next few weeks. The Illinois Railway Museum in Union, Ill. and a nonprofit in Santa Fe, N.M., have both publicly expressed interest in preserving the sign. Nick Kallas, the rail museum’s executive director, said the sign would be a logical fit in Union, about 60 miles from downtown Chicago. “We’re here in Illinois,” Kallas told the Tribune. “That was the headquarters of (Santa Fe). And probably just as important, we have a collection of railroad signs here on our property.” Creative Santa Fe, an organization supporting the arts and culture scene in Santa Fe, N.M., also applied for the sign, in partnership with the city of Santa Fe. Clark Hulse, executive director of Creative Santa Fe, said his nonprofit would focus on preserving the sign and finding a modern use for it in Santa Fe. It also would be a great way to celebrate the link between Chicago and Santa Fe, he said. “In our view, the sign expresses a very deep history between the two cities, with the railroad obviously at the center of it,” he said.



Southern 630 rolls on: July 13, 2012

Bristol, Va. The Tennessee Railroad Museum's former Southern Railway No. 630 began its journey home after problems pulling a Norfolk Southern employee excursion earlier in the month. Museum and NS staff "did a remarkable job" getting the engine back on the road, remarked railroad author, historian, and frequent Trains contributor Ron Flanary. "These have merely been teething issues," Flanary continued, the engine has "never looked or ran better than she did today."

TRAINS FROM MEMORY

Farewell to St. Paul Branch

By Zillah Cross Peel (From the *Northwest Arkansas Times*, July 31, 1937)

Submitted by Tom Duggan

Business was picking up on Friday, July 30, on what was first thought to be the last run on the St. Paul branch of the Frisco lines out of Fayetteville. But it wasn't the last run.

There were on the station platform, ready to see the last train, four district officials who made the trip of inspection on the special motor car. The men were W.J. Foley, Frisco master mechanic; E.L. Collette, district engineer, Victor Smith, road master; "Bud" Ross, bridge inspector; and Z.B. Claypool, round house foreman who had with the Frisco for 31 years. Each man no doubt carried orders for the dismantling of the road which was built in 1887.

Since January 1937 there have been many discussions concerning abandonment of the branch line. In a brief prepared by the counsel of the Arkansas Corporation Commission, it was shown that the cannery and lumber dealers along the branch line from Fayetteville to Pettigrew in Madison County would be affected adversely and that some of the plant operators would have to seek new locations if the St. Paul branch was abandoned.

During the month of April the Frisco officials received authority to abandon this 40.9 miles of road with their petition presented claiming that from 1931 through 1935 that the road had been operated at an annual deficit of \$36,000. But this earlier order was rescinded when Senator Carraway and Congressman reported postponement until Aug. 1, 1937. This order was to go into effect on Monday morning, August 2, with the "last run" to be made Friday (the train runs only three times a week) but another delay was ordered.

Eleven empty box cars were taken from Fayetteville Junction by the mixed train to take care of the salvage. As a rule there are never more than two passenger tickets sold by the ticket agent at Fayetteville, but Friday morning there were five round trip tickets sold.

There was a truck load of freight shipments on the platform, but the express offices at many of the stations had been discontinued Wednesday. Too bad for there was a big box from Lamanda, California and one from El Reno, Oklahoma. The freight shipments consisted of a refrigerator from Tennessee; a big box of merchandise from New York; many cases of crackers from Fort Smith; two boxes of coffee. There was much evidence of cream sold all along the line , as there were 30 "empties" (10 gallon cream cans) being returned from Rogers, Springfield and Kansas City.

Maybe after all, Friday was just another day, or perhaps a special day, as the return trip carried a nondescript load. There were two coon dogs being shipped to points in Ohio, 200 pounds of walnut kernels to a candy maker in Chicago. There were 65 gallons of cream being shipped to Emporia, Kansas, Springfield and Kansas City, Mo.; and would have been more but cream shippers having heard of the abandonment of the road didn't know if their cans would be returned. One man made a notation on his card "If train not running, return by parcel post." Out of Pettigrew there were six carloads of hardwood lumber, two company cars loaded with ties, and one car of scrap iron. Out of Combs there were two cars of billets and one car of company ties. And left behind, owing to excess tonnage, there were on side tracks three cars at St. Paul and two at Elkins.

Perhaps the most interesting of all the shipments was the company's office supplies from every station, consisting of stationery and tickets, scales and tariff. All that was left at the different stations along the line was the seats and stoves.

When the mixed train reached Durham, the *Northwest Arkansas Times* had reached the village with the announcement a telegram had been received from Washington, D.C., that the order for the abandonment of the St. Paul branch was to be delayed until October 1. The news was greeted with much applause all along the line. But when Fayetteville was reached it was found the train was to be run only as far as Elkins.

Friday then was a big day all along the St. Paul branch line. There were more passengers than for many months. Visits with old-timers at every station, at every station, brought out many "I remembers ". At Pettigrew a visit with 81-year old J.M. Sparks, we learned of the work done by Hugh F. McDaniels, railroad builder who bought vast acreage in Madison County, and of John C. Summers. All along the line one saw evidence of a wonderful corn crop, hundreds of acres of tomatoes contracted for. Canning plants were ready to start; saw mills in full swing. The White River valley seemed a happy, prosperous place.

Comments by Tom Duggan

1. The plan to retain service to Elkins failed and the track was removed in late 1937.
2. Hugh F McDaniel was an experienced railroader who had built the Kansas Midland that linked Topeka to Kansas City. The St Paul branch originally was chartered as the Little Rock & Fayetteville. The projected terminus, never reached, was Lewisville (now Morillon) on the St. Louis, Iron Mountain & Southern. McDaniel sold the partially
3. completed line to the Frisco in 1886. McDaniel died at the age of 45 in 1888.
4. Perhaps John C. Summers was a locating engineer who established the path of the railroad.
5. Trivia- According to the 1918 Valuation Survey by the Interstate Commerce Commission the most valuable single item in each depot was the adding machine.

The following is a special Frisco fare tariff covering the St. Paul Branch for the month of July 1937 only. The branch normally had mixed train service so it is difficult from a perspective of seventy-five years to understand the difference between First Class and Coach fares. The fares are not low when one considers that Depression era tie hackers in Madison County earned as little as 25 cents per tie.

| ONE WAY FIRST CLASS AND COACH FARES | | | | | | | | | | | | |
|-------------------------------------|--------------------|-------|--------------------|-------|-----------------|-------|---------------|-------|--------------|-------|-----------------|-------|
| BETWEEN AND | Fayetteville, Ark. | | Fayette Jct., Ark. | | Leith, Ark. | | Harris, Ark. | | Elkins, Ark. | | Durham, Ark. | |
| | FIRST CLASS | COACH | FIRST CLASS | COACH | FIRST CLASS | COACH | FIRST CLASS | COACH | FIRST CLASS | COACH | FIRST CLASS | COACH |
| Fayetteville.....Ark. | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Fayette Jct.....Ark. | 0.10 | 0.10 | - | - | - | - | - | - | - | - | - | - |
| Leith.....Ark. | .24 | .17 | 0.18 | 0.13 | - | - | - | - | - | - | - | - |
| Harris.....Ark. | .31 | .22 | .26 | .16 | 0.10 | 0.10 | - | - | - | - | - | - |
| Elkins.....Ark. | .40 | .27 | .34 | .22 | .16 | .12 | 0.10 | 0.10 | - | - | - | - |
| Durham.....Ark. | .52 | .35 | .46 | .32 | .28 | .19 | .21 | .15 | 0.12 | 0.10 | - | - |
| Thompson.....Ark. | .61 | .42 | .56 | .38 | .38 | .26 | .30 | .20 | .22 | .15 | 0.10 | 0.10 |
| Crosses.....Ark. | .74 | .50 | .68 | .46 | .50 | .34 | .43 | .29 | .34 | .23 | .22 | .15 |
| Delaney.....Ark. | .79 | .53 | .73 | .49 | .55 | .37 | .48 | .33 | .39 | .27 | .27 | .19 |
| Patrick.....Ark. | .82 | .55 | .77 | .52 | .59 | .40 | .51 | .35 | .43 | .29 | .31 | .22 |
| Combs.....Ark. | .91 | .62 | .86 | .56 | .68 | .46 | .60 | .40 | .52 | .35 | .40 | .27 |
| Brashears.....Ark. | .99 | .67 | .93 | .63 | .75 | .50 | .68 | .46 | .59 | .40 | .47 | .32 |
| St. Paul.....Ark. | 1.05 | .70 | .99 | .67 | .81 | .55 | .74 | .50 | .65 | .44 | .54 | .37 |
| Dutton.....Ark. | 1.21 | .82 | 1.15 | .77 | .97 | .65 | .90 | .60 | .81 | .55 | .69 | .47 |
| Pettigrew.....Ark. | 1.29 | .87 | 1.23 | .83 | 1.05 | .70 | .96 | .66 | .89 | .60 | .77 | .52 |
| BETWEEN AND | Thompson, Ark. | | Crosses, Ark. | | Delaney, Ark. | | Patrick, Ark. | | Combs, Ark. | | Brashears, Ark. | |
| | FIRST CLASS | COACH | FIRST CLASS | COACH | FIRST CLASS | COACH | FIRST CLASS | COACH | FIRST CLASS | COACH | FIRST CLASS | COACH |
| Thompson.....Ark. | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Crosses.....Ark. | 0.13 | 0.10 | - | - | - | - | - | - | - | - | - | - |
| Delaney.....Ark. | .18 | .13 | 0.10 | 0.10 | - | - | - | - | - | - | - | - |
| Patrick.....Ark. | .21 | .15 | .10 | .10 | 0.10 | 0.10 | - | - | - | - | - | - |
| Combs.....Ark. | .30 | .20 | .18 | .13 | .13 | .10 | 0.10 | 0.10 | - | - | - | - |
| Brashears.....Ark. | .38 | .25 | .25 | .17 | .20 | .14 | .17 | .12 | 0.10 | 0.10 | - | - |
| St. Paul.....Ark. | .44 | .30 | .32 | .22 | .27 | .19 | .23 | .16 | .14 | .10 | 0.10 | 0.10 |
| Dutton.....Ark. | .60 | .40 | .48 | .33 | .42 | .29 | .39 | .27 | .30 | .20 | .23 | .16 |
| Pettigrew.....Ark. | .68 | .46 | .56 | .38 | .50 | .34 | .47 | .32 | .38 | .26 | .30 | .20 |
| BETWEEN AND | St. Paul, Ark. | | Dutton, Ark. | | Pettigrew, Ark. | | | | | | | |
| | FIRST CLASS | COACH | FIRST CLASS | COACH | FIRST CLASS | COACH | | | | | | |
| St. Paul.....Ark. | \$ | \$ | \$ | \$ | \$ | \$ | | | | | | |
| Dutton.....Ark. | 0.16 | 0.12 | - | - | - | - | | | | | | |
| Pettigrew.....Ark. | .24 | .17 | 0.10 | 0.10 | - | - | | | | | | |

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