

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2013 DIRECTORY OF OFFICERS

President	Bob Stark
Vice President	Al Kaoppel
Secretary	Malcolm Cleaveland
Treasurer	Tom Duggan
Program Director	open
National Director	Ken Eddy
Board Director	Larry Cain
Editor	Bill Merrifield



Our website address is www.arkrailfan.com

NRHS Chapter meets at 7:00 PM, August 20, 2015 at the Shiloh Museum Store.

The Scrambler

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CHAPTER MINUTES

Meeting of the Arkansas-Boston Mtn. Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. July 16, 2015. Meeting was called to order at 7:05 PM by the President, Bob Stark. Seventeen members were present. Minutes of the May meeting were approved with one change: The last sentence of the Old Business begins "Weed to ...", should read "We need to ...".

Ken Eddy, the National Representative, was not present, but submitted the following report: "The 2015 NRHS convention in Rutland, VT featured good excursions through gorgeous Green Mountain scenery and beautiful upstate New York. I rode six of the events. My favorite was the one that featured Amtrak from Rutland to Saratoga Springs, NY, then the Saratoga and North Creek RR to North Creek, where Theodore Roosevelt learned he was President after the 1901 assassination of McKinley. There is a fine museum in the 1871 depot.

The convention appears to have broken even financially. Denver will host next year's convention in mid-July. I represented the chapter at all the annual meetings. The four bylaw changes appear to have passed.

Al Weber reported that things are getting better financially. About two thirds of members have renewed. Thanks to hefty donations of money and labor, the restoration of a large amount of precious 8mm film to digital is nearly finished. This was Bart Jennings last convention."

Bill Merrifield, the *Scrambler* editor, said the July *Scrambler* newsletter is in the mail and on the website.

Chuck Girard, local membership, was not present.

Tom Duggan, the Treasurer, reported our total assets as \$12,525.75, including \$11049.35 in investment and 1476.40 in checking. The annual nonprofit report has been submitted electronically to the Arkansas Secretary of State. The 2014 T-shirts and pins were sold to the A&M RR for \$529.92. Check is in the mail, which will reduce the 2014 NRHS convention deficit to \$17.04. Yea!

Al Kaepfel, the vice president said our A&M closet has been used by others, Brenda will put a lock on it, we will both have keys.

Old Business: Frisco Fest: August 28 & 29, Friday & Saturday, with most action Saturday. A list of volunteers was passed around. Someone made the comment that Frisco Fest is in disarray, very disorganized.

New Business: None

Train Talk: Travis Walls showed a commemorative conductor's watch celebrating the KCS centennial. He told a story about Jesse James robbing a train, taking a conductor's watch. When the man protested that he couldn't do his job without it, Jesse gave the watch back with the comment that he would never rob a working man of his livelihood.

Bob Oswald said he saw Sean Reed (White R. Scenic Rwy) and asked after Bill Ussery. Bill is now in assisted living with his wife, Ernestine. He recently saw Martin Post, who is now getting around with a cane or a walker.

The 3 new A&M locomotives are now back in action following repairs. Bart Jennings is supposed to be writing a route guide for the A&M. Dick Hovey said the cyclist shuttle is now in operation, so people can ride the A&M one way, bike the other way on our new (in Springdale, anyway) trail system; and got his Lionel F3 locomotive repaired by Mitch Marmel.

Dick reported that the Dardanelle and Russellville is de-mothballing some old Alco S1s to serve a rendering plant and haul lumber and cotton. Bob Stark said that there is evidence that they are rehabilitating the line through Lake Village to the LA coast.

Tom Duggan said the Shiloh Museu is doing a new exhibit and will need artifacts for it.

Adjourned business meeting about 7:40 and Mike Sypult (welcome back!) gave the program: "The Shortest Class 1 in Arkansas, the Illinois Central in Helena, 1.78 miles" after he briefed us on his trip to Israel and injury at the Dead Sea. Malcolm K. Cleaveland , Secretary

LOCALLY ON THE BEAM

Donation to Shiloh Museum

The Shiloh Museum of Ozark History began formal operations in 1968. It was and is a department of the City of Springdale. In 2014 the city provided \$667,000 in funding to the largest history museum in Northwest Arkansas. Much of the funding went to salaries of the 11 full time and one part time employees, utilities, repair and other costs associated with an organization open six days a week to the public without a fee of any type.

In 1991 after a community fundraising effort the museum moved into its current building. Exhibits were put in place including a railroad one consisting of a huge photo of a Frisco helper engine backing down into the north end of Winslow tunnel and a railroad tie. In 2015 the museum began a wholesale replacement of the old exhibits. The railroad exhibit will consist of a 14 foot by 7 foot recreation of the Frisco Springdale agent's office in the golden era of 1910-1920.

The Museum's Collections Department is a large climate controlled basement where items donated to the Museum are stored for use in future permanent or temporary exhibits. The Museum receives no funding from the City of Springdale for the purchase of artifacts used in displays. I have prepared a list of items for the exhibit and shared it with Museum staff. The Museum has the following items in inventory:

Round train order hoop

Frisco embossed tall globe lantern (without a globe or burner)

The Museum has several telegraph keys but they are of 1940-1950 vintage

Old typewriter (used for train orders)

Here is a list of what the exhibit needs and the cost on Ebay (assuming it is available)

Western Electric Model 401 scissors phone with headphones so the agent can take down train orders. (Bill Longston gave us two model 401 phones that the chapter donated the depots at Wheaton, MO and St Joe, AR.in February 2015.) \$400

Ticket validator (non-Frisco variety) \$150

Railroad ticket case (they were not railroad marked) \$1,000
(rarely available)

Frisco embossed clear tall globe and burner \$125

Railroad telegraph key with sounder \$200
(The telegraph key and sounder was mounted on a wood as the agents owned the set and moved from depot to depot)

Frisco Railroad hat with Agent badge ???
(I have never seen a Frisco cap and agent badge on Ebay)

Western Union Telegraph porcelain sign \$300

Wells Fargo & Co Express porcelain sign \$200

Spittoon-White enamel on cast iron (not Frisco marked) \$75

Railroad Watch (not railroad marked) \$200

Shiloh has provided the Chapter's meeting place free of charge since 1987.

I suggest that the Chapter make a one-time \$3,000 donation to the Shiloh Museum for the depot exhibit scheduled to open in December 2015. If members have any of the desired items they can contact Judy Costello of the Shiloh Museum at 750-8165.

Tom Duggan

Kansas City Streetcar Update-July 28, 2015

The Kansas City streetcar system construction is progress with a target completion date of late 2015. Service using Spanish design CAF cars will start in early 20156The two-mile system is double tracked and runs in a north.-south direction. The line will start near the Missouri River and end up the Union Station-Crown Center. Much of the line follows Main Street.

Part of the catenary is complete and work is underway on loading platforms on Main Street.

The area near Union Station-Crown Center is devoid of construction evidence. It must be a challenge ripping up streets loaded with a century or more of gas, water and electric lines. The line will cost \$114 million and have 16 stops serving much of the downtown Kansas City entertainment district.

Tom Duggan

All Hands: Get your straw hats and airy overalls ready for a hot and busy Frisco Fest on Sat. Aug.29. Just checked in with Rogers Downtown and we have the same spot as before

. **Dispatcher Bob**

HISTORICAL OPERATIONS



Last month we featured the photograph of the destruction of the historical UP depot in Columbus, Nebraska. Since then, J. P. Bell sent us his photograph of the same depot in earlier operation which clearly shows why the UP decided that there was not enough clearance from the structure to the track for safe non railroad use. Editor



Note that the parallel tracks are relatively new and occupy modern spacing on the right-of-way. Photo by J. P. Bell

Gary McCullah sent us the following blurb from RRTulsa Digest Number 5017. The architectural unique UP Columbus depot is probably past history by now. The first UP depot in Columbus was built in 1866, one block west of the current structure, on the south side of the tracks. It was a plain wooden building. In 1887 a stone depot was constructed, which was significantly expanded and remodeled in 1909 with a rounded east end that was a separate ladies waiting room. The Platte County Historical Society was allowed to salvage a bench from the depot, and has been promised the two stone balls from the top of the entryway facades on the front and back, along with a couple of courses of stone below them. This is much less than what the local group had hoped to save. Sounds very similar to what occurred *re* the former UP stone depot at Valley. PB wrote that some years back I recall meeting 3 UP retirees at Columbus who had 140 years of combined railroad service between them ... lots of railroad history in that town.