



## April Meeting

The April meeting of the Heart of the Heartlands was held on April 11, 2018 in the Webb Center in Carona, KS. There were 18 members present and 2 guests present. Minutes of the meeting can be found at the end of this newsletter. Members in attendance were: Jack Evans, Guy Ferguson, Michael Sheward, Brian Carlson, Ivan & Denzil Voorhees, Kathy & Larry Spahn, Alan Chilton, Darrell Cave, Mike & Connie Payton, Dick Rauikner, Jimmie Lovell, Tom Johnston, Steven Gardner, Joe Murphey, and John Chambers. The two guests were Harold Woodward and Doug Baughman.

## Summer Hours

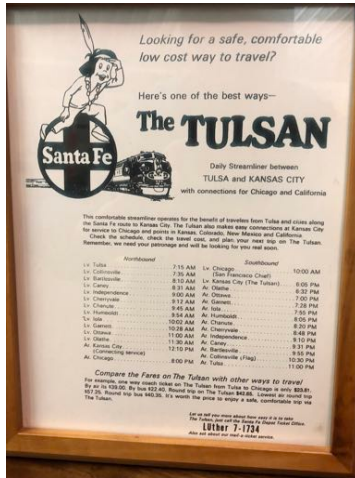
Summer is coming. Be thinking about volunteering during our open weekends during the summer. Those are the 1st and 3rd weekends of June - August.

## 2018 Train Rides

The first three train of rides of 2018 have been postponed due to the COTS inspections not being up-to-date. COTS is an acronym that means **C**heck, **O**il, **T**est and **S**tencil and is required to be on all operating equipment. The COTS on the passenger cars expired on 3-25-18. Arrangements have been made by WATCO to have the tests performed but the people that do the test cannot be here before April 16, with the work taking a about a week to complete, provided things go as expected. The Bartlesville ride was scheduled for April 14, therefore, it had to be cancelled. Due to the likelihood of delays in the COTS inspection as well as virtually no time left to advertise for the Wichita and Winfield rides, the decision was made to cancel those two rides as well. The cancellation of the Wichita ride resulted in the second year in a row that we were unable to have a ride there. Historically, the Wichita ride has been close to our top revenue producing ride for the club. We are currently notifying everyone involved with the train rides about the situation. We hope to be able to reschedule the rides out of Bartlesville later.

Due to the unknown problems that may be encountered in the inspection of the passenger cars, the time involved in getting the coaches to Winfield and Wichita, and the numerous slow orders that have recently been placed on the SKOL, Jim McKeel informed the club that he would not personally be involved with trying to reschedule the train rides out west this year. There have been many slow orders recently, that train crews are going "dead" before they can complete their trip. Jim has worked tirelessly on arranging all the train rides that we have had out west this year and in the past. His efforts have produced a substantial amount o income for the Heartlands over the years. A big "Thank You" to Jim for all his hard work on these rides as well as his ongoing work on our website and facebook page. Due to the issues noted previously, it does not seem likely that the rides out of Winfield and Wichita will be rescheduled for this year.

**What is it?**



This is an item that is currently located in the Carona museum. What is it?

Answer next month

Photo courtesy of Brian Carlson

Last Month's picture was the Frisco Fairmont M9 inspection car from the Jean G. O'Dell collection

**Grass Mowing**

Dawn and Brian Carlson were out on March 31, to mow the grounds. It was the first of many for the season. Tom Johnston is working on a list of members volunteering to keep the grass mowed. If interested in helping with this project, drop Tom an email at [tomjohnston3000@gmail.com](mailto:tomjohnston3000@gmail.com)

**Fredonia Gate**

The gate post and ladder have been installed at the entrance to the Webb Center and the museum grounds. Bill Forrest sent his crew out to the museum and drilled the 24” holes we needed for the gate posts. The next day Dave Parker and Larry Spahn came out to put the gate and ladder up. The post and gate were way too heavy for the two of them. A trip to Mid-America Pipe resulted in two of John Parsons’ employees bringing a large fork truck over to assist. The post was installed in less than



Photo courtesy of Larry Spahn



Photo courtesy of Larry Spahn

fifteen minutes. The crew also moved the large concrete base to where it will be installed when the gate is put on the post. O’Brien Ready-Mix Concrete was called and they sent a truck out with one cubic yard of concrete. The post was plumbed and leveled and within an hour the concrete was poured.

Steve Parsons is continuing with the work on the crossing gate. He has straightened the ladder and replaced the cast iron fittings on the gate post. Steve Parsons called and said that several pieces of the gate were in too bad of shape to use and asked if we could get him some new 1 ½ inch pipe to use. Larry contacted Roe Parsons, owner of Parsons Pipe Fabrication and he said that he had some pipe out in the grass somewhere and that we could have it if he can find it.



Photo courtesy of Larry Spahn

**KCS Motor Car**

The KCS motor car project has been completed with the delivery of the restored motor car to the museum complex at Carona. The car has been placed on the track behind the 1023. Joe Murphey and his friend Doug Baughman have done a marvelous job in restoring the motor car to a most worthy display state. Powder Coating to complete the project was



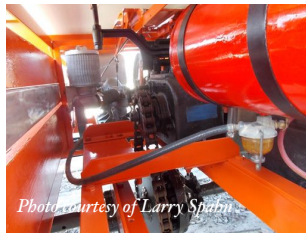
Photo courtesy of Larry Spahn

## Announcements

- The next meeting will be May 9, 2018 at the Webb Center in Carona, KS. The meeting will start at 7:00 pm.
- John Chambers and Jay Hastings continue to work on putting together motor car rides for 2018.
- Plans are underway to communicate with the railroad to see if perhaps we could have 2 1-hour rides out of Carona on May 12. Also in the works with the railroad is the possibility of having the 3 rides out of Bartlesville on June 2. This would be a reschedule date due to the April 14 cancellation of rides in Bartlesville.



*Photo courtesy of Larry Spahn*



*Photo courtesy of Larry Spahn*

performed by Hawk Powder Coating of Jasper, MO. The car, as it sits behind its fellow KCS member, the 1023, is a strikingly beautiful addition to our displays. A huge



*Photo courtesy of Larry Spahn*

Heartland thanks to Joe Murphey and his friend Doug Baughman for their work in this project. As you can tell in the photos

here, there has been a big change in the way the car looked when the club acquired the car to now. It should be an excellent item for viewing and photo opportunities for years to come.

## Tallgrass

The Tallgrass business car is now in storage at Carona on the display track. It was originally built as a business car for the New York Central. Later it was purchased by Penn Central and then owned by Conrail. It was later sold to a private



*Photo from Heartlands Collection*



*Photo courtesy of John Chambers*

individual when Conrail was sold to the CSX and Norfolk and Southern. The Tallgrass sat in Kansas City for awhile until it was purchased by Watco and the KCTL. It was then repainted and named Tallgrass.

The project did not get finished and it is now in storage at Carona pending disposition.

### A New Section!!!

This page is the second edition of a new section. This section is for a railroad point of interest that a member has visited or would like to visit. If anyone has a place to share, email Brian Carlson at [bcarlson@ckt.net](mailto:bcarlson@ckt.net). The place can be of any site railroad related. Whether it be a trip, a ride, a museum, any place of interest, please share with our members. If there is not a particular place submitted for a given month, then there will not be a place mentioned to visit for that month. Hope to see some interesting places!

### Got a spot?

Don't hesitate to send something in if you have a place you have been or would like to go to. Our members would love to hear about it!

# Whistle Stop!



## Decatur, Arkansas

A short drive into Arkansas to the town of Decatur will provide one with a brief time lapse of the Kansas City Southern that goes through town. Located next to the former KCS depot in Decatur is a KCS EMD F-7A in the KCS BELLE freight paint scheme. The 1500 hp unit was built in August of 1950. A little worse for the wear and in need of some TLC, the engine is still a great piece of past railroad history. Also on the grounds is KCS caboose #385. The caboose was home built by the L&A's Minden Shops in 1952. The KCS's 380-390 line of cabooses were the first all steel cabooses on the railroad. This caboose weighed 55,900 pounds and was a vast improvement on previous cabooses. Both the locomotive and the caboose are setting outside of the Decatur depot. According to Wikipedia, the depot was built around 1920 and is built out of concrete blocks. Got a moment for an afternoon drive? Head down Arkansas State Highway 59 and check out Decatur, Arkansas located in Benton County.



- Brian Carlson

## Another New Section!!!

This section is for a set of book reviews that member John Chambers has put together. We have several books in our small library at the Webb Center, but we are having more and more people ask about what books talk about the history of the railroads in the 4-state area. John has taken the time to produce these short book reviews to aid in ones' quest for that missing railroad history. Enjoy!

# From the Past...

## *Rails, Rivalry and Romance*

Banwart, Donald D. *Rails, Rivalry and Romance*. Fort Scott, KS: Historic Preservation Association of Bourbon County, Inc., 1982.

This very large book is a well written and complete history of the railroads of Fort Scott and Bourbon County from the beginning in the 1860's to 1980. It is an essential book for anyone wanting to know the history of railroading in southeast Kansas. The author did many years of research by looking at every issue of the Fort Scott Monitor newspaper and compiling all of the information on railroads. He followed up with research through many other sources and interviews until he had an accurate yearly history of the railroads in Fort Scott and the surrounding area. This town was served by the St. Louis – San Francisco (Frisco), Missouri – Kansas – Texas (Katy) and Missouri Pacific railroads with lines radiating in all directions. The book is profusely illustrated with photographs, maps, diagrams and newspaper reprints. It is out of print but used copies can still be found for sale on Amazon and E-bay.

- John Chambers

## *The North Arkansas Line*

Fair, James R. Jr. *The North Arkansas Line*. Berkeley, CA: Howell – North Books, 1969.

I am rather biased about this book as I consider it to be the best railroad history book I have ever read. It is the story about the Missouri and North Arkansas railroad which ran from Joplin, Missouri to Helena, Arkansas. This railroad ran through some of the most scenic yet poorest country in the entire Ozarks region. The road started out as a way to bring tourists to the new resort town of Eureka Springs, Arkansas and grew into an Ozarks institution trying to open up and tap the potential of this inhospitable mountain region. It was poorly routed and cheaply built and had some of the worst luck in railroad history, from long costly strikes, floods, train wrecks and fires to bad management and absentee owners. It survived intact until 1946 despite all of these issues. The last major part of the railroad was finally abandoned in 1960. The author does an outstanding job of telling the story of the people who built and operated the road and the reasons why it eventually failed. Several of our Heartland members have an interest in this road and I believe after reading this book you will too. I also have a family connection as my grandfather Bruce Holloway worked for this road as a telegrapher for several years after WWI. I remember him telling stories of his days in these Ozark towns. The book was reprinted in the 1980's and both versions can be found for sale on Amazon and e-bay.

- John Chambers

## April 11, 2018 - Heart of the Heartlands - Minutes

The April 2018 meeting of the Heart of the Heartlands, Inc. was called to order at 7:00 pm, April 11, 2018, by president Larry Spahn. There were 18 members and 2 guests in attendance.

**Minutes of previous meeting:** The minutes of the March meeting were approved as mailed. The motion for approval was made by Michael Payton and seconded by Alan Chilton. It passed by the membership present.

**Treasurer's Report:** After the presentation of the the treasurer's report, Alan Chilton move to accept the report, Darrell Cave seconded the motion, the motion passed by the membership present.

### Old Business

#### **2018 Train Rides:**

The first three train of rides of 2018 have to be postponed due to the COTS inspections not being up to date. COTS is an acronym that means **C**heck, **O**il, **T**est and **S**tencil and is required to be on all operating equipment. The COTS on the passenger cars expired on 3-25-18. Arrangements have been made by WATCO to have the tests performed but the people that do the test cannot be here before April 16 with the work taking a about a week to complete provided things go as expected. The Bartlesville ride was scheduled for April 14, therefore, it had to be cancelled. Due to the likelihood of delays in the COTS inspection as well as virtually no time left to advertise for the Wichita and Winfield rides, the decision was made to cancel those two rides as well. The cancellation of the Wichita ride resulted in the second year in a row that we were unable to have a ride there. Historically, the Wichita ride has been close to our top revenue producing ride for the club. We are currently notifying everyone involved with the train rides about the situation. We hope to be able to reschedule the rides out of Bartlesville later.

Jim McKeel reported that due to the unknown problems that may be encountered in the inspection of the passenger cars, the time involved in getting the coaches to Winfield and Wichita, and the numerous slow orders that have recently been placed on the SKOL, that he would not personally be involved with trying to reschedule the train rides out west this year. There have been many slow orders that train crews are going "dead" before they can complete their trip. Jim has worked tirelessly on arranging all the train rides that we have had out west. His efforts have produced a substantial amount o income for the Heartlands over the years. A big "Thank You" to Jim for all his hard work on these rides as well as his ongoing work on our website and facebook page. Due to the issues noted previously, it does not seem likely that the rides out of Winfield and Wichita will be rescheduled for this year.

Discussion was held about expenses that Jim McKeel had incurred on his own in getting things ready for the Wichita and Winfield rides. These expenses were for printing of tickets and some basic advertising printing. Since the rides will not be held, the materials were now not needed. Jim did not ask for reimbursement for his expenses. Connie Payton moved to extend Jim McKeel's membership for an additional 4 years instead of reimbursement for his expenses. Alan Chilton seconded the motion and it was passed by the membership present.

**Fredonia gate:**

The gate post and ladder have been installed at the entrance to the Webb Center and the museum grounds. Bill Forrest sent his crew out to the museum and drilled the 24” holes we needed for the gate posts. The next day Dave Parker and Larry Spahn came out to put the gate and ladder up. The post and gate were way too heavy for the two of them. A trip to Mid-America Pipe resulted in two of John Parsons’ employees bringing a large fork truck over to assist. The post was installed in less than fifteen minutes. The crew also moved the large concrete base to where it will be installed when the gate is put on the post. O’Brien Ready-Mix Concrete was called and they sent a truck out with one cubic yard of concrete. The post was plumbed and leveled and within an hour the concrete was poured. Steve Parsons is continuing with the work on the crossing gate. He has straightened the ladder and replaced the cast iron fittings on the gate post. Steve Parsons called and said that several pieces of the gate were in too bad of shape to use and asked if we could get him some new 1 ½ inch pipe to use. Larry contacted Roe Parsons, owner of Parsons Pipe Fabrication and he said that he had some pipe out in the grass somewhere and that we could have it if he can find it.

**Grass mowing:**

Dawn and Brian Carlson were out at the museum on Saturday, March 31 and performed the first of many mowings of the season.

**KCS Motor Car:**

Joe Murphey reported that the KCS car he has been working on had been given a powder coat finish on the entire car by Hawk Powder Coating in Jasper, MO. The car was delivered to Carona a couple of days before the April meeting. The car is on the track behind the 1023 and looks wonderful next to it. A great deal of thanks to Joe and his friend Doug Baughman who also spent time with Joe fixing the car.

Discussion was held by the membership about selling the parts from the secondary motor car. The secondary motor car was used for a few parts to complete the one that now is on display behind the 1023. It was agreed for Joe to determine what parts would be available for sale and then those parts would be published for sale.

**Motor Car Rides:** John Chambers reported that he and Jay Hastings are continuing trying to put together motor car rides for this year.

**New Business****Grass Mowing:**

It will soon be that time of the year again. We will need to ask for volunteers to help with the grass mowing again this year. Tom Johnston has put the list together for the past several years. Hopefully he will be able to work on the list for this year.

**Correspondence:**

There is concern due to the small number of revenue producing train rides last year and the

cancellation of our three largest revenue producing rides this year, that income for the club's projects has been greatly impacted. The club will have to closely monitor activities for the next several months and possibly have to put some on hold in order to maintain funds for normal operations of the organization. Hopefully this trend can be reversed in the future so that the Heart of the Heartlands can continue its mission of preserving the railroad history in the four state area.

John Chambers presented an idea to the club in regards to the lost train rides. He suggested the possibility of having a ride out of Carona on May 12. This would consist of two, 1-hour rides in the afternoon. This would provide an opportunity to make sure everything was in order after the COTS inspection is completed. Tickets would not be sold in advance, but would be sold at the Carona Depot. Advertising would be local the week or so before the event, if it were to take place. The second part of the idea would be to work with the group in Bartlesville and see if the rides originally scheduled for April 14 could be held on June 2.

After discussion with the club, it was agreed to pursue talking to the railroad to see if these two dates could be included in the railroad's calendar. We will inform membership of the status of these two dates as soon as we hear back from the railroad.

It was moved by Alan Chilton and seconded by Darrell Cave to adjourn the meeting. The meeting was adjourned by approval vote of the membership present.