

ARKANSAS-BOSTON MOUNTAINS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



2013 DIRECTORY OF OFFICERS

President	Bob Stark
Vice President	Al Kaepfel
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, November 21, 2013 at the Shiloh Museum Store.

The Scrambler

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

CHAPTER MINUTES

Meeting of the Arkansas- Boston Mountain Chapter of the National Railway Historical Society at the Shiloh Museum, Springdale, AR. October 17, 2013. Meeting was called to order at 7:01 PM by the President, Bob Stark. 20 members were present, including guest, Sarah Mixmer.

Minutes of the August and September meetings were approved with correction of a typo that shorted our net worth by \$10,000 in August.

Chuck Girard, local membership chairman, reported that renewals were coming in. If you miss the deadline you will have to be enrolled as a new member. Ken Eddy, the National Representative, reported that the National Convention in Alaska went well with 371 attendees. He attended several meetings. Raising the dues from \$40 to \$50 was discussed, with the explanation that current dues were not meeting expenses. The Rail Camps are a go for 2014 after being canceled in 2013.

Tom Duggan, the Treasurer, reported our total assets as 12,843.69 (we earned \$1.42 in interest). We had \$1,322.44 in checking and \$11,521.25 in our investment account. The latest issue of the *Scrambler* is on the website.

Old Business: Al Kaepfel, the V-P, said the Christmas train is scheduled for a full day of fun on Saturday, Dec. 7. He passed around a signup sheet for people to work the event. The event is jointly sponsored by the A&M Railroad and J.B. Hunt Transport Inc. Every penny collected goes to children's charities.

In November we will vote on which organization will be recognized by the chapter for our annual award. They are: 1. Shiloh Museum for its support of the chapter and service to the history of NW Arkansas; 2. Ozark Mo-Pac Museum; 3. Ft. Smith Trolley Museum; 4. the St. Joe Depot, and somewhat out of the area, the Missouri and N. Arkansas Depot in Wheaton, (MO?), and the KCS Depot in Stilwell, OK.

Programs: November: Show and Tell; December: Christmas Party.

New Business: Al Kaepfel, the V-P, talked about the Christmas party in the A&M parlor car. It will be held on Thursday, Dec. 19 and the train departs at 6:30 PM, so be there at least 15 minutes prior to departure. Participation is \$20/person and you do not have a reserved place until Al has cash/check in hand.

Train Talk: Ray Toler had funny poem and recounted his examination of the unique M&NA streamlined gas-powered rail cars. Dr. Bell talked about his attendance at a steam photo shoot in Roanoke, VA. Although the steam was not operative, the photographers put a fire (charcoal briquettes) in the smoke stack and other measures to make the locomotives appear as if they had steam up.

Adjourned 7:30 PM for Halloween-themed refreshments, followed by a presentation by Mike Condren on his photography of the Cotton Belt Railroad. This included his experiences in helping rebuild 819 so it could steam again in the 80s and many photos of the process from an overhead crane.

Malcolm K. Cleaveland, Secretary

LOCALLY ON THE BEAM

Fred Lewis, longtime ABM Chapter member, railroader and friend, passes on after lengthy illness.



Frederick Earl Lewis, 81, of Witter, Arkansas died October 18, 2013 at his home. He was born February 25, 1932 at Fayetteville, Arkansas the son of Oran Earl and Mary Sue Beard Lewis. He was a retired engineer with the Arkansas and Missouri Railroad with thirty years of service, He was a veteran of the Korean War serving in the United States Navy and was a member of the Saint Paul Bible Church, Boston Mountain Chapter of the National Railroad Historical Society, Huntsville Post #10021 Veterans of Foreign Wars, and Hayes-Smith Post #137 American Legion at Huntsville. He was preceded in death by his parents, one daughter, Karla, and one brother, Claude.

Survivors include: his wife, Jean Stute Morrison Lewis whom he married on December 6, 1980; three sons and two daughters-in-law, Bob and Mary Lewis of Littleton, Colorado, Tim and Ruth Lewis of Hudson, Wisconsin and Kurt Lewis of Westville, Oklahoma; three daughters and two sons-in-law, Barbara of Iowa City, Iowa, Karen and Richard Oldright of Windsor, Colorado and Kelli and Benji Hartgrave of Prairie Grove, Arkansas; one stepson and stepdaughter-in-law, Randy and Carolyn Morrison of Pierce, Colorado, one stepdaughter, Sharlene Myers of Seligman, Missouri; one brother and sister-in-law, Ron and Jenny Lewis of Fillmore, California; eighteen grandchildren, five step-grandchildren, one great-granddaughter, nine step-great-grandchildren, five great-great-grandchildren, and five nephews.

Interment was in the Fayetteville National Cemetery.

We will indeed miss you, old friend! Editor

Sara Denman: Accident and Surgery

In late October, Sarah had a fall that left a small but persistent area of bleeding. From her doctor she learned that she sustained a major compound fracture of her elbow with what sounds like a lot of damage. She was admitted to Mercy Hospital, Rogers Arkansas and was in the midst of a long surgery, up to five hours, that hopefully, put all the pieces back together.

The Children's Christmas Train

This has become a rather new tradition for us. We will be on the Arkansas and Missouri RR in the parlor car traveling all the way to south Fayetteville. The train **leaves at 6:30 PM** on Thursday, December 19th, from the Springdale depot.

For those who like a sip, wine and beer will be served. Food will be a fine catered buffet with a variety of meats and vegetables, plus desserts. Dinner will be followed by the "Chinese" present exchange, which is always fun.

Reservations are being accepted now at \$20.00 per person. To make a reservation, you must give cash or a check (made out to ABMT) to Al Kaepfel at a meeting or mailed to: 3831 Tara Street, Springdale, AR 72762

Let's have a big group and a very good time! Al Kaepfel

HISTORICAL OPERATIONS

Frisco 2-8-2 move planned for next year, fundraising underway

October 16, 2013

CLEVELAND, Ohio – The American Steam Railroad Preservation Association, which plans to restore St. Louis-San Francisco 2-8-2 No. 1352, says it has completed an extensive study to return the Mikado to operating condition. The total budget for the restoration would be \$1.6 million. If restored, No. 1352 would be the only operating Frisco 2-8-2. Alco built No. 1352 in 1912, and Frisco retired it in 1952. For several years the engine was on display at Swope Park in Kansas City, Mo. After several years of neglect the city was going to scrap it but the Smoky Hill Railway & Historical Society put together a campaign to save it, and the engine was moved from Swope Park to Parkville, Mo. Eventually it was purchased by Ted Lehman who moved it to Taylorville, Ill. The association purchased it in 2008. The association says it will launch a website in the coming weeks, "Steam Up 1352," to highlight its effort and spotlight Frisco steam power. Association President Steven M. Harvey says that six volunteers from group recently went to the site in Taylorville, to clear brush away from all

tracks to ready 1352 for movement. A total of 15 large and 20 small trees were cut away so track inspections could take place. The group's first funding goal is to raise enough money to move the engine out of Illinois by June 2014 to a new home at the ex-Baltimore & Ohio roundhouse in Cleveland.

Historic Gettysburg station sold

November 15, 2013

GETTYSBURG, Pa. – The Gettysburg borough council has sold the historic Gettysburg station to the Gettysburg Foundation, the Hanover Evening Sun reports. The Foundation plans to donate the station to the Gettysburg National Military Park, but must wait for Congress to pass legislation to include the station as part of the park's boundaries. The foundation paid \$500,000 to acquire the property, and plans to keep the station as a visitor center for the Gettysburg Convention & Visitors Bureau until the property becomes part of the National Park.

Opened in May 1859, the station was used as a field hospital during the Battle of Gettysburg in July 1863, and soldiers used the station's cupola during the battle. By the end of July nearly 15,000 wounded soldiers were transported through the station for medical assistance. President Abraham Lincoln arrived at the station on Nov. 18, 1863, before giving his famous Gettysburg Address at the Soldiers' National Cemetery the next day. It eventually became the property of the Western Maryland, which in 1955 leased the building to the Gettysburg Travel Council.

Our thanks to TRAINS Newswire

TRAINS FROM MEMORY

Supreme Court and the rail-trails case

WASHINGTON – For the second time in history, the U.S. Supreme Court has agreed to review a case about rail-trails. At stake is public ownership of thousands of miles of right-of-way, some of which has been converted into multi-use trails. The Court accepted the petition in the case of Brandt Revocable Trust v. United States, and is expected to hear arguments in January. In the mid-to-late-1800s, Congress passed the General Railroad Right-of-Way Act of 1875, which allowed government to grant rights-of-way to railroads on public lands. In 1976, Melvin and Lulu Brandt acquired roughly 80 acres of land in Fox Park, Wyo. from the United States. That land was bisected by an existing railroad right-of-way held by Laramie, Hahns Peak & Pacific, a Union Pacific predecessor. After the Brandt's acquired the land, the line, then owned by Wyoming Colorado Railroad, was abandoned.

In 2005, the Forest Service claimed a "reversionary interest" in the land under the 1875 Act, with the intent of building a rail-trail. The 21-mile Medicine Bow trail was completed 30 miles west of Brandt's land after it was abandoned, but trail advocates hope to build a connector trail that would link Medicine Bow to other nearby trails, which could go through the disputed area. The Brandt's argue that the government's position is contrary to over a century of precedent in which courts have interpreted rights-of-way granted under the 1875 Act as easements in which the government holds no interest once the land is transferred. Under that interpretation, when the railroad abandoned the easement on Brandt's property, ownership would not revert to the government, but remain with the Brandt's. But the government claimed that it, not the Brandt's, held the interest in the right-of-way. A district court and the 10th Circuit Court rejected the Brandt's argument. The 10th Circuit's opinion noted, however, that this finding was contrary to precedent in the Seventh and Federal Circuit courts, both of which have held that the rights-of-way did not revert to the government once they are abandoned by the railroad. The Supreme Court will have to decide which court ruling to uphold.