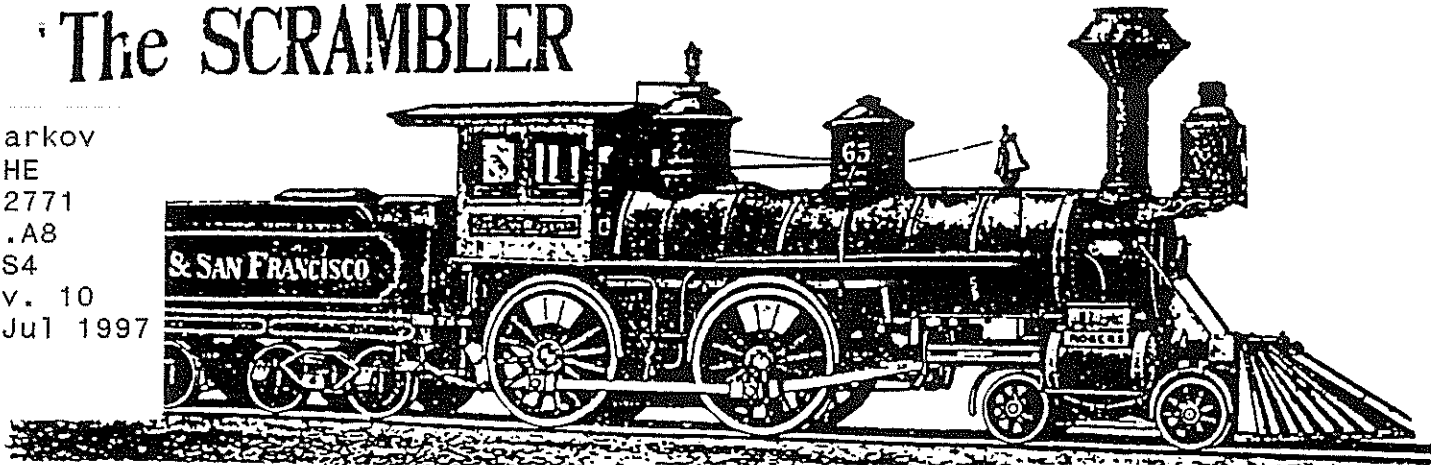


The SCRAMBLER

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Jul 1997



ARKANSAS BOSTON MOUNTAINS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
VOLUME 10 NUMBER 11

JULY 1997



MINUTES OF MEETING June 19, 1997



The Chapter met for the regular business meeting at 7:00 p.m. on June 19, 1997 at the Shiloh Museum's "Old General Store." The meeting was called to order and members and guest were welcomed by President Tom Duggan.

Visitors included: Rebecca Oswald (Bob's daughter)
Cliff Harriman? (George's former father-in-law)
Mike Banks (runs a saw mill in Marble - Madison County)

It was determined that everyone had not received their SCRAMBLER newsletter even though it was mailed out earlier than normal.

The reading of last month's minutes was dispensed.

In the reports from the officers, National Director and Membership Chairman, Bob Oswald presented an application for membership from James Lee Valentino of West Fork. The application was unanimously approved by the members.

Bob Oswald informed the members of the upcoming Summer Board of Directors Meeting in conjunction with the Annual Meeting being held June 27th in Salt Lake City, Utah. Bob plans to attend. Train rides will be held in accordance with the Annual Meeting including a ride over Tennessee Pass.

Bob, who is the chairman of the National Nominating Committee, will be making a report to the Society concerning the upcoming election of National Board members. Nearly all of the National officers and all but one Regional Vice Presidents will be coming up for re-election. New nominations can be given until September 15th.

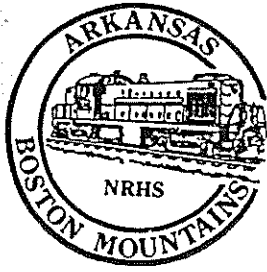
Chapter Vice President Bill Merrifield was not present so his report was not available. President Tom Duggan reminded the members that monthly programs have not been assigned for the months of July and August. Members were encouraged to volunteer.

Treasurer Bill Ussery read the treasurer's report. Mentioned in the report was the restaurant down payment paid for the December Christmas dinner.

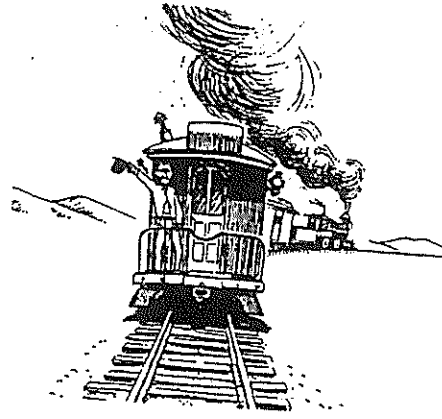
Ron Allen was not present to give the Secretary's report.

George Allison, editor of the SCRAMBLER, discussed the problem of our members not receiving their monthly newsletter.

Minutes continued on page two under observations



THE PRESIDENT'S OBSERVATION



The July program has two components. Ray Toler will do an interesting program on the linking of the Union Pacific and Central Pacific railroads at Promontory Point, Utah in 1869. The driving of the golden spike represented completion of the first transcontinental railroad in the United States. The second element will be a brief slide tour of the *Manitou*.

I have received in principle commitments to provide programs on railroad locks and keys (ex-member Gus Stratton) and the 29 year MOW career of David Cheek (ex Frisco, BN and BNSF). Both programs should be interesting. The problem is that I cannot arrange a firm date for either program. This means we need programs for August and September. Here's your chance to do that program you have had in the back of your mind.

Sincerely,

Tom

Ray Toler, Special Committee Chairman of the *Manitou*, gave a report on the recent inspection of the passenger car.

- * The top center section of the roof is in good shape. It needs some roofing cement to cover some nail holes. It is galvanized roofing.
- * The east side of the roof is in good shape although, it could use 20 or 30 feet of new metal.
- * The entire west side of the roof is in need of new metal.
- * Several windows are broken out and need to be covered up to keep the rain out.
- * There is a lot of trash debris inside the car that needs to be removed.

It was suggest that two people at a time work on the car. Anyone working on the car needs to go by and sign an Arkansas & Missouri Railroad Liability Release form before entering the property. The forms can be obtained from and returned to the dispatcher on duty at the A & M yard office. All of the metal parts inside the car are to be saved and not thrown out with the trash. It will be necessary to use a ladder to get up into the car. Inside flooring boards are not sound.

Tom Duggan introduced the new business of purchasing supplemental accident insurance coverage for chapter members for use in chapter outings and work sessions (chapter sponsored events). The cost would be \$17 per year per covered individual (names do not have to be specified in the coverage). It was suggested that a chapter policy be established detailing "how many members at a time" could work on the passenger car project to stay within the insurance policy parameters. A motion to purchase a policy (covering six members) was presented and approved for a one year period.

The business meeting was adjourned and an interesting and informative program was presented by Bill Ussery. The program theme was a three part scenario of railroad preservation. A slide show was given on a preservation of a narrow gauge passenger line in Wales. A preservation video was shown detailing railroad tie cutting in Southeastern Missouri. Lastly, we learned about the railroad tie treating process.

Steve Roberts (acting Secretary)

Round Trip Tickets

at about

1-2 Price

to any point on the Frisco Lines within 200 miles of this station. Minimum round-trip fare \$1.00.



Go--
Saturday or Sunday
Be Home
by 12:00 midnight
Monday

Round Trip Fares
from SPRINGDALE to

Fort Smith, Ark.	\$2.95
Muskogee, Okla.	\$4.35
Joplin, Mo.	\$4.25
Cherryvale, Kan. ...	\$6.85
Springfield, Mo.	\$4.05
Talihina, Okla.	\$5.35
Ft. Scott, Kan.	\$6.60
Winslow, Ark.	\$1.75
Monett, Mo.	\$2.45
Mansfield, Ark.	\$4.10

Proportionate Reductions
to Other Destinations
—FOR FURTHER DETAILS
ASK THE FRISCO AGENT

A choo-choo ride for train employees

If you hear the mighty wail of a steam locomotive whistle, you're not hallucinating.

It's a 1926 St. Louis-San Francisco Railway steam engine, called a Frisco, that's pulling a 14-car train with Burlington Northern and Santa Fe Co. employees aboard.

The "Employee Appreciation Special" made two round trips Monday between Kansas City, Kan., and Olathe, and today it will make two more between Kansas City, Mo., and Olathe. It will depart Wednesday for St. Joseph and Lincoln, Neb., on its monthlong journey across the 2,900-mile Burlington Northern and Santa Fe railroad system in the Midwest and Rocky Mountain states.

The Frisco became part of the Burlington Northern and Santa Fe system in 1980. The locomotive now is operated by the St. Louis Steam Train Association. KC STAR 6-3-97

John T. Dauner

Better mail service

Kansas City Star

Let's look back to when the railroads were going out of the passenger business. It was when the post office department took railway post office cars off passenger trains, which was the best mail service we ever had at 3 cents postage.

Wouldn't it be a good idea to put railway post office cars back on Amtrak trains? Or should we just forget about the government being able to operate anything at a profit?

KC STAR J.B. Jackson
Hamilton, Mo.

5-17-97

The Good Old Days ?

The above Frisco ad, from the *Springdale News* of September 22, 1929, initially struck me as a good deal for the Springdale passenger. One could travel from from Springdale to Fort Smith in two hours with a choice of two daily roundtrip trains for only about two cents a mile. Muskogee, OK, a 207 mile roundtrip from Springdale, seemed an attractive destination at only 2.09 cents a mile. A visit to Aunt Milly in Mansfield, AR cost only about two cents a mile.

The reality of these fares becomes clear when one consults a 1929 passenger timetable. The Springdale passenger with Muskogee family or friends would depart Springdale at 11:33 AM in a motor car that arrived in Fayetteville at 11:55 AM. There was only one daily passenger train from Fayetteville to Muskogee. The train left Fayetteville at 4:30 PM and did not reach its destination until 9:10 PM. The return trip from Muskogee offered equally cumbersome connections.

The Springdale passenger with family in Mansfield, AR would depart Springdale at 9:40 AM and arrive in Fort Smith at 11:40 AM. The only train serving Mansfield was a daily mixed train that left Fort Smith at 3:20 PM. Arrival in Mansfield was scheduled for 5:05 PM. The return trip was equally time consuming. The return trip from Mansfield involved a 9:05 AM departure with final arrival in Springdale at 7:09 PM.

The low "weekend" fares really were not that attractive since most trips involved most of one day for each of the travel segments. The special fares were similar to the fleeting and restriction-hedged promotions offered by today's air carriers. Northwest Arkansas also suffered from the fact that it was a thinly populated area based on an agricultural economy that had been in depression since 1927. Disposable income must have been limited. This translated into limited rail service by the Frisco. In 1929 a man's white shirt could be purchased for 75 cents and coffee cost 14 cents a pound. On a comparative value basis the fares were costly for the average family. Later when the Depression hit in full force, the railroads responded by offering fares as low as one penny a mile. Unfortunately most people had no money to take advantage of the special fare promotions.

Based on this specific example I am not so sure about the "good old days" being that good. The memories probably are better when viewed through the filters of the decades and happy memory.

Submitted by Tom Duggan

Golden Spike National Historic Site

Preserving America's Legacy

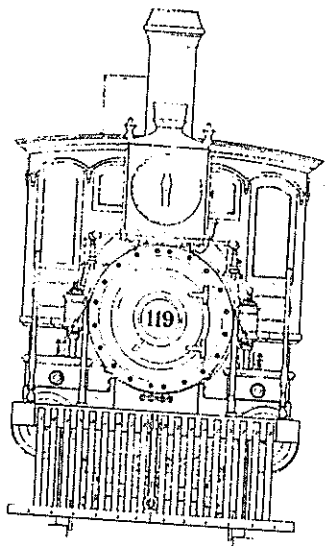
By Lincoln Pinn

The Golden Spike National Historic Site at Promontory Summit, Utah, is a truly remarkable place. Both desolate and beautiful, the landscape - complete with 65 pound rail - takes you back to a time when the railroad played a pivotal role in uniting the nation with bands of steel.

The GSNHS was created by an act of Congress in 1957, and in 1965 transferred to the National Park Service. At this time the original seven acre site was enlarged to include some 15 miles of Central Pacific right of way and plans developed to recreate the site as it appeared at noon on May 10, 1869. Involving the "reconstruction of railroad grades, tracks, telegraph line and ceremonial trappings," the Park Service successfully and graphically interprets an era of seat-of-your-pants railroading rarely encountered elsewhere. The landscape is the same as centuries ago, while the telegraph poles and modestly ballasted track that raced alongside it are purely mid nineteenth century. Sixty-five pound rail, spiked directly into the tie, suits a railroad that uses stub switches, harp switch stands and dirt ballast. The main line track undulates slightly, demonstrating just why the 4-4-0, with three point suspension, was the most popular and common locomotive at mid century. *Jupiter* and No.119 both demonstrate how well this class can traverse the rails.

Plans for full size replicas of the two locomotives were pursued as early as 1966, when the Park Service contacted the late Gerald M. Best, Vice President of the Pacific Coast Chapter of the American Railway and Locomotive Historical Society. His 1969 book *Iron Horses to Promontory* typified his scholarly manner and elegant style in its account of the locomotives used in the building of the transcontinental railroad. In recognition of his knowledge, Mr. Best became a significant technical advisor to the President's Golden Spike Centennial Commission and the Golden Spike National Historic Site.

It had been hoped that replicas could be constructed in time for the May 10th, 1969 centennial, but the task of drawing patterns became overwhelming for the draftsman, who suffered a nervous col-



lapse and destroyed his work. Efforts were revived in the early 1970s, when Mr. Best contacted Chad O'Conner, of O'Conner Engineering in Costa Mesa, California. Mr. O'Conner was intrigued by the idea, for he had a strong interest in locomotives and had owned and rebuilt them in the past. It was quite a challenge, for these replicas would be the largest yet built. Most replica engines in the United States are of very early, small locomotives of ten tons or less, manageable machines that could be built by a reasonably well equipped shop. *Jupiter* and No.119, by contrast, weighed thirty-two tons each and were nearly 50 feet long. Mr. O'Conner solved these problems by constructing the locomotives separate from the tenders and distributing much of the

work to local manufacturing facilities. Information regarding the multitude of design and construction questions was derived from photographs, written records and comparisons to other, comparable, machines, resulting in a faithfully accurate pair of locomotives. Some changes from the prototypes were made to better suit the engines to their duties at Promontory and to meet modern safety standards. Welded steel boilers were a necessity, as were brakes; the brake cylinders were mounted on the side of each engine opposite the traditional view north. As a convenience in operation, the locomotives were also equipped to burn oil.

In seeking assistance in painting the locomotives, Mr. Best turned to a long term friend, Ward Kimball, an extraordinarily talented Disney artist. Well known as a railroad enthusiast, Mr. Kimball had refurbished Mr. Best's own locomotive, *Olomana*, and when turned upon the Promontory replicas insisted upon using genuine gold leaf and other traditional methods, creating a very handsome set of embellishments. In recreating the ornamental paintings on No.119, he blew up photographs of the original paintings to full size, then copied them upon the replica's tender and sandboxes.

But in 1978, no definitive evidence for either engine's color had yet been found, nor had any study addressed the topic in detail. While Mr. Best felt that both engines had been wine red with crimson wheels, Mr. Kimball chose bold, bright reds which he felt were right for the 1860s and would be popular with the public.

In 1994, the locomotives were repainted in new colors, reflecting both recent scholarship and March 20, 1869 Sacramento *Daily Bee* account describing *Jupiter* as painted in "blue and crimson with gold." Kyle Wyatt, Keven Bunker and Jim Wilke teamed up to recreate the original colors of both locomotives while the crew at GSNHS worked round the clock to complete the task. The finished work not only reflects the diversity of finishes popular in the 1860s but has prompted plenty of public enthusiasm.

Not surprisingly, Mr. O'Connor considers them to be his best effort and he is justly proud of them. They are remarkable and handsome achievements and will always be "his" locomotives.

Acquisition of railroad nears

KC STAR 6-21-97
KC Southern venture plans route between Mexico and Missouri.

By RANDOLPH HEASTER
Staff Writer

A joint venture that involves Kansas City Southern Industries Inc. is expected to take control of Mexico's Northeast Railway on Monday.

Transportacion Ferroviaria Mexicana, or TFM, will make its sec-

ond and final payment Monday for the 2,455-mile railroad owned by the Mexican government. Kansas City Southern owns 49 percent of TFM.

Along with TFM's majority owner, Transportacion Maritima Mexicana, Kansas City Southern bid \$1.4 billion to buy the line that it hopes will create a railroad that flows from Mexico City to Kansas City and St. Louis.

While there has been some disruption in service during the ownership transition, customers will see sharp improvements in the next

18 months, said Michael R. Haverly, chief executive officer of Kansas City Southern Railway.

"While we expect service will improve soon after the acquisition is completed, the more substantial improvements will be evident in 1998," Haverly said in a company newsletter. Haverly will be in Mexico City on Monday for the completion of the purchase.

Meanwhile, a consortium including Union Pacific Corp. made its official bid Thursday for another Mexican railroad, the Pacific-North rail line.

Iron Horses of Promontory

Jupiter and No.119

By Jim Wilke

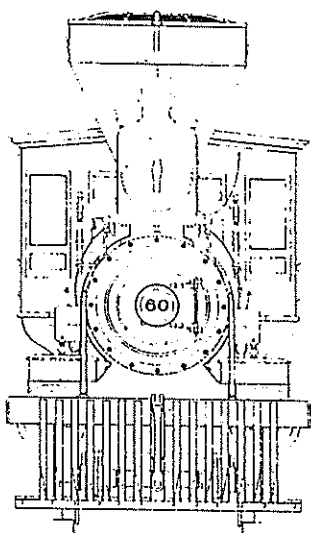
One hundred and twenty-eight years ago, two locomotives met on the plains of Promontory Summit, Utah Territory - and changed the world. Yet despite their historic role and polished brass, *Jupiter* and No.119 were simply common engines who happened to be there by chance.

The two locomotives which pulled those trains embodied the best of American industrial technology. They were the most visibly powerful products of Industrial America and the principle component of railway operations. The machines that hauled trains over what was then known as the Great American Desert, like their counterparts in the comfortable and settled East, were treated very much like iron horses, groomed and indulged by their crews. At mid century, the iron horse was typically a slim, tightly boilered creature, finished with polished iron and brass, oiled wood, brilliantly colored paint, gold leaf and varnish. The locomotives that arrived panting to Promontory fully embodied this tradition.

The completion of the Pacific Railroad coincided with the grand era of locomotive decoration. Between 1850 and 1880, opulence in color and ornament flourished. Elegant light machines were the bread and butter of the locomotive trade. By 1850, an improving economy and expanding railroad mileage persuaded many machine shops to add locomotives as a side line; as many as 40 were in competition in 1855. The sudden expansion of railroad building created a buyer's market as an increasing number of locomotive builders entered in competition. Locomotive builders turned towards ornamental finishes as one way of attracting buyers. Railroads wanted "hard workers" that were also "good lookers."

There was a distinct commercial advantage in attractive, good looking engines that could both commend the attention and impress a railroad purchasing agent. It was no longer enough to offer to the

market a plain but competent locomotive, for, as Henry Campbell advised Mattias Baldwin in 1850, an "ugly, clodhopper appearance" would "strike people unfavorably."



Locomotives featured trademark designs, embodied in rich classical moldings surrounding the dome and cylinders, opulent cast iron bell stands, ornamental brass wrappers and as with No.119, a "Gothic House," or cab, of oiled walnut. The shape of a sand box or check valve cover served to identify the product with builder, very much as automobile manufacturers would a century later. *Jupiter's* smooth brass steam dome was typical of the Schenectady works, as was the fluted sandbox cover of No.119 a Rogers trademark.

One of four identical locomotives, *Jupiter* was classified by the Central Pacific as a passenger engine, an assignment which merited showy, expensive

ornament. What locomotive builders called "best passenger" or "extra passenger" finishes included particularly elaborate gold leaf scrollwork, painting and striping. Passenger finishes also incorporating polished iron frames, brass casings and similar niceties, all of which would complement an engine and impress travelers with the appearance of luxury, or as one British traveler remarked, make up for the shortcomings of American railroad stations.

Jupiter's blue and crimson colors well testify to the diversity of finishes employed in American railroads. The tradition of blue locomotives was established as early as 1829, when the English locomotive *Novelty* in blue became a favored participant in the Rainhill Trials of that year. In America, one of the very earliest 4-4-0s, the Philadelphia & Reading's *Gowen & Marx* of 1839 was finished in solid blue, as was the *Washington*, built in 1853 by John Souther for passenger service on the Marietta & Cincinnati. William Mason's elegant passenger engine *Phantom*, built in 1857 for the Toledo & Illinois, and painted blue and crimson, has become a classic example of the locomotive builder's art. Built in 1868, *Jupiter's* brilliant blue and crimson livery exemplifies the height of locomotive fashion. As late as 1875, dazzling contrasts of blue and crimson were employed upon engines such as the Erie Railway's No.432, built by the Brooks Works of Dunkirk, NY.

Standing opposite *Jupiter* that day in 1869 was a handsome freight engine. No.119 was one of five identical engines built by Rogers for the Union Pacific, each embellished with four ornamental paintings upon the sandbox and tender, making for some twenty individual works of art. These paintings are the work of accomplished artists and appear to be a specialty among the Paterson, New Jersey builders; Danforth L&M and Grant also used paintings to embellish their products, and it is possible that the same artists had work in all three factories.

All of this was not lost to those who gathered out in the Utah desert on May 10, 1869. The engines that took them to ceremonies marking completion of the Pacific Railroad were fully dressed for the occasion. One hundred and twenty eight years later, they still are, as glorious today as ever. - Jim Wilke

Machine is working on the railroad

Larry Stroud
The Associated Press

HARDY — West of here, an enormous machine is playing out its version of John Henry, working on the railroad line.

If John Henry, the rail-driving man who in the folk song won a contest against a machine but then fell dead, were alive today, he probably wouldn't have a chance against the modern version of the machine.

The 220-foot-long, 217-ton machine pulls the spikes, lifts and spreads the rails, pulls ballast away from the old wooden ties, pulls out the old ties and replaces them with concrete ties at a rate of up to 14 per minute.

It also has a rock plow that sweeps the gravel and dirt ballast out of the way as it goes.

Concrete railroad ties? They've been around since 1987, said Bill Sharp, supervisor of railway equipment for the Burlington Northern-Santa Fe Railroad.

Each concrete tie weighs 640 pounds Sharp said. And, being heavier than the wooden ties, they replace the concrete ties are installed on 24-inch centers. The wooden ties are on 18-inch centers.

"We have a total of 42,000 ties to install" between Mammoth Spring and Hardy, and on the line east and south of Hardy, Sharp said.

Damaged or suspect rails are also being replaced. Work between Hardy and Mammoth Spring started a couple of weeks ago.

Sharp said the crew has to work in certain windows of time when

the track is not being used.

It will take into July to complete the project, said Sharp, who is from Cheyenne, Wyo.

"This is one of only three machines like this in the country," he said. "It's the Burlington Northern's only one. We work the entire Burlington Northern system. We just finished up in California. We'll go to Nebraska from here.

The rails are locked onto steel hooks protruding from the concrete ties with a system of heavy metal clips, each with a rubberlike pad underneath it, Sharp said.

It takes 16 operators and laborers to keep the giant machine and its 13 hydraulic pumps in operation. The rest of the crew of 120 dumps ballast and pushes it back into place, levels and resurfaces track, welds as needed, and puts the correct eleva-

tion in curves.

"It's quite a procedure," Sharp said.

The old wooden ties also must be salvaged. Some old ties are rehabilitated for use on branch lines, and some are sold, Sharp said.

The machine, called a P811 in railroad slang, cost \$6 million when it was purchased and would probably now cost \$10 million to replace.

Sharp said the Hardy area was selected for track upgrades because rail traffic has increased significantly on the local line during the past 10 years or so.

A relic of the old days, a sledgehammer, also was at the work site, stuck in a slot on the machine within easy reach of workers on the ground.

"There's very little of that (sledgehammer swinging)," Sharp said, smiling.

Old Railroads Never Die

Here is information that suggests efforts were made to revive the Kansas City & Memphis Railroad after it shut down in August 1918. From the Springdale News of April 7, 1922 reprinting an article in the Siloam Springs Register

"Surveyors were in this city yesterday and went out in the morning over the old KC & M right of way between this city [Siloam Springs] and Rogers inspecting the old roadbed with the view to using it for a continuation of the railroad now building this way and which is now nearing Kansas.

The proposal is to build the new line to Siloam Springs, from here to re-grade the old KC & M right-of-way and run the railroad to Rogers and from there continue to Memphis giving a through line from Tulsa to the city on the Mississippi.

The engineers found in their preliminary inspection that very little additional grading will be necessary on the KC & M road and that the bridges are still in good condition.

A through road from Tulsa to Memphis will certainly mean great things for Siloam Springs. We are certainly for it."

Perhaps a member of the Sunbelt Chapter could enlighten us as to the identity of the proposed line from Tulsa to Memphis.

Submitted by Tom Duggan
Arkansas-Boston Mountains Chapter

Let's save our trains

BY ELIZABETH SCHUETT
COX NEWS SERVICE

Dear Congress:
I know you've heard this before, but now I really mean it. It's time to get your act together and salvage what we have left of our passenger rail system before too many more generations of Americans grow up without ever having witnessed our nation's "amber waves of grain" from any place other than a bumper-to-bumper, pollution-saturated Interstate. You know, the place where Dad swears at semis, Mom referees backseat brawls, and Rover comes up borderline brain-damaged from an overdose of re-circulated exhaust fumes.

Let's face it, folks, even the miracle of mirror-image, easy-access outlet malls has got to pall with time. Are we willing to forego a view of our country's "fruited plains" and "purple mountain majesties" for a ribbon of tarmac lined with look-alike shopping opportunities? Where the only way we can tell one state from another is by the return address on a fistful of credit card receipts?

Highways are boring!

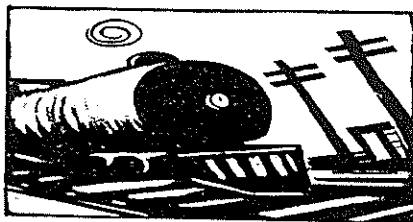
Cars are boring!

Trains are NOT boring.

Put yourself in this picture. It's early afternoon as you pull out of Chicago, but instead of fighting traffic on the Tri-State, you're kicked back and topside on an Amtrak double-decker lounge car with picture windows all around, bound for points west. Shoeless, beverage of choice in hand, you're feeling mighty relaxed as the Illinois countryside begins to slide by. You hardly blink an eye when Junior starts jumping around like a bullfrog on a hot lily pad and hollering, "I gotta go. NOW!" Smugly, you remind him the train doesn't have to stop for him to pee.

And while you're bending an elbow to pat yourself on the back for a stroke of genius, think about this. There are no shopping malls on trains, so as I figure it, there is absolutely no way the family can spend itself into credit card overload while the wheels are still turning.

By dinnertime you will have crossed the Wisconsin-Minnesota border and just before dark, the outskirts of the Twin Cities



slips into view. There's even time for a stroll on the depot platform.

About 2:30 in the morning, you'll be stopping in Fargo, N.D. but not to worry. Snug in your berth, there's little chance you'll be running into the pregnant sheriff or the goofy guy with the wood chipper.

Sunrise at Devils Lake, breakfast around Minot, lunch halfway through Montana and cocktails and dinner in Glacier National Park. And if that's not exciting enough, try breakfast the next morning with a spectacular view of Mount Hood.

Congress, I ask you, doesn't it make more sense to encourage rail travel than to build more highways to accommodate more cars to emit more pollution?

And what about stress? Highways are full of strange folks, not all of them sober and many of them armed.

Airports? Might as well queue up in the stockyard chutes for all the personal and preferential treatment you can expect there.

The trains have it. No rush, no push, plenty of time to sit back and relax and maybe meet a new friend. Like my father did many years ago in a dining car bound for San Francisco.

Seated across the aisle was a well-dressed, distinguished, white-haired gentleman having dinner and chatting with his

traveling companion—a stuffed, toy lamb. My astonished father watched from the corner of his eye as dinner was served. It was dinner for two—including red wine and chateaubriand. Needless to say, old Dad was confounded. He said he'd seen some pretty strange things in his 30 years of rail travel, but this was definitely one of a kind. He later asked the dining car steward about it.

The gentleman, the steward told him, was a congressman from Idaho and a regular passenger between Washington, D.C., and Boise. My father, being a generous sort, suggested that maybe the lamb was the result of a lost election bet. The steward said no. The lamb had been traveling with the congressman for years.

My father, a World War I veteran and a resolute patriot, was nonplussed. He told us the story a few days later at the dinner table expressing concern for what might be going on in Washington. My mother said she thought it was nice that everyone on the train was polite.

Fifty-some years later, I can't help wondering what would happen to a guy buying two airline tickets and ordering two first-class meals—one for himself and the other for his traveling companion—a stuffed lamb. Airport security would have him on the first flight to the funny farm.

The railroads have been good to you, congresspeople, so why not return the favor? No so-called civilized nation should be without a passenger rail service. How about we make a deal? If you'll save our trains, we'll tolerate another two years of your foolishness.

Elizabeth Schuett is a teacher and writer in Gibsonburg, Ohio.

Guide to the Editorial Page

Only the editorials express the opinion of the *Arkansas Democrat-Gazette*. They almost always appear on the left side of the editorial page. The editorial writing staff includes Paul Greenberg, Quin Hillyer and Kane Webb.

The columnists—local and syndicated—express only their own opinions, as do the cartoonists whose work appears on this page.

Arkansas Democrat Gazette

PLACE NAMES II

Here are some more place names along the Frisco's old Central Division, Ft. Smith Sub.

Samuel Washburn was one of the first white settlers in the area (1826). His homestead was a couple of miles east of the present town of WASHBURN at what is still called "Washburn Prairie." In 1841 James and Josiah Keets opened a store on the hill where State Highway 37 now runs. The small community was called KEETSVILLE. Later when the Butterfield Stage Route was established on the "Old Wire Road" the stop was called HARBIN'S STATION. Finally the railroad came along a half mile to the west (down the hill) and made a station called O'DAY. This was for John O'Day, the General Counsel for the Frisco. He was not only cordially hated, but became involved in a scandal that nearly sent him to jail. By that time the town on the hill was called WASHBURN and the townsfolk, sensing the inevitable, simply moved downhill and clustered around the new depot.

The J. & W. Seligman Company, Joseph Seligman, Prop., was one of the chief financial backers of the South Pacific and Frisco lines. Seligman died in 1880, shortly before the railroad built to the Arkansas state line. His widow felt a station memorializing her late husband would be in order and a townsite at ROLLER'S RIDGE was selected. The Roller family had settled the area in the early 1830s and there are a lot of them still in the area. The town name, SELIGMAN, was adopted on condition that the widow of this Jewish banker donate \$500.00 toward the building of a Christian church in the community. So it was done. Seligman was the jumping off point for what eventually became the Missouri & North Arkansas, traversing the state all the way to Helena on the Mississippi River.

The only station at GATEWAY, Arkansas (origin pretty obvious) was a side track between 1963 and 1979 for the trans-shipment of material for the construction of Beaver Dam. But just a mile to the south OSBORNE (aka HURD'S or HERD'S SWITCH) existed from 1905 to at least 1939. Mrs. Ray Hurd still lives on the property. The station was a passenger flag stop and timber shipping point.

Never a station, but a prominent scenic spot was DEVIL'S EYEBROW, two and a half miles into Arkansas. Quoting Erwin Funk in the Benton County Pioneer, Vol. 3, No. 1 (Nov. 1957): "In 1880, when the surveyors were doing their preliminary work on the location of the Frisco Railroad, 'Uncle Arch' Blansett with other neighbors were greatly interested in the proposed route through their neighborhood. Discussing the route with one of the railroad party he is credited with saying: 'Build a railroad right through these mountains? You can't do it, man, you can't do it. You might as well try to build a railroad on the devil's eyebrow as to undertake to build one in such a place.'" The name stuck.

Archibald Blansett came to northwest Arkansas in the 1840s and opened a store. A small community grew up and called itself BLANSETT. Then in 1881 Sam Crowell became postmaster and called his post office CROWELL. This was the year President James A. Garfield was assassinated, and the town was promptly renamed GARFIELD in his honor.

Down in the valley of Little Sugar Creek, Enoch Trott built a store in about 1840 and the place became known as TROTT'S STAND. It was destroyed during the Civil War, but shortly thereafter Albert Peel opened a new store on the site. His wife was enamored of a poem by Thomas Moore called "The Meeting of the Waters" and a line therein referring to "the sweet vale of Avoca." So AVOCA (the first) came into being. With steep hills in both directions, it was a terrible place to get a train started. By 1881 the Peels and AVOCA had moved up the hill to the south. So the Frisco called the valley settlement BRIGHTWATER (the post office was BESTWATER). Other names applied to the locale were BUCKSNORT, STUNNER and SCUD!!

More to come. Stay tuned.

RCO

ARKANSAS BOSTON MOUNTAINS CHAPTER, NRHS, OFFICERS

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VICE PRESIDENT:	BILL MERRIFIELD	5278 SILENT GROVE	72762	751-7163
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MINUTES OF MEETING

15 MAY 97

The CHAPTER met for the regular business meeting at 7:00PM at the Shiloh Museum's "Old General Store". The meeting was called to order by President Tom Duggan, and the members and guests were welcomed to the meeting.

The minutes of the April; meeting were read and approved as read. A copy of the minutes was provided to Scrambler Editor George Alison to be included in a future edition of the Scrambler.

Report from the officers National Director and Membership Chairman Bob Oswald had nothing to report from the National. He introduced an application for membership from James Hager Jr. for membership in the Chapter. The application was accepted by acclamation.

Bob also reported on a program he and Ray Toler gave on railroad history at Elderhoster.

Bill Ussery, Treasurer gave the Treasurer's report and a copy is on file with the Secretary's records.

On special committee reports, the Manatou committee reported that Mr. Dowdy and Mr. Hannold have given their approval for the chapter to proceed with the plans to clean out the car and cover the side roofs with sheet metal roofing.

Bill Ussery reported that the Christmas dinner and December Chapter meeting will be December 18th at Fred's Hickory Inn in Bentonville. The membership voted to accept the committee's suggestion.

Under old business, President Tom Duggan reported that a decision has been reached not to proceed with the plans to sell items on the excursion trains. He feels that moving from car to car with merchandise while the train is running at speed is too dangerous, and to prevent a possibility of injury to chapter members we will not proceed with this plan.

He is looking into the possibility of using the canopy tent for sales at the Springdale Depot.

Also under old business, the Kansas City Chapter has opted to change the date of the joint meeting to the 25th of October instead of the 18th. The local Chapter's presentation will be by Mark Montray.

Martin Post inquired if any members need name tags.

There were several announcements on meetings and upcoming events in the Arkansas and Oklahoma Area.

The business meeting was closed and an interesting and informative program on the Ghan train in Australia was presented by John Fredricks.

Meetings...ARKANSAS-BOSTON MOUNTAINS Chapter No. 158 (ABMT) 3rd Thursday of each month (except December dinner meeting). Meetings are held at the Shiloh Museum's General Store, 118 West Johnson, Springdale, AR at 7:00 PM. Visitors are welcome at all meetings. Annual dues of the Arkansas-Boston Mountains Chapter effective January 1, 1997 are \$29 (individual) or \$31 (family)

ARKANSAS BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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