

# ARKANSAS-BOSTON MOUNTAINS CHAPTER

## NATIONAL RAILWAY HISTORICAL SOCIETY

Chapter No. 188 founded in 1987



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Our website address is [www.arkrailfan.com](http://www.arkrailfan.com)

NRHS Chapter meets at 7:00 PM, June 20, 2013 at the Shiloh Museum Store.

Mike Syputl is the program presenter

## The Scrambler

Volume 26, No. 10

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

### CHAPTER MINUTES

No chapter minutes were received for the May meeting.

### LOCALLY ON THE BEAM

All hands;

The Dispatcher is back in town again after a trip up East. I have been painting the fence around the depot and ran out of paint; so therefore I will try to alert you to some important track conditions:

The June Meeting will be a computer instruction session conducted by Engineer Clare McCullah, an update on our maps, and an opportunity for Show & Tell.

Please don't forget to be getting your nominations for our annual local NWA Railroad History Award. You need to be ready with your nominations for the July Meeting. We'll vote on them at September Meeting so as to be able to get the award ready by first of the year.

I am going to get the award for last year" Peterson Estate for preservation of Decatur Depot.

Please give me some feedback on the proper verbiage, etc, for the award.

Tom Duggan has added the following about the KCS engine at the Decatur depot: Equally important is the KCS covered wagon and the L & A Caboose. It is one of 10 F7A models built for the KCSRR Electro Motive Corporation EDM Division between 1949 and 1951. They were 1500 HP diesel/electric freight locomotives. Their

slave units were also 1500 HP. Grouping an engine with four slaves, the 7500 HP unit could pull heavy freight loads over the Ozark Mountains. They proved to be workhorses for the KCS over the years of the 50's, 60's and 70's and some into the 80's. Some railroad buffs refer to them as "Covered Wagons". Some were scrapped while others were converted to "slugs".

Our engine's first road number was 73D as it began service in 1950. During its service, it was changed to road number 90 and finally converted to a "slug" with the road number 1048.

September 17, 1991 we received notice from KCS that the engine was being delivered to Decatur. When it arrived it was a rusty hulk. With many rusted out holes in the nose, side panels, doorwells, and doors. Inside we found instead of an engine, a huge steel encased chunk of concrete along with a lot of old locomotive wheels, all of which gave it weight as a slug. It weighed 234,300 pounds.

The top was pulled off and using a 65-ton crane 100,260 lbs of concrete were removed leaving the engine at its present weight of 134,050 lbs. All the rusted panels were removed, the wheel assembly sandblasted, repairs made to the bodyframe works, and new panels made. The doorwells were repaired and doors were rehung. A complete rear door had to be made. WQE power washed the whole engine several times to clean it for a priming. With major body work on the nose section completed, new windshields were installed. Finally the body was primed and painted.

The biggest part of all this work was done by Peterson Employees, using time that could be spared from their assigned work. As you look at the engine, you see the many skills Peterson Employees possess. We had to go to outside businesses for body work (bondo filling) by J & A Body Service in Siloam, glass by Harding Glass in Fayetteville, sandblasting and **painting by Rick and Carol Lowe Painting in Decatur**, crane service by Dixon Iron & Metal Inc. in Siloam Springs, and additional labor by Bentonville Fence Company in Bentonville. The KCSRR worked closely with the project providing switching services, technical information, accessories, and decals.

On May 23, 1993 a 65 ton crane and a 90 ton crane lifted the engine from the main line and placed it on the display section of track. It sets there adorned in the freight version of the Southern Belle, scheme of colors.

All Hands (continued),

My recent track orders have created some positive reaction.

The purpose of computer work at June meeting isn't to create computer experts, but to show that anyone with a digital camera can make a nice program to be shared by our group.. One doesn't need expensive software to do so. But we need a number of members to be able to set up the projector and computer configuration etc. I know one very good member who just doesn't feel comfortable with the computer etc and will not make a presentation to our group with some very interesting info. We have made an expensive investment in the equipment and the Dispatcher wants all to be able to use and enjoy that investment.

Also for the OLD GUYS & Lasses in our group it is a chance to try to keep up with our youngsters and grand-kids with the new stuff.

Don't forget to bring something of interest for show & tell.

Do you know where the turntable was in Chester? Did they have one? Where were the shops in Fayetteville. Where were the 5 RR stations in Fort Smith?? Camp Turner in Van Buren??

Also Tom Duggan has informed me that a couple of our Hands have been laid up with some health problems, Betsy Longston, Fred Lewis, Ruth Merrifield, and Jill Morgan. Keep them in your thoughts and Prayers.

Thanks, Dispatcher Bob

Thomas S. Duggan will be acting as Chapter Treasurer effective Monday, June 3, 2013. If you need to send items by mail, the address is 15225 Lakewood Drive, Lowell, AR 72745-9222.

## **HISTORICAL OPERATIONS**

### **Little River Railroad to run three longer trips this season**

May 15, 2013

COLDWATER, Mich. – Tourist line Little River Railroad will operate longer trips on three occasions this year. The railroad normally operates between Coldwater and Quincy, but will make three longer runs to Hillsdale this summer and fall. The trains operate over the Indiana Northeastern Railroad.

The “Hillsdale Flyer” will operate Aug. 25 and Sept. 22. The 50-mile round trip takes about 3.5 hours. Fares are \$45.00 with reservations required by calling 574-227-5488. The trip will run again on Nov. 3, but will include lunch at the Jonesville depot. Fare for this trip is \$65.00.

Little River Railroad is known for operating 4-6-2 No. 110, the smallest standard gauge Pacific ever constructed. It was built by Baldwin in 1911 for the original Little River Railroad logging operation in Townsend, Tenn. No. 110 ran in what is now the Great Smoky Mountain National Park until 1939, then was sold to the Smoky Mountain Railway and ran until the early 1950’s. It was restored to service in 1975.

For more information: [www.littleriverrailroad.com](http://www.littleriverrailroad.com)



Little River No. 110  
at a special event in  
Owosso, Mich., in  
2009.  
Photo by Jim Ownes

## **KCS Executive Chairman Haverty enjoys anniversary rail tour**

June 14, 2013

KANSAS CITY, Mo. – This week, Kansas City Southern Executive Chairman Mike Haverty enjoyed a long-distance train ride through the West to celebrate 50 years in railroading. Haverty hired out as a switchman/brakeman with Missouri Pacific in his hometown of Atchison, Kan., on June 11, 1963. The anniversary also coincides with his 69th birthday. □

The tour consisted of four private cars, dome Warren R. Henry and sleeper Evelyn Henry. The cars travel on the back of regularly scheduled Amtrak trains, initially departing Kansas City on the westbound Chief on June 2. Through the next 11 days, Haverty and his family, including his three children and seven grandchildren, traveled more than 5,000 miles and made stops in Santa Fe, N.M.; Los Angeles; Seattle; Whitefish, Mont.; and Chicago.

But why a train trip? Haverty would rather ride a train than fly around the country to various destinations. He says that the former Santa Fe route between Chicago and Los Angeles is of particular interest because of his 21 years on that railroad, including two years as its president. "I wanted my grandkids to be able to see the country and ride a train," he adds. The trip also marks Haverty's first ride up the famed Coast Line through California.

Our thanks to TRAINS NEWSWIRE for the above preservation news items.

## **TRAINS FROM MEMORY**

Is there anything more timeless than the lonely interurban rolling thru the fields be they orange or stainless steel. I was up in South Bend (got the best surf and turf in of all places) in February, 1975 and took the first car into Chicago. Talk about cold lonely empty car, at first. Watching out the railfan window at the headlight piercing the night as we rolled west before dawn was a surreal experience.

Submitted by Mitch Marmel from [oscalectraction@yahoo.com](mailto:oscalectraction@yahoo.com)

