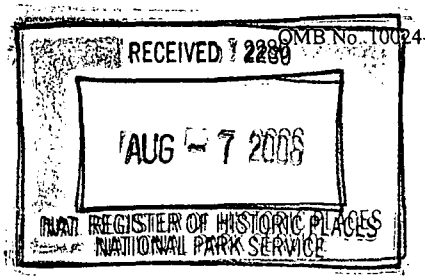
NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018



840

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 United States Air Force Locomotive #1246

other names/site number Site #SB0888

2. Location

street & number 100 South 4th Street ☐ not for publication

city or town Fort Smith ☐ vicinity

state Arkansas code AR county Sebastian code 131 zip code 72901

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 7/24/06

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:) _____

Edson H. Beall

Signature of the Keeper Date of Action

9.20.06

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
- ☐ district
- ☐ site
- ☒ structure
- ☐ object

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

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

N/A

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related/locomotive

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.)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

SUMMARY

United States Air Force Locomotive #1246 is a diesel-powered General Electric 44-ton center-cab switch locomotive built by General Electric in January 1953. It was operated by the United States Air Force until it was declared surplus federal property c.1990. The locomotive was acquired by the Fort Smith Trolley Museum on October 5, 1992, and is on display among other pieces of rolling stock on a spur off of the original Frisco rail line through Fort Smith.

ELABORATION

The general specifications for United States Air Force Locomotive #1246 are as follows:

Make:	General Electric 44-ton diesel electric switch locomotive.
Builder:	General Electric, Schenectady, New York.
Engines:	2 CAT D-17000 engines (Front 8S7413, Rear 8S7427)
Tractive Power:	27,000 lbs.
Horsepower:	400 hp.
Length:	33'5".
Width:	10'1".
Height:	13'3".
Weight:	88,000 lbs.
Fuel Capacity:	165 gallons of diesel fuel.
Top Speed:	20 mph.

United States Air Force Locomotive #1246 is a diesel-powered General Electric 44-ton switch locomotive built by General Electric in January 1953. It operated, at least by the mid-1980s, at Grissom Air Force Base outside of Bunker Hill, Indiana. The locomotive sits on two four-wheel truck sets with 33" diameter wheels and a truck wheel base of 5 feet. The locomotive has a "B-B" wheel configuration, meaning that each truck has two powered axles.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

The body of the locomotive consists of a central cab with hoods at each end sheltering the two engines. Doors along the sides of the hoods allow access to the engines for repairs. The end of each hood contains metal louvers to allow cooling of the engines, and a single headlight is located in the center of each hood at the top. Walkways with metal railings go from the cab to ladders at each corner of the locomotive.

The locomotive is painted blue, which has faded, and the sides of the hoods have the words "UNITED STATES / AIR FORCE" and "USAF / 1246" painted in white. At the top of each end of the cab "USAF 1246" is painted in white. The handrails along the walkways are painted yellow and the sides and ends of the frame are painted in black and yellow diagonal stripes.

Integrity
United States Air Force Locomotive #1246 possesses good integrity. Since Locomotive #1246 was built, parts of the locomotive have been replaced and repaired. (For example, the locomotive was overhauled in March 1988.) However, this is a normal practice for railroad rolling stock as parts wear out.

United States Air Force Locomotive #1246 currently resides at the Fort Smith Trolley Museum in Fort Smith on a spur of the original Frisco rail line and approximately 500 feet southwest of St. Louis San Francisco Railway Steam Locomotive #4003 (NR listed 07/11/04). It is surrounded by other pieces of railroad rolling stock. As a result, its current setting still reflects United States Air Force Locomotive #1246's period of significance while it was in operation by the Air Force.

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

Period of Significance
1953

Significant Dates
1953

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder
General Electric, Builder

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:
Fort Smith Trolley Museum

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

United States Air Force Locomotive #1246 is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for its engineering as an excellent example of a General Electric 44-ton diesel-electric switch locomotive. Although this example was brought to Arkansas fairly recently, the General Electric 44-ton diesel-electric switch locomotive was an important switch engine design that was used not only throughout the United States, but in several foreign countries as well. Additionally, the design was found at some Arkansas military installations, specifically the U.S. Army's Pine Bluff Arsenal, throughout the mid-twentieth century.

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]

From the 1830s onward, steam locomotives were the standard workhorses on American railroads. The earliest locomotives were usually custom, one-off designs and it was not until the 1850s that locomotive builders progressed beyond the experimental stage of locomotive design and construction to the employment of standard designs that were developed to meet the various conditions that railroads faced. By the late

[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.

nineteenth century, as trains became longer and heavier and the increased demand for railroad traffic brought about faster and tighter schedules, American steam locomotives became much larger and more sophisticated. The larger locomotives also brought about a change in manufacturing as well with a shift from small workshops manufacturing locomotives to large industrial factories.[4]

Even though larger scale locomotives were built as time progressed, there was still a need for smaller steam locomotives designed specifically for switching duties in yards. Switchers were usually built to conventional designs, but were relatively small, operated at slow speeds, and had high adhesion in order to move long strings of railroad cars.[5]

However, by the 1930s and early 1940s many railroads began to upgrade their motive power by 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 can a steam locomotive. 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 many railroads.

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.[6]

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.[7]

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

[4] Colin Garratt & Max Wade-Matthews. *Illustrated Book of Steam and Rail*. New York: Barnes and Noble Books, 2002, pp. 24-25 and 28-31.
[5] *Ibid*, p.78.
[6] 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.
[7] *Ibid*.

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.[8]

The growth of the Electro-Motive Division (EMD) of General Motors in the 1930s caused General Electric (GE) to rethink its abandonment of diesel locomotive development. As a result, in 1940, GE and Alco teamed up to produce and market diesel-electric locomotives for long-haul road work, and they also worked together on locomotive designs. Although World War II and the War Production Board severely curtailed diesel locomotive design and production in order to conserve crucial materials, such as copper, which is a large component in electrical systems, the Alco-GE partnership introduced several new models after the war.[9]

Although the Alco-GE partnership helped both companies, they were never able to topple EMD as the top diesel locomotive manufacturer, and consistently held the second-place position. The reasons for the company remaining in second place were attributed to Alco's steam-era business practices and higher maintenance costs and reliability problems with the locomotives. Due to the problems, GE terminated their partnership with Alco in 1953, although GE continued to provide Alco (and other manufacturers) with electrical gear for its diesel-electric locomotives.[10]

Even though GE had teamed up with Alco to produce and market locomotives for long-haul road work, GE had produced its own line of switchers and, in fact, it was GE's original diesel locomotive market. In 1940, GE introduced new standard models of switch engines, including a 44-ton center-cab model. The 44-ton model, which became one of the most popular GE models, was specifically designed to comply with 1930s legislation that allowed one-man operation of locomotives weighing less than 45 tons. (Locomotives weighing more than 45 tons required both an engineer and fireman.) Even though several other manufacturers produced center-cab switchers, GE's were the most popular.[11]

Production of GE's 44-ton switchers began in January 1940, and the Arkansas Valley; Chicago, Burlington & Quincy; Great Northern; and Mississippi Export railroads were some of the first customers purchasing units.[12] The GE 44-ton switcher was popular with a wide variety of railroads for many purposes. Large

[8] Brian Hollingsworth and Arthur Cook. *The Great Book of Trains*. New York: Salamander Books, Ltd., 1987, p. 272.
[9] Brian Solomon. *GE Locomotives: 110 Years of General Electric Motive Power*. St. Paul, MN: MBI Publishing Company, 2003, pp. 52-53 and 55.
[10] *Ibid*, p. 56.
[11] *Ibid*, pp. 56-57.
[12] Information on GE 44-ton locomotives found at: http://www.thedieselshop.us/GE_44Ton.html.

Class I railroads, such as the Pennsylvania Railroad and Union Pacific, used them for switching on light branch lines and in industrial areas where heavier locomotives could damage the track and bridges. Shortline railroads also found them to be popular to replace aging steam locomotives. Electric interurban railroads also used the 44-ton model to handle their freight operations, and they were also popular with industrial railroads and private companies.[13]

The popularity and great features of the entire line of GE switching locomotives was touted in the *1947 Locomotive Cyclopedia of American Practice*, which wrote:

> G-E Diesel-Electric Locomotives for Industrial Use
> Built in Standard Sizes
> For Low Cost and Quick Delivery
>
> For economical industrial switching, General Electric offers a line of standard locomotives for industrial use. Salient features area service-proved design and construction, low first cost, and quick delivery. Special locomotives are available to meet unusual requirements. ...
>
> [With respect to the 45-ton model, which is virtually identical to the 44-ton model] its equalized swivel-truck construction and low weight per axle reduce track damage and minimize danger of derailment, even when the locomotive is operating on maximum-radius curves of 50 feet.
>
> Further advantages of this profit-producing unit are two heavy-duty railway-type traction motors, side rod construction (for starting heavy loads with minimum slippage), and excellent visibility (for fast, accurate switching).[14]

The popularity of the 44-ton switcher spread beyond the United States, and several were sold to railroads outside of the U.S. International purchasers of the model included the Admin. De F.C. del Estado AFE (Uruguay), Bhakra Dam Project (India), Central Alto Cedro (Cuba), Central Rio Haina (Dominican Republic), Ferrocarriles de Yucatan (Mexico), Greater Winnipeg Water District (Canada), and the Stora Kopparberg (Sweden). Before production of the 44-ton model ended in December 1956, a total of 348 had been produced.[15]

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[13] Solomon, p. 57.
[14] Roy V. Wright (ed.) *1947 Locomotive Cyclopedia of American Practice.* New York: Simmons-Boardman Publishing Corporation, 1947, Sec. 16, p. 1052.
[15] Information on GE 44-ton locomotives found at: http://www.thedieselshop.us/GE_44Ton.html.

Among the industrial customers who purchased the GE 44-ton switcher was the U.S. military, including the Army, Air Force and Navy. The U.S. Navy was the first military branch to acquire a GE 44-ton switcher, with its first one being built in April 1942 for the U.S. Naval Supply Depot, Pier 91, in Seattle, Washington. The Navy would eventually acquire 17 units by January 1953 for use at various other facilities, including the Naval Supply Depot in Bayonne, New Jersey, the Brooklyn Navy Yard and the Whiting Field Naval Air Commission in Florida.[16]

The U.S. Army acquired their first 44-ton switcher in August 1942, just a few months after the Navy, and it was used at the Pine Bluff Arsenal in Arkansas. By November 1943, the Army had purchased a total of 21 44-ton switchers for use at a variety of their installations, including the Aberdeen Proving Grounds in Maryland, Deseret Arsenal in Utah, and Fort Clark in Texas.[17]

The U.S. Air Force was the last military branch to acquire GE 44-ton switchers, acquiring their first ones in January 1953, and acquiring a total of 11 units in January and February 1953. Locomotive #1246 was built in January 1953 and was GE construction #31870. (It was Air Force order #DA-36-022-TC-6233.) It was one of two 44-ton locomotives ordered by the Air Force in January 1953, the other one being GE construction #31869 and designated Locomotive #1245 by the Air Force. (In February 1953, GE built construction #31874-31882, which the Air Force designated Locomotives #1236-1244.)[18]

Although it is not known for sure where Locomotive #1246 was initially stationed, it is believed that it went to Grissom Air Force Base outside of Bunker Hill, Indiana, in 1954. (It is known that the locomotive was stationed at Grissom by January 1984, and it is not likely that the Air Force would have gone through the hassle and expense of relocating a locomotive from one base to another.)[19]

Grissom Air Force Base (now known as Grissom Air Reserve Base) was opened on July 1, 1942, by the U.S. Navy as Bunker Hill Naval Air Station, and during World War II it served as a training base for thousands of pilots for the Navy, Marines, and Coast Guard, including former major league baseball star and hall of fame member Ted Williams. However, after World War II, the base was closed until the outbreak of the Korean Conflict when it was reopened by the Air Force as Bunker Hill Air Force Base on June 22, 1954. It was renamed Grissom Air Force Base in honor of Lieutenant Colonel Virgil I. "Gus" Grissom, an Apollo astronaut and Mitchell, Indiana, native, on May 12, 1968.[20]

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[16] *Ibid.*
[17] *Ibid.*
[18] Information on GE 44-ton locomotives found at: http://www.thedieselshop.us/GE_44Ton.html and information on United States Air Force Locomotive #1246 courtesy of the Fort Smith Trolley Museum.
[19] Information on United States Air Force Locomotive #1246 courtesy of the Fort Smith Trolley Museum.
[20] Grissom Air Reserve Base Fact Sheet found at: http://www.afrc.af.mil/434arw/Documents/GARBHistory.pdf.

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Section number 8 Page 6

From the mid 1950s until October 1994 when the base was realigned as an Air Force Reserve Command facility, Grissom was home to several kinds of aircraft including B-47 bombers, B-58 "Hustler" bombers, KC 135 Stratotankers, and A-10 Thunderbolt II fighters.[21] However, even though aircraft were the essence of the base, a switch engine such as Locomotive #1246 would have been important to bring goods and supplies to the base and take them from one part of the base to another.

The 1992 Onward topographic map indicates that Grissom Air Force Base had approximately 1-2 miles of track on the base at the northern end, which connected to the Pennsylvania Railroad (later Conrail) line that ran in a northwest/southeasterly direction along the northern edge of the base.[22] (The Pennsylvania Railroad line along with all of the track within Grissom Air Force Base has since been removed.) Railroad cars with supplies would have been delivered to the edge of the base by the Pennsylvania Railroad or Conrail, and then Locomotive #1246 would have switched the cars from the base's edge to the various buildings on base.

A design such as a 44-ton switcher would have been ideal for the switching duties at the base. The tight curves of the track on base and the narrow spaces in between the buildings, along with the relatively few numbers of railroad cars that would have been needed to service the base, would have been ideal for a small locomotive like #1246.

Although the exact date is not known, by 1992 Locomotive #1246 had been declared surplus property by the U.S. government. It was acquired by the City of Fayetteville, Arkansas, and was scheduled to be taken to Fayetteville. However, before the locomotive arrived Fayetteville's plans had fallen through and the locomotive was left in Fort Smith. (Fayetteville's plans for the locomotive are not known.) On October 5, 1992, the locomotive was acquired by the Fort Smith Trolley Museum, and it has since been placed on display on their grounds.[23]

Today, United States Air Force Locomotive #1246 is a living reminder of Arkansas's rich railroad history. United States Air Force Locomotive #1246 is an excellent example of a General Electric 44-ton diesel-electric switch locomotive in Arkansas. The survival and continued preservation of Locomotive #1246 is a monument to the dedication of the Fort Smith Trolley Museum.

STATEMENT OF SIGNIFICANCE

United States Air Force Locomotive #1246 is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for its engineering as an excellent example of a General

[21] *Ibid.*
[22] *Onward Topographic Quadrangle.* Map. Washington, DC: United States Geological Survey, 1992.
[23] Information on United States Air Force Locomotive #1246 courtesy of the Fort Smith Trolley Museum.

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National Park Service

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Electric 44-ton diesel-electric switch locomotive. Although this example was brought to Arkansas fairly recently, the General Electric 44-ton diesel-electric switch locomotive was an important switch engine design that was used not only throughout the United States, but in several foreign countries as well. Additionally, the design was found at some Arkansas military installations, specifically the Pine Bluff Arsenal, throughout the mid-twentieth century.

United States Department of the Interior
National Park Service

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Section number 9 Page 1

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Garratt, Colin & Max Wade-Matthews. *Illustrated Book of Steam and Rail*. New York: Barnes and Noble Books, 2002.

Grissom Air Reserve Base Fact Sheet found at:
http://www.afrc.af.mil/434arw/Documents/GARBHistory.pdf.

Hollingsworth, Brian, and Arthur Cook. *The Great Book of Trains*. New York: Salamander Books, Ltd., 1987.

Information on GE 44-ton locomotives found at: http://www.thedieselshop.us/GE_44Ton.html.

Information on United States Air Force Locomotive #1246 courtesy of the Fort Smith Trolley Museum.

Onward Topographic Quadrangle. Map. Washington, DC: United States Geological Survey, 1992.

Solomon, Brian. *GE Locomotives: 110 Years of General Electric Motive Power*. St. Paul, MN: MBI Publishing Company, 2003.

West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication.

Wright, Roy V. (ed.) *1947 Locomotive Cyclopedia of American Practice*. New York: Simmons-Boardman Publishing Corporation, 1947.

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	370006	3916589	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 March 20, 2006
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 Fort Smith Trolley Museum
street & number 100 South 4th Street telephone
city or town Fort Smith state AR zip code 72901

United States Department of the Interior
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Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

From the southwest corner of the Fort Smith National Cemetery, proceed along the western edge of the stone wall for 620 feet to the point of beginning. From the point of beginning, proceed northeasterly along the wall for 40 feet, thence proceed northwesterly perpendicular to the wall for 40 feet, thence proceed southwesterly parallel to the wall for 40 feet, thence proceed southeasterly perpendicular to the wall for 40 feet to the point of beginning.

BOUNDARY JUSTIFICATION

The boundary encompasses all of the property that contains United States Air Force Locomotive #1246.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: United States Air Force Locomotive #1246

MULTIPLE NAME:

STATE & COUNTY: ARKANSAS, Sebastian

DATE RECEIVED: 8/07/06 DATE OF PENDING LIST: 8/25/06
DATE OF 16TH DAY: 9/09/06 DATE OF 45TH DAY: 9/20/06
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 06000840

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

√ ACCEPT ___RETURN ___REJECT 9.20.06 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the National Register

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

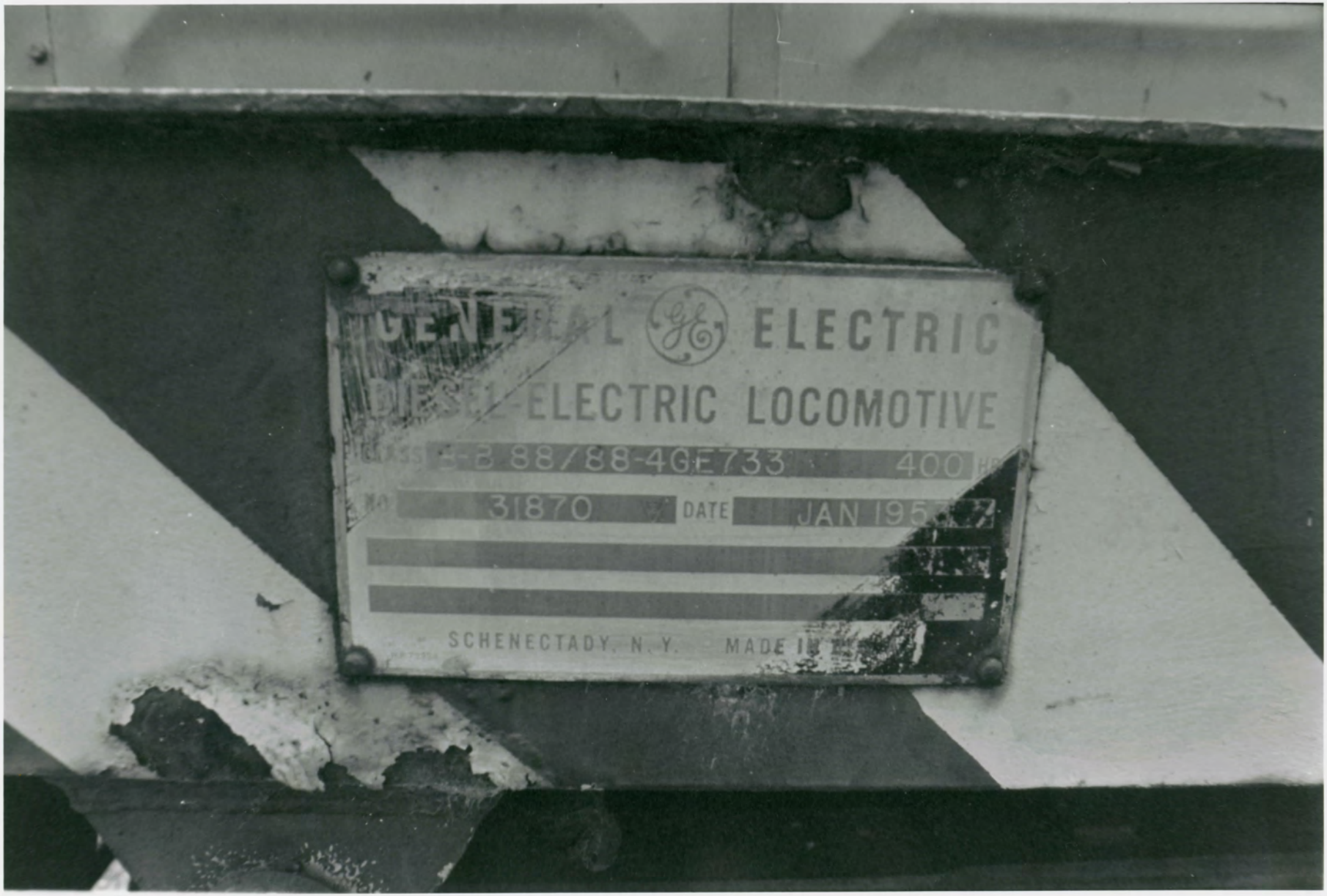
TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.


UNITED STATES

UNITED STATES AIR FORCE LOCOMOTIVE #1246
SEBASTIAN COUNTY, AR
RALPH S. WILCOX
FEBRUARY 2006
ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW OF THE LOCOMOTIVE LOOKING SOUTHWEST


GENERAL ELECTRIC
DIESEL-ELECTRIC LOCOMOTIVE
CLASS B-B 88/88-4GE733 400 HP
NO 3870 DATE JAN 195
SCHENECTADY, N.Y. MADE IN

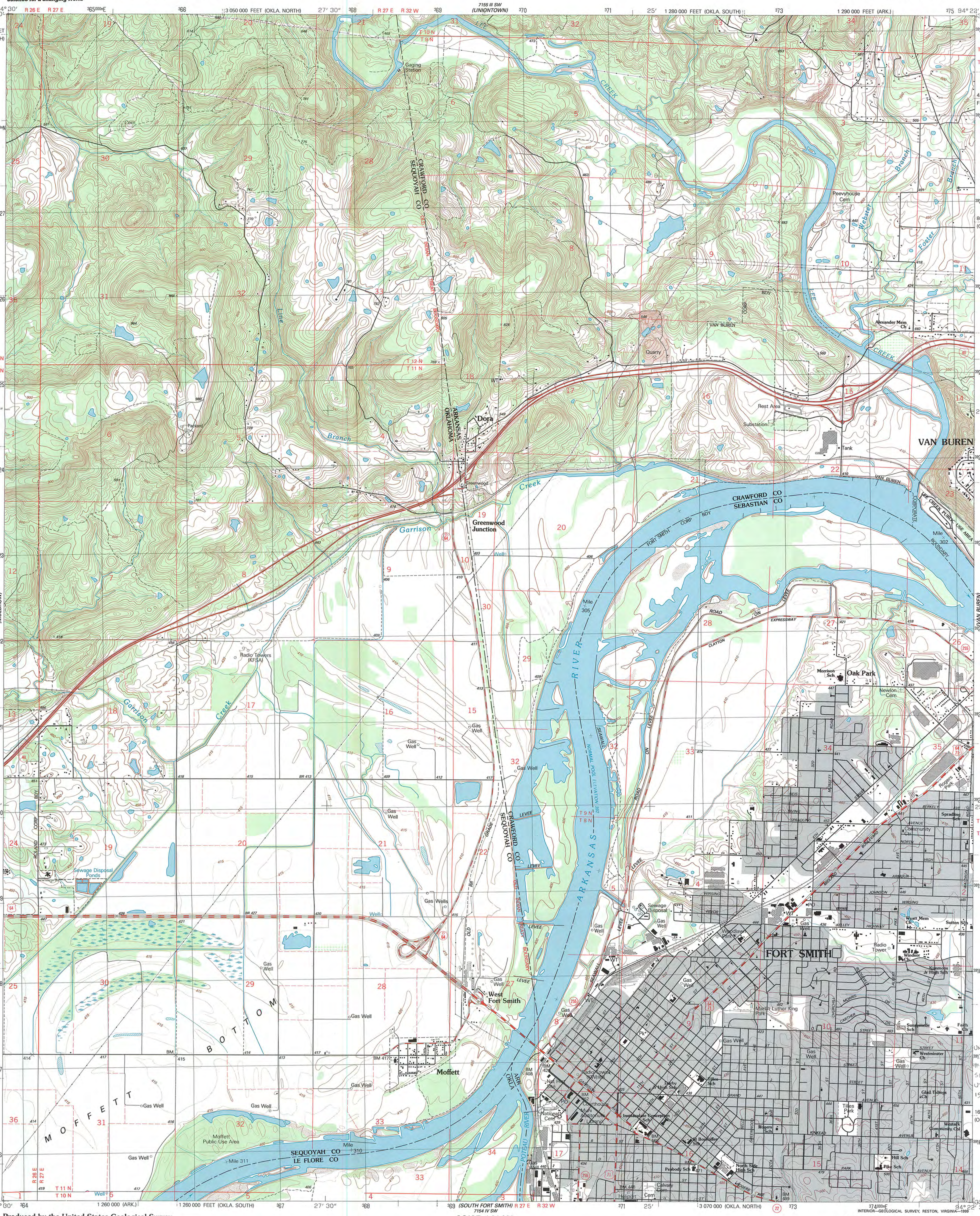
UNITED STATES AIR FORCE LOCOMOTIVE #1246
SEBASTIAN COUNTY, AR
RALPH S. WILCOX
FEBRUARY 2006
ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
DETAIL VIEW OF THE BUILDER'S PLATE


USAF
1246

UNITED STATES AIR FORCE LOCOMOTIVE #1246
SEBASTIAN COUNTY, AR
RALPH S. WILCOX
FEBRUARY 2006
ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW OF THE LOCOMOTIVE LOOKING NORTHEAST

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

FORT SMITH QUADRANGLE
ARKANSAS–OKLAHOMA
7.5 MINUTE SERIES (TOPOGRAPHIC)



7055 II SE (NICUT)
7155 III SW (UNIONTOWN)
7155 III SE (RUBY)
7054 I NE (MULDROW)
(VAN BUREN) 7154 IV NE
(FORT COFFEE) 7054 I SE
(SOUTH FORT SMITH) 7154 IV SW
(BARLING) 7154 IV SE
94°30′
35°30′
94°22′30″
35°22′30″
27′30″
25′
200 000 FEET (OKLA. NORTH)
3 050 000 FEET (OKLA. NORTH)
1 280 000 FEET (OKLA. SOUTH)
1 290 000 FEET (ARK.)
430 000 FEET (ARK.)
800 000 FEET (OKLA. SOUTH)
770 000 FEET (OKLA. SOUTH)
390 000 FEET (ARK.)
160 000 FEET (OKLA. NORTH)
1 260 000 (ARK.)
1 260 000 FEET (OKLA. SOUTH)
3 070 000 (OKLA. NORTH)
R 26 E
R 27 E
R 32 W
T 12 N
T 11 N
T 10 N
T 9 N
T 8 N
Gaging Station
Cem
CRAWFORD CO
SEQUOYAH CO
OLD INDIAN TREATY BOUNDARY
ARKANSAS
OKLAHOMA
Line
Branch
Packard
Dora
Greenwood
Greenwood Junction
Garrison
Creek
LEE CREEK
Webster Branch
Foster Branch
Peevyhouse Cem
Alexander Mem Ch
VAN BUREN
Quarry
Rest Area
Substation
Tank
CRAWFORD CO
SEBASTIAN CO
FORT SMITH CORP BDY
LEE CREEK PUBLIC USE AREA
CORPORATE BOUNDARY
Mile 302
Mile 305
ARKANSAS RIVER
NORMAL POOL ELEVATION 392
SEAWALL
LEVEE
ROAD ON LEVEE
CLAYTON EXPRESSWAY
Radio Towers (KFSA)
Gas Well
Gas Wells
Well
ROLAND CORP BDY
Sewage Disposal Ponds
Morrison Sch
Oak Park
Newlon Cem
Rogers Park
Spradling Sch
Community Ctr
Wyatt Mem Ch
Sutton Sch
Sewage Disposal
Woodlawn Park
FORT SMITH
Radio Tower
Windsor Ch
Kimmons Jr High Sch
Martin Luther King Park
Sunnymede Sch
Faith Ch
Westminster Ch
Tilles Sch
Darby Jr High Sch
Glad Tidings Ch
Tilles Park
Radio Tower (KWHN)
Nat Hist Site
Courthouse
Muni Auditorium
Library
National Cem
Immaculate Conception Sch
St Boniface Sch
Rogers Sch
Westark Community Col
Peabody Sch
North Side High Sch
Hill Sch
Pike Sch
Calvary Cem
Heliport
West Fort Smith
Moffett
MOFFETT BOTTOM
Moffett Public Use Area
Mile 310
Mile 311
SEQUOYAH CO
LE FLORE CO
POTEAU RIVER
ARK
OKLA

UNITED STATES AIR FORCE LOCOMOTIVE #1246, FORT SMITH, SEBASTIAN COUNTY, AR
UTM:
15/370006/3916589

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1999

Produced by the United States Geological Survey

Derived from imagery taken 1983 and other sources. Photoinspected using imagery taken 1997; no major culture or drainage changes observed. PLSS and survey control current as of 1985
Boundaries, other than corporate, verified 1999

North American Datum of 1927 (NAD 27)
Projection: Arkansas coordinate system, north zone (Lambert conformal conic)
10 000-foot ticks: Arkansas coordinate system, north zone and Oklahoma coordinate system, north and south zones
1000-meter Universal Transverse Mercator grid, zone 15

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

MN GN 0°50′ 15 MILS 4° 71 MILS

UTM GRID AND 1999 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

MILES: 1 .5 0 1
FEET: 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10 000
KILOMETERS: 1 .5 0 1 2
METERS: 1000 0 1000 2000

CONTOUR INTERVAL 10 FEET
SUPPLEMENTARY CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72204
AND OKLAHOMA GEOLOGICAL SURVEY, NORMAN, OKLAHOMA 73069
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ARKANSAS
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Primary highway, hard surface
Light-duty road, hard or improved surface
Secondary highway, hard surface
Unimproved road
Interstate Route
U. S. Route
State Route

FORT SMITH, ARK.–OKLA.

1997

NIMA 7154 IV NW–SERIES V884

ISBN 0-607-91064-X

The Department of
Arkansas
Heritage

Mike Huckabee, Governor
Cathie Matthews, Director

Arkansas Arts Council
▪
Arkansas Natural Heritage Commission
▪
Delta Cultural Center
▪
Historic Arkansas Museum
▪
Mosaic Templars Cultural Center
▪
Old State House Museum

Arkansas Historic Preservation Program

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tdd: (501) 324-9811
e-mail: info@arkansaspreservation.org
website:
www.arkansaspreservation.org

An Equal Opportunity Employer

August 2, 2006

Dr. Janet Matthews
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
8th Floor
1201 Eye Street, NW
Washington, DC 20005

RE: United States Air Force Locomotive #1246 – Fort Smith, Sebastian County, Arkansas

Dear Dr. Matthews:

We are enclosing for your review the above-referenced nomination. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

If you need further information, please call Ralph S. Wilcox of my staff at (501) 324-9787. Thank you for your cooperation in this matter.

Sincerely,

Cathie Matthews

Cathie Matthews
State Historic Preservation Officer

CM:rsw

Enclosure