NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Kansas City Southern Railway Locomotive #73D and Caboose #385

other names/site number Site #BE3641

2. Location

street & number West side of AR 59 south of Church Avenue ☐ not for publication

city or town Decatur ☐ vicinity

state Arkansas code AR county Benton code 007 zip code 72722

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☒ statewide ☐ locally. (See continuation sheet for additional comments.)

Cathie Matthews 11/17/05

Signature of certifying official/Title Date

Arkansas Historic Preservation Program

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See Continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- ☐ entered in the National Register.
  - ☐ See continuation sheet
- ☐ determined eligible for the National Register.
  - ☐ See continuation sheet
- ☐ determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other, (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [x] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [ ] district
- [ ] site
- [x] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in count.)

Contributing	Noncontributing	
		buildings
		sites
2		structures
		objects
2		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related/locomotive
TRANSPORTATION/rail-related/caboose

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A
walls N/A
roof N/A
other STEEL

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)
Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B. removed from its original location.
- ☐ C. birthplace or grave of a historical figure of outstanding importance.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)
Statewide

Areas of Significance (Enter categories from instructions)
Engineering
Transportation

Period of Significance
1950-1956

Significant Dates
1950-1956

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder
Electro-Motive Division of General Motors, Builder (locomotive)
Kansas City Southern Railway, Builder (caboose)

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ Previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey #
- ☐ recorded by Historic American Engineering Record #

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State Agency
- ☐ Federal Agency
- ☐ Local Government
- ☐ University
- ☒ Other

Name of repository: Peterson Farms

Kansas City Southern Railway Locomotive #73D and Caboose #385
Name of Property

Benton County, Arkansas
County and State

10. Geographical Data

Acreage of Property Less than one.

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	15	368865	4022106	3			
2				4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ralph S. Wilcox, National Register & Survey Coordinator
organization Arkansas Historic Preservation Program date June 29, 2005
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9787
city or town Little Rock state AR zip code 72201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Peterson Farms
street & number PO Box 248 telephone
city or town Decatur state AR zip code 72722

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SUMMARY

Kansas City Southern Railway Locomotive #73D is a diesel-powered EMD F7A freight locomotive built by the Electro-Motive Division of General Motors in August 1950. It was operated by the Kansas City Southern until it was purchased by Peterson Farms and brought to Decatur in 1991. From 1991-1993 the locomotive was restored by employees of Peterson Farms and then placed on display to the south of the Kansas City Southern Depot and just east of the Kansas City Southern railroad line. Of the approximately 2,261 F7As built, Engine #73D is likely one of less than fifty remaining.

Kansas City Southern Railway Caboose #385 is a bay-window caboose built by the Louisiana and Arkansas Railroad (part of Kansas City Southern) in June 1952. Like the locomotive, it was operated by the Kansas City Southern until it was purchased by Peterson Farms and brought to Decatur in 1991. From 1991-1993 the caboose was also restored by employees of Peterson Farms and then placed on display to the south of the Kansas City Southern Depot (NR listed 06/11/92) and just east of the Kansas City Southern railroad line. Caboose #385 was one of eleven cabooses built by the railroad (#380-390) in 1952.

ELABORATION

The general specifications for the Kansas City Southern Railway Locomotive #73D are as follows:

Make:	EMD F7A freight diesel locomotive.
Builder:	Electro-Motive Division (EMD) of General Motors, LaGrange, Illinois.
Tractive Power:	53,080 lbs.
Horsepower:	1,500 hp.
Length:	50'8".
Width:	9'10".
Height:	15'0".
Weight:	234,300 lbs originally (134,050 lbs. currently).
Fuel Capacity:	1,200 gallons of diesel fuel.
Top Speed:	Approximately 85 mph or 117 mph depending on the gear ratio fitted.

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The general specifications for the Kansas City Southern Railway Caboose #385 are as follows:

Make: Kansas City Southern bay-window caboose.

Builder: Louisiana and Arkansas Railroad (part of Kansas City Southern).

Length: 50'8"

Width: 11'3½".

Height: 13'3⅛".

Weight: 55,900 lbs.

Kansas City Southern Railway Locomotive #73D is a diesel-powered EMD F7A freight locomotive built by the Electro-Motive Division of General Motors in August 1950. The designation "F7A" denotes that the locomotive is an "F7" model and the "A" denotes that it has an operator's cab. (A "B" designation, on the other hand, meant that the locomotive did not have an operator's cab, and it would have been paired with an "A" unit.) It operated on the Kansas City Southern tracks, which linked Kansas City, Missouri, and the Gulf Coast at Port Arthur, Texas, and Lake Charles and New Orleans, Louisiana. The locomotive sits on two four-wheel truck sets with 40" diameter wheels. The body of the locomotive is referred to as a "carbody" design, and the bodyshell is stressed and along with the underlying truss structure forms part of the load-bearing structure of the locomotive. The shape of the body also caused some railroad buffs to refer to them as "Covered Wagons."

Kansas City Southern Railway Caboose #385 is a bay-window caboose built by the Louisiana and Arkansas Railroad (part of Kansas City Southern) in June 1952. Whereas most cabooses had a cupola on top to allow the crew to keep an eye on the train, the bay-window caboose had bay windows projecting from the sides to allow a view of the train ahead. Like the locomotive, it operated on the Kansas City Southern tracks, which linked Kansas City, Missouri, and the Gulf Coast at Port Arthur, Texas, and Lake Charles and New Orleans, Louisiana. The caboose is built on a steel underframe with a wood-lined steel superstructure. The four-wheel trucks of the caboose have 33" diameter wheels, and the caboose is equipped with air brakes and hand brakes.

Integrity
Kansas City Southern Railway Locomotive #73D possesses good integrity. Although the locomotive is currently not operational on its own due to the removal of its diesel engine, the diesel engine was removed

sometime during its active life when it was converted to a "slug" or "calf" unit so that it could be operated in conjunction with another locomotive. (When a locomotive was converted to a "slug" or "calf" unit by removing the diesel engine, the electric traction motors were retained. This was ideal for low speed high power service, something needed in the mountains of western Arkansas, by allowing the same amount of horsepower while reducing the potential for traction motor overheating.) Since Locomotive #73D was built, parts of the locomotive have been replaced and repaired, especially when it was restored in 1991-1993. However, this is a normal practice for railroad rolling stock as parts wear out.

Kansas City Southern Railway Caboose #385 also possesses good integrity. As with the locomotive, parts of the caboose have been replaced and repaired, especially when it was restored in 1991-1993. The replacement parts and materials, however, have been compatible with the original materials and the caboose today still reflects the 1952 construction diagram.

Kansas City Southern Railway Locomotive #73D and Caboose #385 currently reside to the south of the Kansas City Southern Depot in Decatur and approximately 25 feet east of the Kansas City Southern railroad line. They both sit on a short section of track in the location of a former spur off of the original Kansas City Southern rail line. Additionally, the spur appears on the 1971 USGS topographic map, indicating that it was in place while both the locomotive and caboose were in service. As a result, their current setting still reflects Kansas City Southern Railway Locomotive #73D and Caboose #385's period of significance while they were in operation on the Kansas City Southern in the Decatur area.

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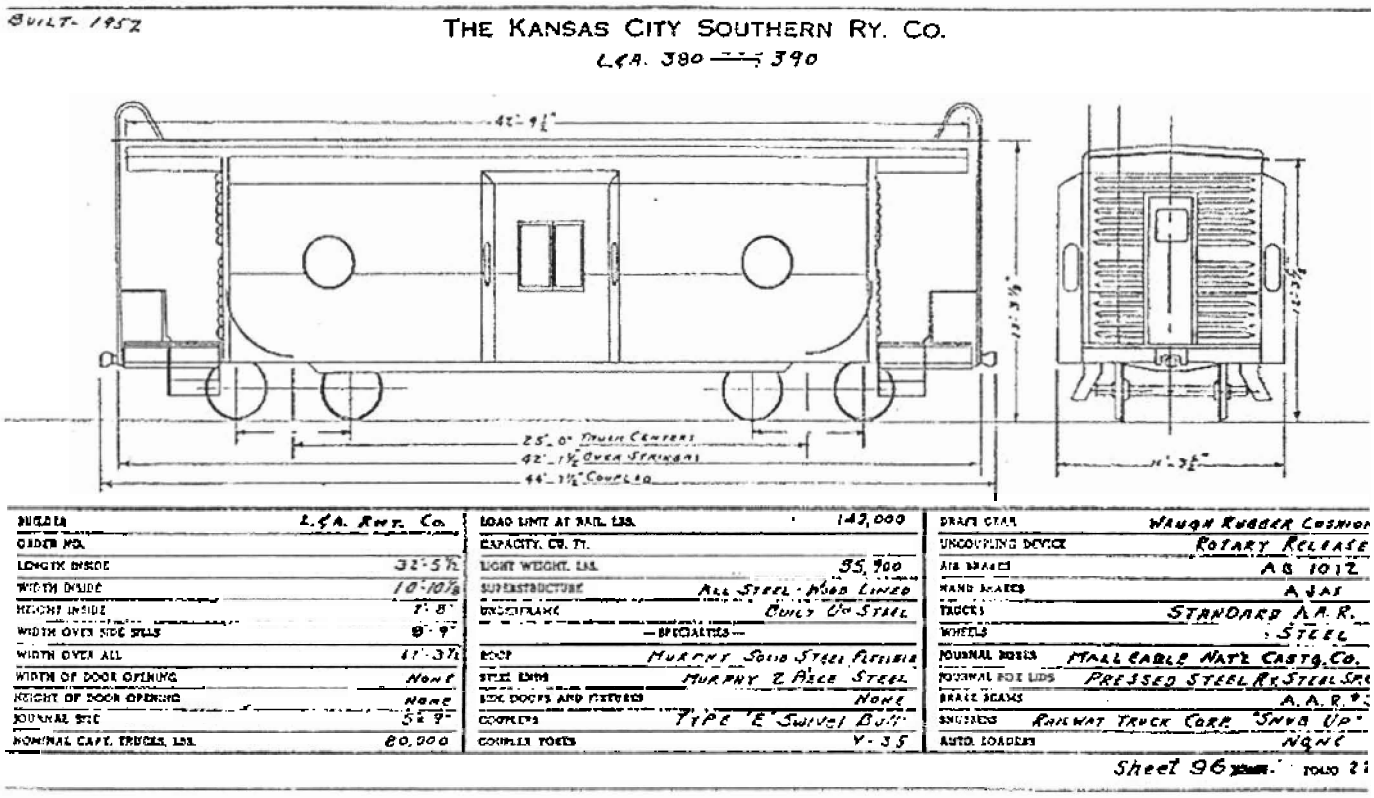

Diagram of Kansas City Southern Railway Caboose #385 (From Lynch, Terry, and W. D. Caileff, Jr. *Kansas City Southern: Route of the Southern Belle.* Boulder: Pruett Publishing Company, 1987, p. 159.)

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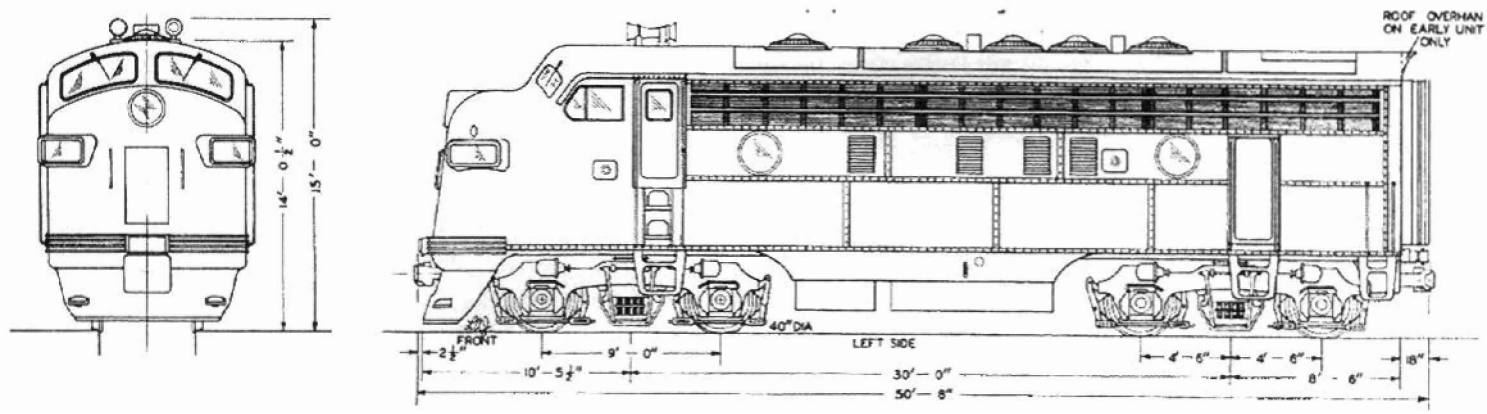

Diagram of EMD F7A (From *Loco 1 – The Diesel.* Ramsey, NJ: Model Craftsman Publishing Corporation, 1966, p.80.)

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SUMMARY

Kansas City Southern Railway Locomotive #73D and Caboose #385 are being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for their engineering as the only EMD F7A freight diesel locomotive and Kansas City Southern bay-window caboose from the #380-390 series remaining in Arkansas. The locomotive and caboose were workhorses in freight service on the Kansas City Southern for many years until they were retired and eventually brought to Decatur for restoration. As a result, they are therefore eligible for nomination under **Criterion A** for their association with the role of railroad transportation in Arkansas.

ELABORATION

Although the first railroad line in the United States was laid in the late 1820s, very little railroad construction was completed in Arkansas prior to the Civil War. The Memphis & Little Rock Railroad, which had laid some track westward from Hopefield and eastward from Little Rock, and the Mississippi, Ouachita, & Red River, which had laid a few miles of track inland from Chicot and Arkansas City, were the only railroads to complete any construction prior to 1860.[1]

The Civil War, however, delayed the building of railroads by a decade, and it was not until the 1870s that railroad building took off again. The St. Louis, Iron Mountain & Southern built a line south from St. Louis to the Arkansas border. They wanted to go to Texas, and purchased the Cairo & Fulton. Although the Cairo & Fulton had not done any construction, they had secured rights-of-way prior to the Civil War. The St. Louis, Iron Mountain & Southern reached Little Rock by 1872, and had completed the first line across Arkansas when it reached Texarkana in 1874.[2]

The second railroad line to reach across the state incorporated the Memphis & Little Rock Railroad, and the newly constructed Little Rock & Fort Smith, which had reached the coal fields of Clarksville in 1874 and Fort Smith five years later. The Little Rock & Fort Smith was purchased by Jay Gould (who already owned the Iron Mountain lines) in 1882, and became part of the Iron Mountain system – the largest railroad system in the state in the late nineteenth-century.[3]

The history of the Kansas City Southern began in 1890 when Arthur Stilwell began construction of the Kansas City, Pittsburg & Gulf Railroad, which was meant to carry grain from the Kansas City area to the Gulf of Mexico. He chose a route that went as directly south as possible, and the line was completed to Port Arthur, Texas, a town that Stilwell also built, in 1897. However, within two years the railroad was in

[1] Elliott West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 54.
[2] *Ibid.*
[3] West, p. 55.

receivership.[4] The receivership of the Kansas City, Pittsburg & Gulf was relatively short-lived, however, due to the discovery of oil in eastern Texas, which allowed shipments of grain to the south to be supplemented by shipments of oil and chemicals to the north. The railroad was reorganized as the Kansas City Southern and incorporated on March 19, 1900. During the same period, Leonor Loree, president of the Delaware & Hudson Railroad, was brought in to serve as chairman of the executive committee, a position that he held from 1906 until 1936.[5]

The Kansas City Southern line through the Decatur area was in place by the last half of the 1890s. The Kansas City Southern's main line entered the state north of Sulphur Springs in Benton County and then exited into Oklahoma southwest of Siloam Springs. The main line reentered the state near DeQueen in Sevier County in the southwest corner and then exited again southeast of Texarkana into Louisiana. A separate branch line went east from Spiro, Oklahoma, to Fort Smith.[6]

During the 1890s while the Kansas City, Pittsburg & Gulf Railroad was being built, two other railroads were coming into being that would figure in the history of the Kansas City Southern. Between 1896 and 1907 William Edenborn was building the Louisiana Railway & Navigation Company between New Orleans and Shreveport, Louisiana, a railroad that would follow the shortest route between the two cities. In 1923 the line was extended to McKinney, Texas, when Edenborn purchased a branch line of the Missouri-Kansas-Texas Railroad.[7]

At the same time that Edenborn was building the Louisiana Railway & Navigation Company, William Buchanan began a logging railroad in 1896. By 1906 it had become the Louisiana & Arkansas Railway with a line that stretched from Hope, Arkansas, to Alexandria, Louisiana. Another branch line went to Shreveport.[8]

The unification of the Louisiana Railway & Navigation Company, Louisiana & Arkansas Railway, and the Kansas City Southern in the first part of the twentieth century was the result of efforts by noted Arkansas businessman Harvey Couch. Ever since he was a young boy, he was fascinated with railroads, even building a couple of his own toy railroads.[9] At one point during the 1920s, Couch told a Rotary group that, "...I truly believe that during the period from 1925 to 1940 we will see a greater development and expansion than

[4] George H. Drury. *The Historical Guide to North American Railroads.* Milwaukee, WI: Kalmbach Books, 1985, p. 99.
[5] *Ibid.*
[6] *Rand McNally indexed county and township pocket map and shippers guide of Arkansas showing all railroad, cities, towns, villages, post offices, lakes, rivers, etc.* Map. Chicago: Rand McNally and Company, 1898.
[7] *Ibid.*
[8] *Ibid.*
[9] Wilton P. Wilson. *Harvey Couch: The Master Builder.* Nashville: Broadman Press, 1947, p. 133.

during the period from the Civil War down to 1925…I am glad that I have an opportunity to live in this area and be a part of it."[10] Once his public utility empire was in place, Couch was then able to focus on his dream of having his own railroad, a perfect way to take advantage of the "greater development and expansion" that he anticipated coming to Arkansas.

Couch began the creation of his railroad empire in 1928 with the purchase of the Louisiana & Arkansas Railway, which was valued at more than S7 million by the Interstate Commerce Commission, on February 10. By August 1928 he had acquired the Louisiana Railway & Navigation Company for $17 million, bringing his railroad system to a total of 845 miles of track.[11] However, he was not finished, and set his sights on acquiring control of the Kansas City Southern.

The Kansas City Southern was the perfect railroad to add to Couch's system since it would link Kansas City with the seaports of Beaumont, Texas, and New Orleans, and also because it was experiencing financial troubles by the 1930s. As a result, starting in 1937, Couch began acquiring stock in the Kansas City Southern, which was then under the control of a group of Dutch bankers in Amsterdam. After negotiating an agreement with the bankers, Couch assumed control of the railroad in 1938 and merged it with his Louisiana and Arkansas Company in 1939.[12]

Once Couch took control of the Kansas City Southern, he immediately began a process of overhauling the aging system. The overhaul of the line included purchasing new cars from the Pullman Company (while ordering that Pullman purchase their materials for the cars from within the Kansas City Southern service area) and acquiring new oil-electric (diesel) locomotives to allow faster train speeds.[13] After Couch's death in 1941, the upgrading of the railroad would continue under the leadership of Couch's brother, C. P. "Pete" Couch, and William Neal Deramus during the 1940s and 1950s.[14]

It was no surprise that the upgrades to the Kansas City Southern in the late 1930s and early 1940s involved purchasing diesel locomotives. Many American railroads began using diesel powered locomotives on their lines during the period since they presented several advantages over steam locomotives. Diesel locomotives are able to start a heavy train from a standstill more quickly than a steam locomotive can. Additionally, diesel locomotives are ready to work at any time, and spend much less time out of service for service and repairs than do steam locomotives. They can also travel greater distances without stopping for fuel. The many advantages of diesel power would have been appealing to the Kansas City Southern, as they were to other railroads.

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[10] Stephen Wilson. *Harvey Couch: An Entrepreneur Brings Electricity to Arkansas*. Little Rock: August House, 1986, p. 90.
[11] Stephen Wilson, p. 90.
[12] *Ibid*, p. 120.
[13] *Ibid*.
[14] "The Kansas City Southern Lines" found at http://www.kcshs.org/schedule/subs/images/history/kcs_hist.htm.

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The diesel engine was patented in Augsburg, Germany, in 1892 and was the invention of Dr. Rudolf Diesel. Although the first one built ran on coal, the second one ran on refined oil, and as early as 1893 Diesel wrote about the possible applications of his engine to railroad locomotives. The first experimental diesel locomotive was produced in 1909 while Diesel was working with the firm of Klose and Sulzar and by 1913 an experimental diesel-electric railcar appeared in Sweden.[15]

In the United States, General Electric began experimenting with diesel-electric motive power in the early 1910s and had produced five experimental diesel-electric switch engines early during World War I. However, they did not have any impact on the type of locomotives that American railroads purchased. As a result, General Electric decided to focus their efforts on building the electrical components for diesel locomotives while letting other companies build the engines and bodies.[16]

The development of a lightweight diesel engine capable of producing lots of horsepower did not occur, however, until the 1930s. In 1930, General Motors, which mainly manufactured automobiles, acquired the Winton Engine Company, a company that specialized in lightweight diesel engines, and the Electro-Motive Corporation, which had been created in 1922 to design and market gas-electric railcars. The merger of these three companies signified the beginning of the era of lightweight streamlined passenger trains, such as the Burlington and Quincy Railroad's *Pioneer Zephyr*, and the beginning of serious use of diesel-electric motive power for passenger trains.[17]

Due to the increasing popularity of diesel locomotives, General Motors began construction in March 1935 of a large plant at La Grange, Illinois, specifically for the construction of diesel-electric locomotives. The first locomotive produced at the facility was a 600-horsepower switch engine. By 1937, the plant was expanded and production began on the first E-series locomotives, which were streamlined passenger locomotives.[18] Although the engines were the same as used in previous models, the chassis and body were completely new. The body had sides formed from two bridge-type girders that provided the body's main load-bearing strength.[19]

The first production E-series units were purchased by the Baltimore & Ohio and the Santa Fe railroads, and they were an immediate success. Their performance was exemplary compared to other locomotives, but their

[15] Gordon Chappell. *Steam Over Scranton: The Locomotives of Steamtown Special History Study*. National Park Service, 1991, found at http://www.cr.nps.gov/history/online_books/steamtown/shs.htm.
[16] *Ibid.*
[17] Brian Hollingsworth and Arthur Cook. *The Great Book of Trains*. New York: Salamander Books, Ltd., 1987, p. 272.
[18] Gordon Chappell. *Steam Over Scranton: The Locomotives of Steamtown Special History Study*. National Park Service, 1991, found at http://www.cr.nps.gov/history/online_books/steamtown/shs.htm.
[19] Hollingsworth & Cook, p. 272.

reliability was a tremendous selling point. If the locomotives were run in multiple sets on a train, one unit could be shut down for maintenance while the train was still traveling. As a result of this reliability, one pair of units on the Baltimore & Ohio was able to complete 365 days of continuous service between Washington and Chicago, traveling 282,000 miles at an averaged speed of 56 mph.[20] Also, since it was possible to control multiple diesel units from one locomotive, a train only needed one engineer and fireman, where a multiple-unit steam train needed one engineer and fireman per locomotive. Diesel locomotives were therefore also able to save railroads money.[21]

The popularity of the E-series was impressive, especially after World War II when railroads were eager to buy new locomotives to replace those worn out handling wartime traffic. When production of the E7 began again in February 1945 the Electro-Motive Division of General Motors had an average production of 10 units per month for four years. A total of 510 E7s, which included 428 "A" units and 82 "B" units, were built and they outnumbered the passenger diesels of all other U.S. makers combined. The popularity of the E-series allowed Electro-Motive Division of General Motors to continue their production in one model or another until the early 1960s.[22]

Although the E-series locomotives produced by the Electro-Motive Division of General Motors were extremely popular, they were meant and designed for passenger service only. General Motors hoped to change that with the development of an all-purpose locomotive based on the E-series. However, Richard Dilworth, who was EMD's Chief Engineer, had faith in diesel power, but realized that he was up against a challenge. To combat the skepticism, General Motors produced the No. 103 in 1939, a four-unit freight diesel with the same kind of streamlined body as the E-series, and invited railroads to try it out. Over an eleven-month period, 20 railroads in 35 states gave it a try, and repeatedly found that it had better performance by a wide margin than the best steam locomotives available.[23]

The E-series (and the later F-series) locomotives were extremely important in the railroad industry in that they brought standardization to diesel-locomotive construction. Standardization, which was a characteristic that General Motors had really been striving for, was considered to be the key element in allowing mass production of the locomotives to occur. General Motors, with its firm stance on the matter, was able to initiate and establish standardization for the railroad industry. Customization of the locomotives, on the other hand, would occur through each railroad's colorful paint schemes.[24]

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[20] *Ibid*, pp. 272-273.
[21] Gordon Chappell. *Steam Over Scranton: The Locomotives of Steamtown Special History Study*. National Park Service, 1991, found at http://www.cr.nps.gov/history/online_books/steamtown/shs.htm.
[22] Hollingsworth & Cook, p. 273.
[23] *Ibid*, p. 274.
[24] Daniel J. Mulhearn and John R. Taibi. *General Motors' F Units: The Locomotives That Revolutionized Railroading*. New York: Quadrant Press, 1982, p. 5.

The first production units of what would become known as the F-series were designated the FT and production began shortly after the construction of No. 103. Over a six-year period, the La Grange factory produced 1,096 examples, and the War Production Board was so impressed with the contribution that they could make to the war effort that the Board allowed production to continue almost uninterrupted, even though scarce alloys were needed for their production. By the mid-1940s, improvements had been made to the FT and a new version, the F3 was launched in 1947. General Motors claimed that it was "the widest range locomotive in history," and the record 1,807 units sold up through 1949 seemed to back up their claim.[25]

In 1949, a new model, the F7, was launched with new traction motors and other electrical equipment that allowed simpler maintenance and improved fuel economy. As with the F3, the F7 set sales records. In all, 49 U.S railroads bought 3,681 F7s while Canadian and Mexican railroads bought 238 and 84 units respectively before production of the F7 ended in 1953. Although another iteration of the F-series, the F9, was produced from 1953 until 1956, only 175 units were produced since the popularity of carbody diesels was quickly waning.[26]

The success of General Motor's F-series was definitely established during the late 1940s and 1950s, and there were even some who questioned the legality of the success, since it ended up causing the demise of some of the established American locomotive builders. In fact, in late 1955, the Subcommittee on Antitrust and Monopoly of the U.S. Senate Committee on the Judiciary opened hearings chaired by Senator Harley Kilgore of West Virginia to investigate how General Motors had so dominated the locomotive industry. General Motors was eventually exonerated in the hearings, ironically at the same time that other locomotive builders were pioneering the road switcher design, the design that would force the carbody design of the E- and F-series out of favor.[27]

When the new F-series was introduced by the Electro-Motive Division of General Motors, the Kansas City Southern quickly jumped on the bandwagon of railroads purchasing units, beginning with several F3s in 1947 and 1948.[28] (In fact, the Kansas City Southern would be far ahead of the game when it came to diesel locomotives, using them exclusively on the entire railroad by 1953, earlier than many other railroads, and operating a total of 110 diesel locomotives by 1961.[29]) The Kansas City Southern, like many other railroads

[25] *Ibid.*
[26] *Ibid.*
[27] Mulhearn and Taibi, pp. 7, 9.
[28] Kansas City Southern "F" series roster found at www.kcshs.org/schedule/subs/images/rosters/kcsf.htm.
[29] Information on Kansas City Southern Railway Locomotive No. 4061 found in Gordon Chappell. *Steam Over Scranton: The Locomotives of Steamtown Special History Study*. National Park Service, 1991, found at http://www.cr.nps.gov/history/online_books/steamtown/shs.htm.

around the world, also ordered some of the F7 models, beginning late in 1949.[30] In fact, the first F7s that General Motors built were shipped to the Louisiana & Arkansas, a Kansas City Southern subsidiary in February 1949.[31] Although the F-series locomotives had been designed for freight service, the Kansas City Southern employed them in all kinds of service, both freight and passenger.[32]

Locomotive #73D was part of Electro-Motive Division's order #6142 that the Kansas City Southern placed in the middle of 1950. The order called for the construction of six F7As and 10 F7Bs, all of which were built in August 1950. Locomotive #73D was given serial number 12322 and frame #6142-A5, signifying that it was the fifth "A" unit built in the order.[33]

When the locomotive went into service on the railroad in the last half of 1950, it was initially assigned the number 73D. Having an alpha-numeric designation number was a common practice on the Kansas City Southern for its F-series locomotives when they first were put into service. However, at some point in its history the number was changed to #90, and many of the other F-series locomotives had their numbers changed to eliminate the alpha-numeric combinations.[34] It remained in service as number 90 through at least early 1973.[35]

At some point during the 1970s, the Kansas City Southern converted the locomotive to a "slug" and renumbered it again as #4060. (Some sources, however, say that it was renumbered to #1048.)[36] The Kansas City Southern converted at least three of their F7As to slugs, likely for better performance through the mountains of Western Arkansas. Converting the locomotive to a slug involved removing the diesel engine while retaining all of the components for the electric traction motors. After the locomotive was converted to a slug, it would have been paired with another unit that retained its diesel engine, and the pair was usually referred to as a "cow and calf," with the "cow" unit retaining the diesel engine.[37]

Converting a locomotive to a slug and mating it with another unit was very useful to locomotives that ran in mountainous terrain. By spreading the horsepower over more axles, it delivered the same amount of horsepower while reducing the possibility of overheating the electric traction motors.[38] Coal train service,

[30] Kansas City Southern "F" series roster found at www.kcshs.org/schedule/subs/images/rosters/kcsf.htm.
[31] Mulhearn and Taibi, p. 53.
[32] Terry Lynch and W. D. Caileff, Jr. *Kansas City Southern: Route of the Southern Belle.* Boulder: Pruett Publishing Company, 1987, p. 35.
[33] Information on EMD Order 6142 found at www.rrpicturearchives.net/oderList.aspx?order=6142&mfg=EMD.
[34] Lynch and Caileff, Jr., p. 209-210.
[35] *Ibid*, p. 138.
[36] *Ibid*, p. 209, and Information on Kansas City Southern Locomotive #73D posted at the site by Peterson Farms.
[37] Ralph E. Wilcox. E-mail to the author. 14 March 2005.
[38] *Ibid.*

something that the Kansas City Southern provided, was an ideal situation where using slug locomotives would have been beneficial. To compensate for the loss of weight that occurred with the removal of the diesel engine when #73D was converted to a slug, the Kansas City Southern placed 100,260 pounds of concrete and old railroad wheels inside the body of the locomotive.[39]

Although the F7 was a popular locomotive on many railroads, by the 1960s diesel locomotive manufacturers were manufacturing diesel locomotives to replace earlier models. As a result, many railroads traded in their F-series locomotives after only a few years of service and many were retired and replaced by 1970.[40] On the Kansas City Southern, however, they kept many of their F-series locomotives in service up through the 1970s and retired the last of them in the mid-1980s and was scrapping them as late as 1987.[41] Although it is not known for sure when Locomotive #73D was retired, it is likely that it remained in service until c.1980.

After Locomotive #73D was retired from active service on the Kansas City Southern, it was purchased by Peterson Farms and delivered to Decatur on September 17, 1991, for restoration. The rusty hulk that arrived in Decatur, with many holes in the nose, side panels, doorwells, and doors, was a far cry from the locomotive that arrived at the Kansas City Southern in 1950. However, the Peterson Farm employees were not daunted by the task of restoring the locomotive, and set to work in their spare time from their regular jobs to bring the locomotive back to its former state.[42]

The first task completed to restore the engine was to remove the top and take out the 100,260 pounds of concrete and old wheels that had been placed inside when it was converted to a slug. Repairs were also made to the locomotive's frame. Since many of the exterior panels were rusted, they were removed and new panels were made where necessary. At the same time, the doorwells were repaired and doors were rehung or replaced as necessary. Major bodywork was also required on the nose section of the locomotive, including the installation of new windshields. The locomotive was also sandblasted and power-washed several times to prepare it for priming and painting. It was repainted in the freight version of the "Southern Belle" color scheme.[43]

By early 1993, the restoration was complete and on May 25, 1993, a 65-ton crane and 90-ton crane lifted the locomotive from the Kansas City Southern main line and placed it on the short section of track where it sits today. The Kansas City Southern Railroad was instrumental in the completion of the restoration by providing switching service, technical information, accessories and decals.[44]

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[39] Information on Kansas City Southern Locomotive #73D posted at the site by Peterson Farms.
[40] Hollingsworth & Cook, p. 273, and *Our GM Scrapbook*. Milwaukee, WI: Kalmbach Publishing, Co., 1971, p. 52.
[41] Lynch and Caileff, Jr., p. 209-210.
[42] Information on Kansas City Southern Locomotive #73D posted at the site by Peterson Farms.
[43] *Ibid.*
[44] *Ibid.*

Although Kansas City Southern Railway Locomotive #73D would have hauled many types of freight cars during its time of service on the railroad, it is a given that the trains it pulled would have had cabooses, a standard feature on freight trains throughout much of the nineteenth and twentieth centuries. The first caboose, which was quite primitive, appeared on a mixed passenger and freight train on the Auburn & Syracuse Railroad in the 1840s. It was the last boxcar on the train, but it was used by the conductor, Nat Williams, to store his tools and write his reports. However, the first known use of the word caboose in reference to a railroad car occurred in 1885 to refer to conductor's cars on the Buffalo, Corning, and New York line. The word "caboose" had its origins in several words, including the Dutch words *kabuis* and *kombuis*, the Swedish word *kabys* and the German word *kabuse*, each meaning "a little room or hut."[45]

In the early years of the Kansas City Southern, most of the cabooses used on the railroad were standard designs for the period. They featured the high cupola that allowed the conductors to see over the train ahead with the desk and bunks below. However, the railroad also experimented with bay-window cabooses, which did not have cupolas, but featured bay windows on each side to allow the conductors to watch the train ahead. Bay-window cabooses became more popular on railroads, especially after loads became larger and it was no longer feasible to observe a train from a caboose's cupola.[46]

Kansas City Southern Railroad Caboose #385 was one of a series of cabooses built by the Louisiana & Arkansas Railway Company (part of Kansas City Southern) in 1952. The railroad chose the bay-window design for the series, which included #380-390, likely due to the increased size of loads on railroads at the time, which would have made a bay-window design more useful.[47] Although little is known about its operational history on the railroad, it is probable that it operated over the entire Kansas City Southern system.

However, by the mid-1980s railroads across the country began phasing out cabooses. Many freight trains replaced the caboose with a small box with a light to mark the end of the train, which were nicknamed "FREDs," "EDTs," or "one-eyed conductors." In addition, equipment along the right-of-way helped to detect hot boxes (overheated wheel bearings) or pieces of dragging equipment, further eliminating the need for cabooses. On the Kansas City Southern, only transfers and some trains operating on the railroads Southern Divisions retained cabooses by 1987.[48]

It is likely that Caboose #385 was retired from the Kansas City Southern c.1985. After Caboose #385 was retired from active service, it was purchased by Peterson Farms and delivered to Decatur on September 17, 1991, along with Locomotive #73D, for restoration. When the caboose arrived in Decatur, there were several

[45] William F. Knape and Freeman Hubbard. *The Railroad Caboose: Its 100 Year History, Legend and Lore.* San Marino, CA: Golden West Books, 1968, pp. 25, 27.
[46] Lynch and Caileff, Jr., p. 149.
[47] *Ibid*, p. 159.
[48] *Ibid*, p. 149.

places on the sides and along the roof edges where it had rusted through and all of the window glass needed to be replaced. Inside, some of the wood had rotted and the seats needed repairs.[49] As with the restoration work carried out on the locomotive, restoration work on Caboose #385 was undertaken by Peterson Farms employees in their spare time from their regular jobs.[50]

By early 1993, the restoration of Caboose #385 was complete and on May 24, 1993, a 65-ton crane and 35-ton crane lifted the caboose from the Kansas City Southern main line and placed it on the short section of track where it sits today. Also, the Kansas City Southern Railroad was instrumental in the completion of the restoration by providing switching service, technical information, accessories and decals.[51]

Today, Kansas City Southern Railway Locomotive #73D and Caboose #385 are living reminders of Arkansas's rich railroad history, and the rich history of the Kansas City Southern's presence in Decatur and Northwest Arkansas in the early part of the twentieth century. Kansas City Southern Railway Locomotive #73D is currently the last remaining EMD F7A diesel locomotive in Arkansas and Kansas City Southern Caboose #385 is the last remaining bay-window caboose from the #380-390 series in Arkansas. The survival and continued preservation of Locomotive #73D and Caboose #385 is a monument to the dedication of Peterson Farms and the Kansas City Southern Railroad to the preservation of Arkansas's railroad past.

STATEMENT OF SIGNIFICANCE

Kansas City Southern Railway Locomotive #73D and Caboose #385 are being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for their engineering as the only EMD F7A freight diesel locomotive and Kansas City Southern bay-window caboose from the #380-390 series remaining in Arkansas. The locomotive and caboose were workhorses in freight service on the Kansas City Southern for many years until they were retired and eventually brought to Decatur for restoration. As a result, they are therefore eligible for nomination under **Criterion A** for their association with the role of railroad transportation in Arkansas.

[49] Information on Kansas City Southern Caboose #385 posted at the site by Peterson Farms.
[50] *Ibid.*
[51] *Ibid.*

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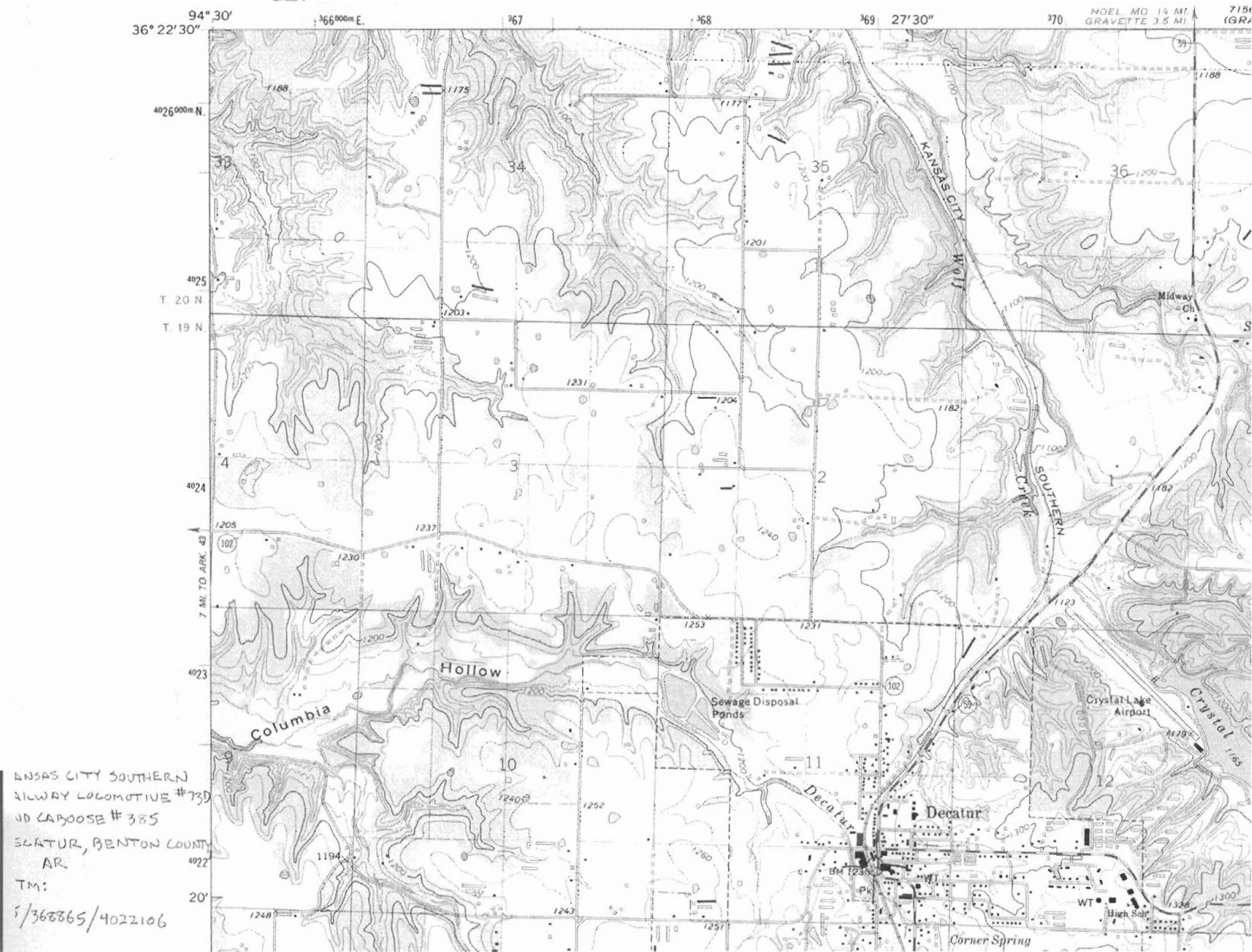
VERBAL BOUNDARY DESCRIPTION

Kansas City Southern Railway Locomotive #73D and Caboose #385 are located just south of the Kansas City Southern Depot on AR 59 in Decatur (UTM: 15/368865/4022106).

BOUNDARY JUSTIFICATION

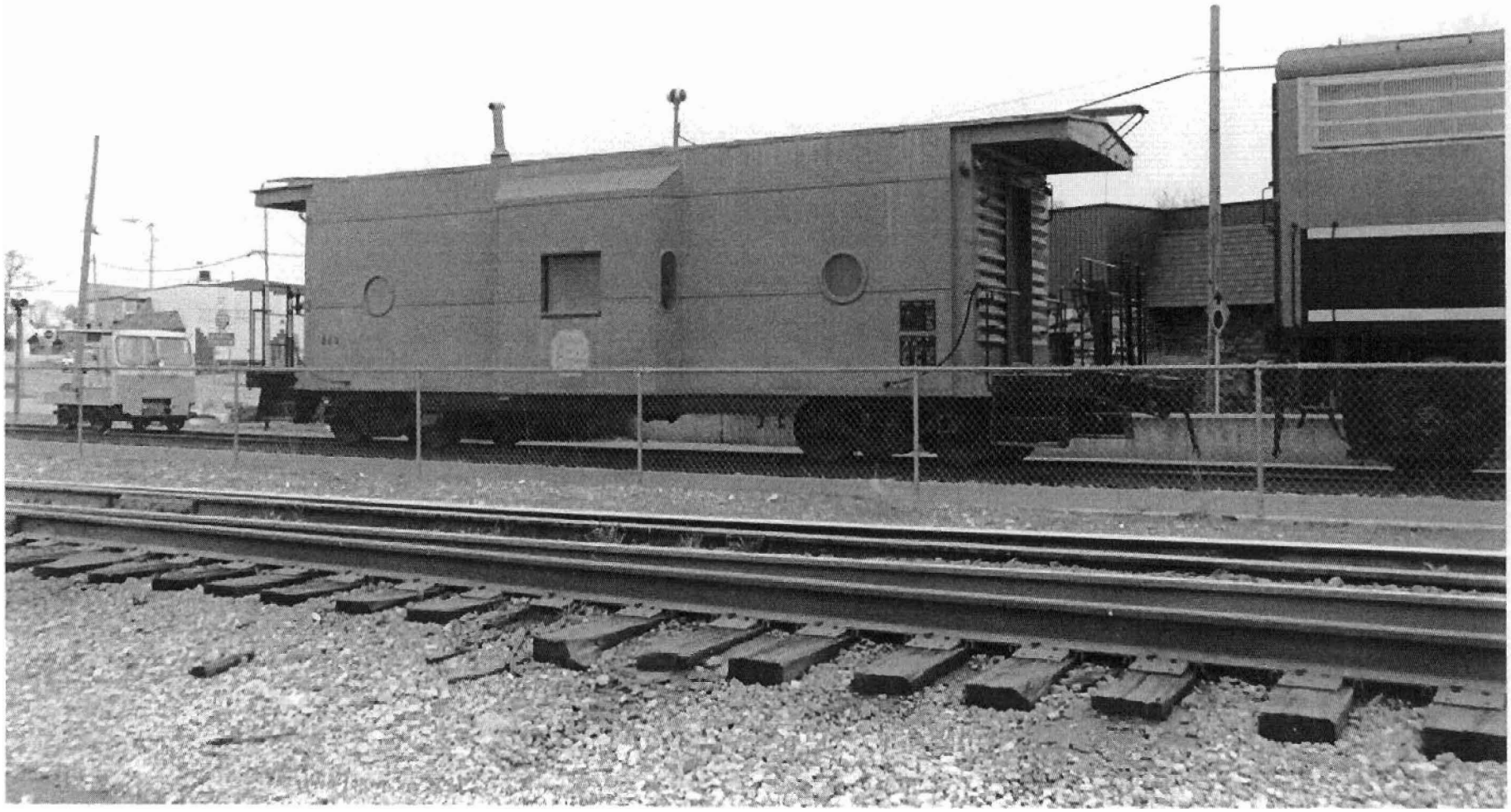
The boundary encompasses all of the property that contains Kansas City Southern Railway Locomotive #73D and Caboose #385.



ANSAS CITY SOUTHERN
AILWAY LOCOMOTIVE #730
ID CABOOSE #385
ECATUR, BENTON COUNTY
AR.
TM:
5/368865/4022106


73D


KANSAS CITY SOUTHERN
73D

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