



THE SWITCHSTAND

Byesville Scenic Railway Newsletter



Volume 3 Issue 3 Summer 2010

The mission of the Byesville Scenic Railway is to preserve, restore, maintain and operate historic and vintage railway equipment and to provide scenic train rides featuring a living history of the local coal mines. To promote, create and maintain a railroad and coal mining museum and display site for the education and entertainment of the general public, to assist in the economic development of the area and to operate same as a non-profit 501-c-3 organization.

The Byesville SwitchStand

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Publication Schedule is
January, April, July, October

If you have anything that you would like to put in the SwitchStand, articles, features, notices, photos, etc...., the deadline for submission is March 15, June 15, Sept. 15, and Dec. 15.

switchstandeditors@bsrw.org

In Memory Of:

by Jake Davis



In early May, we lost a member of our railroad family when Bobby Emerson succumbed to a lengthy condition that had caused him many problems and a lot of hospital confinement.

Bobby will be sorely missed as his wit and humor was constantly a source of many smiles among his fellow railroaders. It seemed that quite often Bobby would say something with that wide grin on his face, but no one else laughed, and often he'd say something with a frown on his face, and everyone would just crack up. Such was Bobby Emerson.

I first remember Bobby in the year 1955. He attended Pleasant City High School, and was a member of the Tiger basketball team that advanced to the final four in the Class B State Basketball Tournament. As far as I know there was no other county basketball team that ever

accomplished that feat.

Some years later, I was reacquainted with Bobby at Phillips Products Co. Inc., where he was a maintenance man. In early 1981 after the Phillips Plant closed, and I was delivering mail out of Byesville, and low and behold, there was Bobby working with the Byesville City Water Dept.

Various times I would see those guys out working on a water leak, and as I drove by, Bobby would holler out "That you Jake?"

I guess that Bobby and I retired around about the same time, because we both showed up on the BSRW at roughly the same time. Virtually all of Bobby's endeavors on the BSRW was done in the background, as I don't think that Bobby cared about accolades. We will all miss Bobby, our fellow railroader, our friend.....

From the Order Fork

by Jake & Louise Davis

Yo people !!!! Summer is here. I have actually heard a few exclaim "My, how hot it is". All I do is remember February, then I can broadly smile at this weather. I'll take this any day.

We have had a pretty un-eventful spring. We had our Wild West Show, which I enjoyed, however there were no meteorological favors granted us. The week of the first show was so cold and blustery, so unlike May. Then we had substantial rain, and the second event also was down attendance wise. I recall that Art trying to rope the "bronc" fell right in the mud as the ground was slick and messy. But I think it may be worth trying again next year as it is un-likely we'll have two consecutive springs with such unsettled weather. At least we can open it for discussion.

I hope that Frank Gadd's Bluegrass Show will go much better for us as far as weather is concerned.

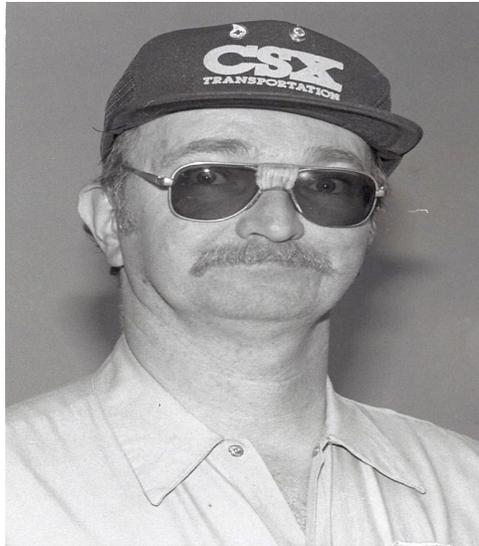
I know that we are thinking about the next phase in getting to Cumberland which includes bringing up to standards the small trestle where we now stop at the end of our run. Then acquiring ties and iron for the run down to the crossing behind Bethel Church, and also the sizable trestle after the first 146 crossing, and also the removal of much dirt that was piled on the right of way between the 2nd 146 crossing and Bethel Church. At the end of this phase, we should be over half-way to Cumberland.

Finally, it will be interesting to see what magnitude of an event there will be in 2011 to

commemorate the years of the Civil War. I would think that to partner with other civic organizations there could really be quite a shindig.

For instance, we hopefully will be able to have a steam engine, adorned with both Union and Confederate flags, and what would really be neat is to be able to borrow a flat car, and

“somewhere” be able to use a couple cannon to haul on it, as that was commonly done in the Civil War days. To have all our people in uniform to their preference, and our ladies adorned in Civil War era attire. This could be one awesome event, and we have at least a year to plan for it, and put the pieces into place. It is something to think about.



Yoo-Hoo Guess Who !!!!

Our man J.W. in 2000, after giving his seventh gallon of blood. I understand that since that time, J.W. Has donated around fifteen gallon. Our hat is off to J.W. for doing such a noble service. Who knows how many lives he saved. Thank You J.W.



Jake Davis collection

No.5 Bridge - 1983

The following is a fictional story penned by an anonymous author.

HIS LAST RUN

Well, just another day on the railroad I thought to myself as we left the Cambridge shops of the South Side Central Railroad with a string of empty coal cars and headed for the coal mines south of Byesville.

It was a little after 6:00 AM on a cool March day back in 1923, the temperature was around 45 degrees.

Our steam locomotive No. 386 was run by Jake, a veteran of the railroad since 1912. He enlisted in the Marine Corps in 1917 and went to France, but came home with only one ear and three toes.

Superintendent Brown quickly rehired Jake and in a couple of years was promoted to engineer. He claims that since he has been the engineer of old 386 he has never left the rails and that says a lot on this crooked railroad. I think Jake should have been a doctor for he was always tinkering and adjusting things in the locomotive. I once saw him wrapping some asbestos around a water pipe and patting the side of the boiler while talking to the locomotive at the same time, you would think that the engine was alive.

Back in the caboose our Conductor was old J. W., also a veteran of the railroad with 32 years seniority. His dad was killed when a boiler exploded at the Cambridge shops back in sixteen.

J. W. was flagman then and saw it happen. He helped pick up the pieces of his father. The muddy waters of Wills Creek were to blame for plugging up the water injector which supplies water into a boiler.

Now old J. W. always keeps his caboose spic and span. Even though it is bright red, he calls it the "Black Duck", nobody knows why.

Linoleum on the floor, pin up girls on the walls

and enough food stored in the bunks to last a crew of five a week. We all know that within a not so concealed compartment near the coal stove there is always a bottle of snake bite medicine. Woe be to the railroader who might enter his caboose with muddy boots or try to sneak that last swig of medicine.

Two young brakemen also occupy the car with J. W.. Aaron and Wayne do whatever is needed when switching cars or flagging traffic, they take their orders from J. W.

Our train soon thunders past the Byesville depot and two railroad cars are on the house track. Out of the first car four boys are unloading dynamite crates which are destined for the fourteen coal mines surrounding Byesville.

Out of the second car men are unloading male goats destined for the Emerson coal mine at Dogtown. The rank smell of those goats would make an irate pole cat smell like an evening in Paris.

As our train rounded the Byesville curve and neared No. 5 bridge I noticed six coal miners who worked the No. 7 seam of coal. They were walking south toward Trail Run Mines. When we passed them I noticed coal miner Steve who despite his unlucky past was always friendly. "Yack She Mash" ! he yelled up to us, (whatever that means in Slavish) and the six of them stuck out their thumbs for a hitch hike ride.

Now Steve had to quit school in the sixth grade when his dad was crushed to death in one of the deep Wills Creek valley mines. It was then up to him to support his crippled mother and five sibblings all younger than he. Now after all these years he never misses Sunday church and he with his wife are among the first to offer charity or food to a coal miners family in need.

By now Jake has slowed the train to about seven miles per hour and when the caboose is passing the miners they climb aboard faster than you can blink your eyes three times. Hope they wipe their feet I thought. But J. W. wouldn't complain much for every day we run our train south we pick up miners along the right of way.

Railroad rules state that a nickel fee must be paid or collected for a short ride but the heart of J.W. is larger than his 300 pound frame. Beside a train ride by a miner was often paid for with a quart of sweet home made wine, "well smack my lips".

You know, even though I don't have a heart I feel sorry for those poor devils. They are always filthy dirty, in poor health and have to pay rent in a house with no electricity or running water.

I used to complain cause I might shovel four or five tons of coal into the locomotive firebox on a trip to the mines. Those guys shovel coal 100 feet underground in a five foot ceiling, sometimes as much as 16 tons a day. Somebody ought to write a song about those conditions.

As you probably already know, I am the coal heaver or fireman on this train. My name is not important for I am not so proud of my past. I once spent six months in the Wills Creek prison for stealing a file cabinet, been divorced twice, can't keep a girl friend and have been threatened bodily harm if I don't pay my tabs at Chunks place in East Cambridge and the Bucket of Blood near the Cambridge depot. I am not above stretching the truth, and know every lock that ain't locked when no ones around. Never the less for some reason the railroaders like me, some of them anyway. Man, I got to lay off the hooch and straighten up.

Past the Puritan mine a local farmer was hauling hay in a wagon to feed his cattle. Jake said that the two mules pulling the wagon are half crippled and retired from work in the mines. They are named David and Wesley and have

been together all their lives. Wesley has a white spot on his flank which looks like a target. Jake further stated that when farmer Cliff puts the mules to rest in the barn at night he mixes a few ounces of whiskey in the water and now they won't drink any water without it.

When we crossed over Seneca Lane a heavy fog appeared on my side of the train but in the fog I noticed a chain gang of men working on the tracks. Their guard was a woman named Monica. She toted a double barrel shotgun and was shouting out orders to those men like a drill sergeant. To my surprise, these were all men I knew back at my favorite watering holes. Jim, Tuck, Cecil, Dennis, Tom, Paul as I looked in disbelief one yelled up at me. "Change your ways or end up like us Mister".

"Did you see that" I yelled over to Jake. "see what" he said. That chain gang working on the tracks I said. He left his seat and looked out and around, but shook his head. "You better lay off the hooch", he advised me. I then looked back and there was nothing there. Hallucinations, must have been in sort of 5th dimension or some weird zone.

Into Derwent we chugged, the depot at left has a pretty telegraph operator who was also the agent in charge. Her name is Ruthie and she has yellow hair. Her husband Fred is the town mayor and also runs the White Castle hamburger stand next to the tracks. He nearly always leaves us a sack of sliders as we pass. We return the favor with a few large chunks of coal from the tender along with a quarter.

Next thing I realize is that we are at a place called B Z & C Junction. Here a telegraph operator controls the trains of three different railroads which all cross each other. Nothing here is straight, that's why its called Bent Zigzagged and Crooked Junction. A lady named Regina is the operator today, she gives up orders via a piece of paper tied to a chunk of coal to proceed on to the Opperman mine four miles

away. Reggie, as we all call her can send the Morse code at a rate of 76 words per minute, fastest telegrapher on the railroad. She lost her husband years ago in the mines and never remarried. I've been told she carries a 38 pistol where ever she goes, keeps her eyes open for the rattle snakes. Nice to know theres an antidote back in the caboose.

Well, on our way to Opperman, I took note that we needed water for our steam engine, so I had Jake stop at the Bluebell water tank. It holds 15,000 gallons of water from the Buffalo Fork of Wills Creek that runs clear back to a place called Spratt.

I had just climbed on top of our tender and opened the hatch so the spout off the tank could be inserted when I tripped over a hand rail and fell to the ground twelve feet below. I heard a loud crack but quickly passed out. When I came to I couldn't move but heard Jake telling J. W. who was already there that I had fallen on an old crosstie and had broken my back, but in the tie a

spike had punctured one of my upper legs.

Jake "the doctor" jammed a plug of Mail Pouch into the wound to try and stop the bleeding. Didn't make any difference to me though, I didn't feel a thing.

I realized I was losing consciouness and began to think of my short future, but instead my past life was whizzing by me and it was all bad. God, haven't I ever done anything right I thought.

Just out of nowhere reverend Mark appeared and stood over me saying "Young man, it doesn't look good for you, so if you ever thought of saving your soul, now is a good time."

"If you don't for the rest of eternity you just might be switching coal cars in the dark on poor track to feed the furnaces of Hell".



Jake Davis collection

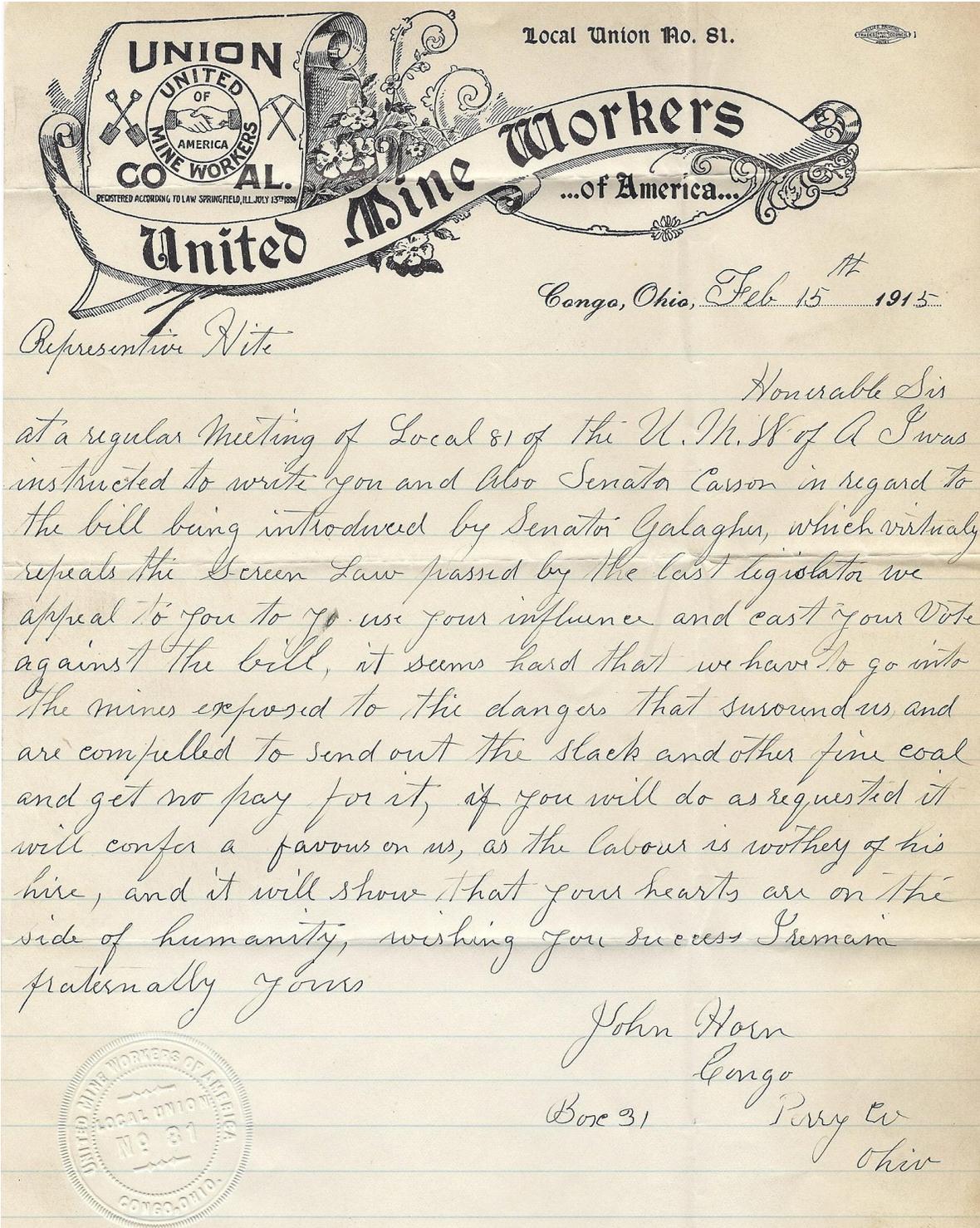
SR 821 crossing June 18, 1986



Jake Davis collection

Bethel Church crossing June 18, 1986

The following old letter was graciously furnished to me by Denny Swingley for publication in this newsletter. It gives an example of the problems that faced the miners, not only in this coalfield, but everywhere else as well. Incidentally, down in the Perry County coal field, it was the No. 6 or (Middle Kitanning) seam that was mined.



UNION
OF
MINE WORKERS
OF AMERICA
COAL.
REGISTERED ACCORDING TO LAW SPRINGFIELD, ILL. JULY 13TH 1908

Local Union No. 81.

United Mine Workers
...of America...

Congo, Ohio, Feb 15th 1915

Representative Nite

Honorable Sir
at a regular meeting of Local 81 of the U. M. W. of A I was instructed to write you and also Senator Carson in regard to the bill being introduced by Senator Gallagher, which virtually repeals the Green Law passed by the last legislature we appeal to you to use your influence and cast your vote against the bill, it seems hard that we have to go into the mines exposed to the dangers that surround us and are compelled to send out the slack and other fine coal and get no pay for it, if you will do as requested it will confer a favour on us, as the labour is worthy of his hire, and it will show that your hearts are on the side of humanity, wishing you success I remain fraternally yours

John Horn
Congo
Box 31 Perry Co Ohio



The following series of articles appeared in the Jeffersonian the week of May 15, 1933. In addition to the passenger service ending, there were also problems in the mining industry locally.
Thanks to Dave Adair for steering me to May 15.

C&M SERVICE IS DISCONTINUED

May 15, 1933

Passenger service over the Pennsylvania railroad between Cambridge and Marietta was discontinued Monday under authority granted by the state public utilities commission, and conditional service was inaugurated north over the line between Cambridge and Valley Junction.

The railroad was built in 1872 and passenger service was maintained continuously until Monday. At one time the company operated three passenger trains daily over the line, the service being curtailed since highways were improved and the automobile came into general use.

Application was made by the Pennsylvania Railroad company to the utilities commission to abandon service between Valley Junction and Marietta on the ground that revenue had

decreased to such an extent the company's operations were causing a heavy annual deficit. Cities along the route protested and the commission authorized abandonment of passenger service south of Cambridge and ordered the company to continue service for 60 days between Cambridge and Valley Junction. At the expiration of this period the commission expects to determine whether the patronage has been sufficient to justify continuation of the service.

An extension of the Star mail route held by R. M. Allison has been authorized and two deliveries will be made daily as far south as Caldwell. The route formerly served Pleasant City, Buffalo, Senecaville and Cumberland. It has been extended to include Byesville and other towns on the railroad system between Cambridge and Caldwell.

REDUCE WAGES AT CALDWELL MINE

**Operators declare cut necessary
In order to retain lake business**

Caldwell, O. May 16, 1933 After a wage reduction had become effective today, many employees of the Caldwell mine of the Cambridge Collieries company announced they would refuse to accept the reduction. The wage changes are: loaders reduced from 38 to 28 cents

a ton: day laborers from \$3.12 to \$2.40 a day and basic wage from \$3.28 to \$2.60 a day.

Officials of the Cambridge Collieries company declared Tuesday they have no alternative in reducing wages of their miners, as the situation

demands a reduction or suspension of operations. "We will lose our business on the lakes if we do not meet the competition of low prices set by the operators in the Pittsburgh, Pa., and Fairmont, W.Va. Districts", one official of the company stated. Mines outside the state are able to under bid us because of the Interstate Commerce Commission decision refusing us a reduction in freight rates. If we are able to meet the competition we will get the business. If we don't

meet it, then we must shut down. There is no other choice for us. In the event we meet the competition, we will be able to secure sufficient orders to work throughout the summer on a steady basis, doubling the output of the past winter."

It was stated 117 employees of the Caldwell mine were at work Tuesday at the reduced wage scale.

WALHONDING RESUMES

IN FULL

Thurs. May 18, 1933

Walhonding Mine (No. 2) of the Cambridge Collieries Co. resumed capacity operation Thursday morning after being idle for several days due to high waters which flooded the lowlands surrounding the mine. The plant went to work on the reduced wage scale of the company which went into effect Tuesday at Caldwell mine.

Before work was started, a representative of the company explained the existing conditions in the mining situation and pointed out the things that have developed in the industry which made the wage reduction necessary. Regret was sincerely expressed because the step could not be avoided, the miners being informed that the company faced an indefinite shutdown unless it could meet competition from Pa. and W. Va. Mines which have been given an advantage by virtue of the recent Interstate Commerce Commission decision refusing to grant Ohio

mines a differential in freight rates.

A resolution introduced by Sen. Earl Lewis, St. Clairsville, in the Ohio senate, demanding a congressional investigation of the I. C. C. decision, has been unanimously adopted by the senate and is before the house for consideration. It is thought such an investigation might result in shocking disclosures. An injunction against the I.C.C. decision will be asked in U.S. district court in Columbus.

On Friday May 19, 1933 work was resumed in the Buffalo mine of the Cambridge Collieries Co. The mine employs about 175 men. This is the third mine to resume full capacity giving work to between 800 and 900 miners in the Cambridge coal field.

All 3 mines will produce fuel for lake shipments and officials of the Co. expect to maintain production at capacity throughout the summer.

MINING INDUSTRY **IS FACING CRISIS**

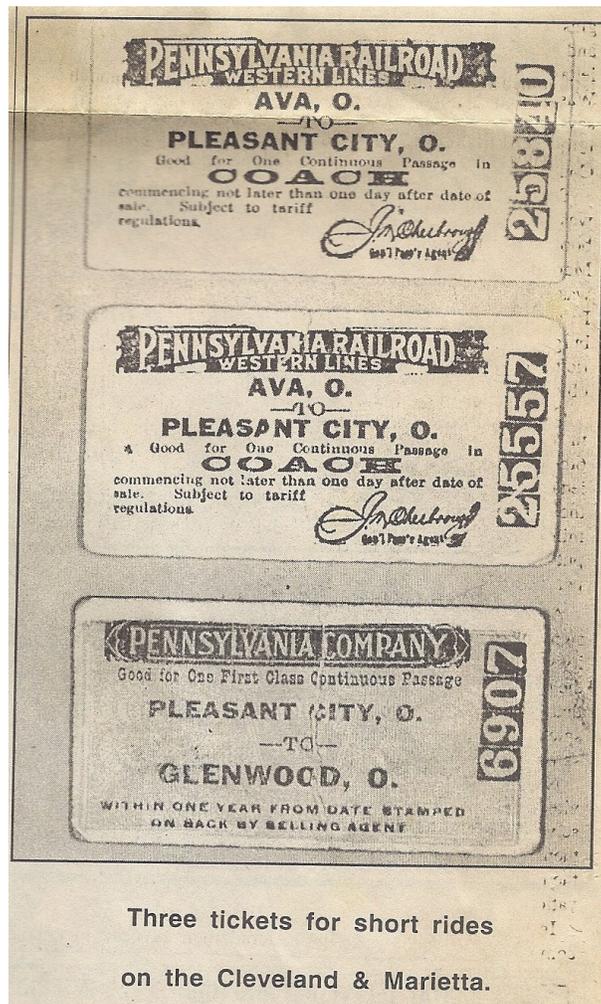
Columbus, O. May 18, 1933 (UP)

Ohio's mining industry today faced critical situations on two fronts. Mine union and mine

operators' representatives had failed to agree on wage and working conditions and the Interstate

Commerce Commission had made rulings raising bituminous interstate freight rates. Percy Tetlow, acting president of District 6, United Mine Workers of America, today sent a telegram to President Roosevelt, urging steps to prevent chaos in Ohio coal fields. The message said wages were cut between 65 and 70 percent since 1927 and working hours were reduced 50 percent. Immediate aid to the industry or state support of miners are the only alternatives, Tetlow stated.

The operators' and miners conference broke up late Wednesday. At the same time Governor White's "ten-point plan agreement" expired, ending a mine strike truce that lasted a year. The operators, it is understood, made it clear that to continue operation they would have to cut wages to meet the competition of the eastern Ohio field, where wage cuts up to 20 percent assertedly have been effected. The miners under chairmanship of Tetlow, refused to enter into an agreement permitting further cuts.



Thank You Wayne Stottsberry for letting me copy these from your old newspaper.



Jake Davis collection



Jake Davis collection

These two photos were taken the same day on Jan. 27, 1978, the day before the big blizzard of 78. The left photo is on Byesville curve, the right at C&M Junction. Note that the old Pennsy. Tracks had not yet been taken up even though abandoned. The engine is a WM GP-9 lownose. Note how the sky has changed appearance just from Byesville to C&M Junction.



Jake Davis collection

I included this photo probably taken in 82 or 83. It is taken from the 2nd crossing on 146 looking down to the 1st crossing. Our next portion to rebuild.

The Caboose is now in our Fleet



Anna Maceyko collection

McFarlin Mine No. 2. This was the McFarlin mine that was located on the opposite side of the valley from No. 1 Standing on the crossing at Bethel Church, this mine was on the left side, while No. 1 the railroad mine was on the right. The gent is unknown. Indications are the time is the maybe mid 50's. The vehicles are a 52 Chevy, and maybe a 54 Ford truck. This was strictly a truck mine.



Jake Davis collection

I snapped this in Cambridge in 82 or 83. The old fishbelly 2 bay hoppers were so neat. They are all gone today.



Willard Tipple collection

OK all you polar bears: 1950 blizzard, the day after Thanksgiving. Note there were some buildings downtown that still had balconies.



Willard Tipple collection

Looking out E. Main. On the left side, the 1st house remains today. All the other buildings clear up to the old high school are gone today.



Willard Tipple collection

W. Main St. looking west. All the buildings on the left side clear to the PRR tracks are gone today.



Willard Tipple collection

N. 2nd looking up to High Ave. I remember the old police booth on the left. The 2 buildings on the right side are gone today.



Willard Tipple collection

Looking at corner of Main and 2nd. The building at the right is the old hospital. It too is gone today.

2010 Ticket Prices

Adults are \$12
Children (ages 3-12) are \$9/under 3 is Free
Adult Tour Bus Groups of 20 or more are \$11
One Group Leader & the Bus Driver are Free
School Groups (K-12) of 20 or more are \$4
Chaperones & Aides are \$6 & Teachers are Free
Wine Trains are \$25 (age 21 or older & only 150 tickets)
All Halloween tickets are \$8
Veterans Day Weekend, Vets ride Free

All tickets are available at our Byesville Depot one hour before the first train
Departs and are sold on a first come basis.
Advance regular train run tickets, Special Event runs and Wine Train tickets
May be purchased advance by contacting us on our web site.

Visa & Mastercard Accepted



AAA Members save \$2 off adult and \$1 off child tickets

Visit Our Company Store Gift Shop

Gift Certificates Available



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