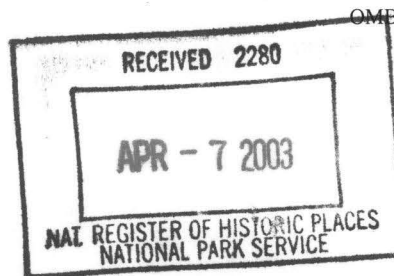


United States Department of the Interior
National Park Service

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 St. Louis Southwestern Railway (Cotton Belt Route) Steam Locomotive #819

other names/site number Site #JE0574

2. Location

street & number 1720 Port Road ☐ not for publication

city or town Pine Bluff ☐ vicinity

state Arkansas code AR county Jefferson code 069 zip code 71601

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.)

Cecilia Morris
Signature of certifying official/Title

4/3/03
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

5/18/03
Date of Action

St. Louis Southwestern Railway (Cotton
Belt Route) Steam Locomotive #819

Name of Property

Jefferson County, Arkansas

County and State

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)

WORK IN PROGRESS

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

St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #819 is a Class L1-484 Northern type freight steam locomotive built by the Cotton Belt in 1942. It was operated by the Cotton Belt until 1955 when it was donated to the City of Pine Bluff. It resided in Oakland Park until 1983 when it was removed from the park for restoration to service. Restoration to operable condition was completed in April 1986. The locomotive is now housed at the Arkansas Railroad Museum where it is undergoing boiler inspections. Of the twenty total locomotives in the 800 series that were operated by the Cotton Belt, Engine #819 is the last remaining example. (Although there were twenty total locomotives in the 800 series, ten locomotives, #800-809, were constructed by the Baldwin Locomotive Works in Philadelphia and ten locomotives, #810-819, were built by the Cotton Belt in Pine Bluff.)

ELABORATION

The general specifications for the St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #819 are as follows:

Make:	Class L1-484 Northern type freight steam locomotive.
Builder:	St. Louis Southwestern Railway's (Cotton Belt) Pine Bluff, Arkansas, shops.
Tractive Power:	61,564 pounds
Length:	Engine & Tender – 99' 8 ½"
Width:	Engine – 11' 3" Tender – 10' 5 ⅝"
Height:	15' 10"
Weight:	Engine – 425,500 pounds Tender – 312,000 pounds
Tender Capacity:	Water – 15,000 gallons Oil – 5,000 gallons

St. Louis Southwestern Railway (Cotton Belt Route) Steam Locomotive #819 is a Northern-type 4-8-4 freight locomotive, built by the Cotton Belt in its Pine Bluff, Arkansas, shops in 1942. It was built to operate on the Cotton Belt's tracks south of Pine Bluff, and hauled the "Blue Streak" fast freights. The 4-8-4 designation refers to the fact that the locomotive has a four-wheel lead truck, eight driving wheels, and a

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

four-wheel trailing truck. The wheels of the lead truck are 36" in diameter, the driving wheels are 70" in diameter, and the wheels of the trailing truck are 43" in diameter. All of the wheel journals on the engine and tender are equipped with Timken roller bearings. Engine #819 also had more counterbalancing in the wheels than some of the other 800-series locomotives since lightweight nickel alloy steel often used for the driving rods was not available during World War II.

Engine #819 is an oil-burning locomotive with a fire box that measures 132 1/8" x 96 1/4". The total heating surface of the locomotive, excluding the superheater is 4,724 square feet. The superheater adds another 1,962 square feet of heating surface. The boiler operates at a pressure of 250 pounds. Engine #819 required 150 gallons of water and 15 gallons of oil to move one mile. The cylinders of the locomotive measure 26" x 30" and are made of cast steel. Engine #819 is equipped with a Walschart Valve Gear and an Alco Power Reverse Gear. The frame is also cast steel.

The tender that accompanies Engine #819 has a capacity of 15,000 gallons of water and 5,000 gallons of oil. The tender tank is constructed out of cast steel. It rests on two, six-wheel trucks with 36" diameter wheels.

Engines #815-819 had some differences from the previous 4-8-4 locomotives in the 800 series built by Baldwin or the Cotton Belt. They were painted black enamel with no chrome plating. (Locomotives produced previously had been painted green lacquer with chrome plating.) The owner's cylinder medallions and builder's plates were made of cast iron instead of brass. Additionally, the locomotives employed a top boiler check valve and omitted covers for the sand pipes. Also, more air and lube tubes were added under the walkways.

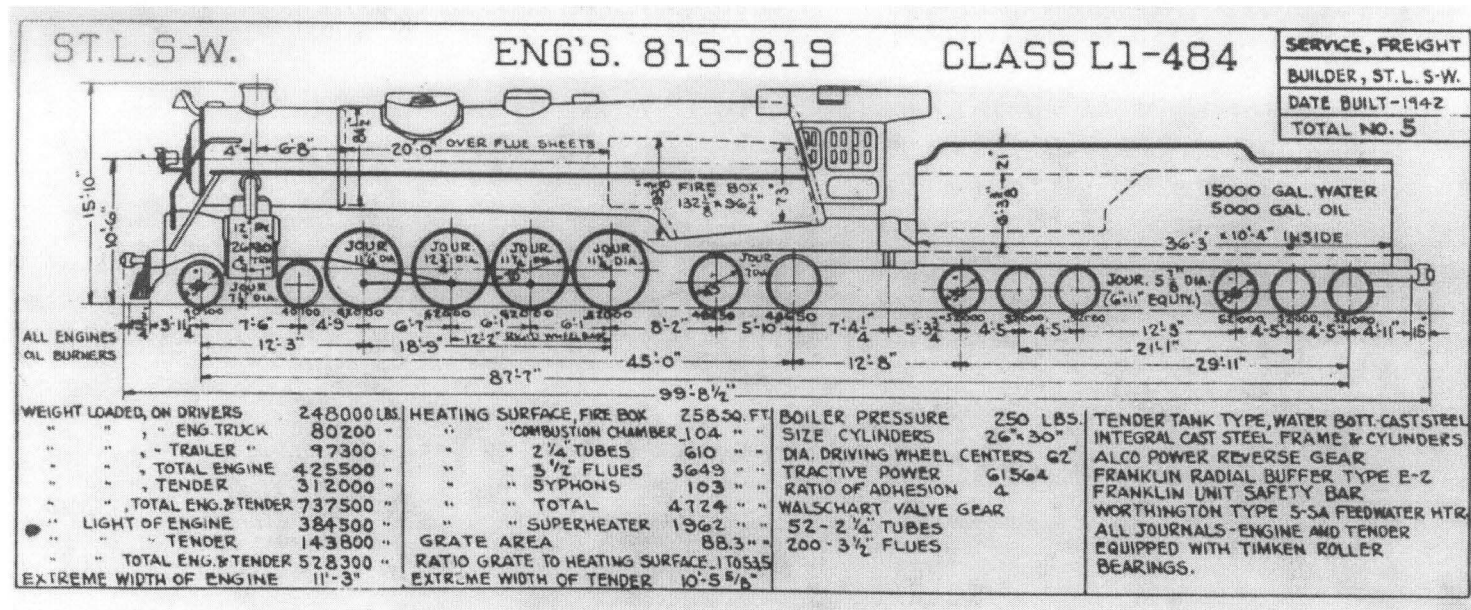
Integrity

Engine #819 possesses very strong integrity. Although the locomotive is currently partially dismantled for its Federal Railroad Administration boiler inspection, once it is reassembled it will be operational again. Since Engine #819 was built, parts of the locomotive have been replaced and repaired. However, this is a normal practice for steam locomotives as parts wear out. It is also known that late in 1952, when the locomotive was rented by the Texas and New Orleans (T&NO), that train-number indicators were installed along with a Barco speed recorder. (Engine #819 originally had a Boyer design, which was driven by an external belt from the right front axle of the trailing truck.) Engine #819 currently resides at the Arkansas Railroad Museum, which is housed in the building where the locomotive was built in 1942. As a result, its current setting still reflects Engine #819's period of significance while it was in operation on the Cotton Belt.

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Section number 7 Page 3



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)

State

Areas of Significance (Enter categories from instructions)

Engineering

Transportation

Period of Significance

1942-1953

Significant Dates

1942

Significant Person (Complete if Criterion B is marked)**Cultural Affiliation** (Complete if Criterion D is marked)**Architect/Builder**

St. Louis Southwestern Railway (Cotton Belt Route), 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: Cotton Belt Rail Historical Society, Inc./
Arkansas Railroad Museum

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #819 is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for its engineering as the last remaining of the ten Class L1-484 Northern type freight steam locomotives built at the Pine Bluff, Arkansas, shops of the St. Louis Southwestern Railway (Cotton Belt). The locomotive was a workhorse in freight service on the Cotton Belt for twelve years until more efficient diesel locomotives replaced steam locomotives. As a result, it is therefore eligible for nomination under **Criterion A** for its 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

When the realization came that only railroads could be used to exploit the vast tracts of virgin timber in Arkansas, railroads and the timber industry developed as one. As a result, railroad lines were constructed further and further into the forests to enable the harvesting of timber, and occasionally the spurs were linked

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.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 2

to become new through lines. The boom in railroad construction also greatly influenced settlement patterns throughout Arkansas. Some towns that had thrived on river trade and travel disappeared and many new towns sprang to life along the railroad lines.⁴

One of the railroads that helped to exploit the timber lands of Arkansas was what would eventually come to be known as the St. Louis Southwestern Railway or Cotton Belt. The origins of the Cotton Belt go back to 1871 with the chartering of the Tyler Tap Railroad, a three-foot gauge railroad that opened in 1877 between Tyler, Texas, and the junction with the Texas & Pacific at Big Sandy.⁵ The Cotton Belt was rechartered as the Texas & St. Louis Railway around 1880, and subsequently provided service through the timber, cotton, and rice areas of Arkansas between Texarkana, Clarendon, and Jonesboro. Trains began running on the line in 1884, but the line was forced into receivership the following year. It was reorganized as the St. Louis, Arkansas, & Texas in 1885, and became the St. Louis Southwestern in 1891.⁶ Even though the official name of the railroad changed several times, the route had been known as the Cotton Belt since at least 1886.⁷ (The Cotton Belt would remain an autonomous railroad until it was absorbed by the Southern Pacific in the mid-1980s.⁸)

The land that the Cotton Belt Pine Bluff shop complex was built on was obtained by the railroad in 1882, and originally consisted of a 100-acre plot. The construction of the original shops was completed by 1894. The diversity of the shops was mind-boggling, being able to do jobs from as small as threading a pipe to as large as building entire locomotives such as Engine #819. In fact, the first locomotive built west of the Mississippi River was built at the Pine Bluff shops in 1895.⁹ By the early part of the twentieth-century, the Pine Bluff yard and shops covered 118 acres and employed 750 men, making it the largest employer in Pine Bluff.¹⁰

The 800-series of locomotives grew out of the need for the Cotton Belt to become more profitable. It was decided in 1930 by the receiver (since the line was in the bankruptcy courts) that larger locomotives to pull larger trains were needed. As a result, ten 4-8-4 locomotives costing \$110,849 were ordered from the Baldwin Locomotive Works of Philadelphia. However, the engines were so heavy that they could not run on

⁴ Ibid.

⁵ Drury, George H. *The Historical Guide to North American Railroads*. Milwaukee, WI: Kalmbach Books, 1985, p. 289.

⁶ "Pulling Into the Station: Arkansas Railroad Depots on the National Register of Historic Places – A Scenic Tour Map of Arkansas." Little Rock: Arkansas Historic Preservation Program, 2000.

⁷ *Map of the Cotton Belt Route, St. Louis Southwestern Railway Co., St. Louis Southwestern Railway Co. of Texas, Tyler Southwestern Railway Co., and Connections*. Map. Unknown Publisher, 1886.

⁸ David Price. Telephone conversation with the author. 30 December 2002.

⁹ St. Louis Southwestern Railway Public Relations Department. "Traffic Special." Memorandum on points of special interest along the St. Louis Southwestern Railway Lines. St. Louis: St. Louis Southwestern Railway, 10 April 1947. (Found at www.geocities.com/TheTropics/8199/cbs9512.html)

¹⁰ "Pine Bluff Yard – 1950." Found at www.geocities.com/TheTropics/8199/cbyard_50.html.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 3

the line north of Pine Bluff until new tracks were laid. The choice to build the 800s was a good one since they were able to haul 30% more freight at faster speeds than the previous generation smaller engines.¹¹ Engine #819 along with the other 800s were powerful engines, able to pull 100 freight cars with ease, but also consumed a lot of fuel, requiring 150 gallons of water and 15 gallons of oil to move one mile.¹²

In 1936, because of the success of the initial 800-series locomotives, the Cotton Belt decided to build ten more of the locomotives on their own at their Pine Bluff shops. The heavier parts for the locomotives were purchased from the same companies that Baldwin had used when they constructed the ten original locomotives. In fact, the boilers that the Cotton Belt used for the locomotives that they built were fabricated by Baldwin. The sheet metal work and other lighter work was completed by the Pine Bluff employees.¹³

The boilers for Engines #815-819 were shipped by Baldwin between November 5, 1942, and December 12, 1942. Each boiler cost \$31,300 and weighed 100,940 pounds. It took five days to ship each boiler from the Baldwin plant in Philadelphia, and once they were received in Pine Bluff, it took the Cotton Belt shops five to six weeks to finish each locomotive.¹⁴

Due to the need for materials for the war effort of World War II, some special circumstances surrounded the construction of Engines #815-819. Permission had to be obtained from the War Production Board for the locomotives' construction, and it was granted as long as no new engineering was involved. Additionally, some of the materials used for the construction of the locomotives changed from the materials used by Baldwin for the previous 4-8-4s. For example, lightweight nickel alloy steel, which had been previously used for driving rods, was not available. Also, Engines #815-819 were painted with black enamel paint (4-8-4s produced in the 1930s were painted with green lacquer paint), and did not use any chrome plating. Finally, the owner's cylinder medallions and the builder's plates were fabricated out of cast iron instead of brass, which had been used previously.¹⁵

Engine #819 was the last of the series built, and was constructed at the Pine Bluff shops in 1942 at a cost of \$143,607.¹⁶ It was placed into service on February 8, 1943.¹⁷ Engine #819 was used mainly for freight service between Pine Bluff and Texarkana or Tyler, Texas. However, after German U-Boats threatened

¹¹ James W. Leslie. *Pine Bluff and Jefferson County: A Pictorial History*. Norfolk, VA: Donning Company, Publishers, 1981, p. 178-179.

¹² Engine #819 information from the Cotton Belt Rail Historical Society, Inc./Arkansas Railroad Museum.

¹³ Leslie, p. 179.

¹⁴ Joseph A. Strapac. *Cotton Belt Locomotives*. Bloomington, IN: Indiana University Press, 1999, p. 134.

¹⁵ Ibid.

¹⁶ Arkansas Railroad Museum website at www.geocities.com/TheTropics/8199/cb819.html.

¹⁷ Strapac, p. 236.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

coastal oil tankers, and oil transport was brought inland, Engine #819's range was extended to Shreveport, Louisiana, for duty on trains transporting oil.¹⁸

Ironically, the Cotton Belt also purchased its first three diesel-electric locomotives in 1942, and it was the diesel-electric locomotive that would eventually mean the end of the line for steam locomotives across the country.¹⁹ 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 than steam locomotives do. Time spent in the shop for service and repairs is much less for diesel locomotives, and they can also travel greater distances without stopping for fuel. The many advantages of diesel power appealed to the Cotton Belt, and in 1953 the railroad was using diesel power exclusively, making it one of the first railroads in the Southwest to do so.²⁰

In August 1952 the Southern Pacific needed more locomotives for freight service on its Rio Grande and San Antonio divisions, and several of the 800-series locomotives were leased from the Cotton Belt. Engine #819 was rented by the Texas and New Orleans Railroad (T&NO). However, the arrangement was short-lived. By the end of August, the Southern Pacific stopped using steam power on its divisions, and Engine #819 was placed in storage at Tyler, Texas.²¹

Engine #819 remained in storage until 1955 when it was donated to the City of Pine Bluff. At the time of its retirement, it had traveled approximately 800,000 miles.²² The City placed it in Oakland Park where it stayed for the next twenty-eight years. In 1983, the Cotton Belt removed it from the park and returned it to the Pine Bluff shops where it had been built forty-one years previously for restoration. The restoration was completed as a volunteer project by the Cotton Belt Rail Historical Society, Inc.²³

Restoration of Engine #819 was completed in April 1986. After passing all of its inspections, the locomotive made its first trip to Fordyce along with stops in Rison and Kingsland the same month. In June 1986, it traveled to Union Station in Little Rock for the State Sesquicentennial Celebration. In August 1986 it traveled to downtown Pine Bluff for a celebration, and returned to Fordyce for a trip in April 1987. The restoration of Engine #819 was honored by the Historic Preservation Alliance of Arkansas in November 1987 with the presentation of a "Special Award of Merit" to the Cotton Belt Rail Historical Society, Inc.²⁴

¹⁸ Strapac, p. 136.

¹⁹ "Modernizing Cotton Belt – 1950 to Present" from www.geocities.com/thetropics/8199/modern.html.

²⁰ Ibid.

²¹ Strapac, p. 139-140.

²² Strapac, p. 15.

²³ Engine #819 information from the Cotton Belt Rail Historical Society, Inc./Arkansas Railroad Museum.

²⁴ Ibid.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Engine #819 is presently housed at the Arkansas Railroad Museum, which is located in the Cotton Belt's Pine Bluff shops. It is currently partially dismantled for a boiler inspection, which is mandated every fifteen years by the Federal Railroad Administration.²⁵

Today, St. Louis Southwestern Railway (Cotton Belt Route) Steam Locomotive #819 is a living reminder of Arkansas's rich railroad history, and the rich history of the Cotton Belt's presence in Pine Bluff in the early part of the twentieth-century. As the last remaining of the Cotton Belt's 800-series locomotives, Engine #819 is also a monument to the dedication of the City of Pine Bluff and the Arkansas Railroad Museum to the preservation of Arkansas's railroad past.

STATEMENT OF SIGNIFICANCE

St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #819 is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for its engineering as the last remaining of the ten Class L1-484 Northern type freight steam locomotives built at the Pine Bluff, Arkansas, shops of the St. Louis Southwestern Railway (Cotton Belt). The locomotive was a workhorse in freight service on the Cotton Belt for twelve years until more efficient diesel locomotives replaced steam locomotives. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the role of railroad transportation in Arkansas.

²⁵ David Price. Telephone conversation with the author. 30 December 2002.

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Section number 9 Page 1

BIBLIOGRAPHY

Drury, George H. *The Historical Guide to North American Railroads*. Milwaukee, WI: Kalmbach Books, 1985.

Engine #819 information from the Cotton Belt Rail Historical Society, Inc./Arkansas Railroad Museum.

Information on Engine #819 and the Cotton Belt from www.geocities.com/thetropics/8199.

Leslie, James W. *Pine Bluff and Jefferson County: A Pictorial History*. Norfolk, VA: Donning Company, Publishers, 1981,

Map of the Cotton Belt Route, St. Louis Southwestern Railway Co., St. Louis Southwestern Railway Co. of Texas, Tyler Southwestern Railway Co., and Connections. Map. Unknown Publisher, 1886.

Price, David. Telephone conversation with the author. 30 December 2002.

"Pulling Into the Station: Arkansas Railroad Depots on the National Register of Historic Places – A Scenic Tour Map of Arkansas." Little Rock: Arkansas Historic Preservation Program, 2000.

St. Louis Southwestern Railway Public Relations Department. *"Traffic Special."* Memorandum on points of special interest along the St. Louis Southwestern Railway Lines. St. Louis: St. Louis Southwestern Railway, 10 April 1947. (Found at www.geocities.com/TheTropics/8199/cbs9512.html)

Strapac, Joseph A. *Cotton Belt Locomotives*. Bloomington, IN: Indiana University Press, 1999.

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

St. Louis Southwestern Railway (Cotton
Belt Route) Steam Locomotive #819

Name of Property

Jefferson County, Arkansas

County and State

10. Geographical Data

Acreage of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 593507 3787602
Zone Easting Northing
2 _____

3 _____
Zone Easting Northing
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 April 3, 2003

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 City of Pine Bluff

street & number 200 East 8th Avenue

telephone 870-543-1800

city or town Pine Bluff

state AR

zip code 71601

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

St. Louis Southwestern Railway (Cotton
Belt Route) Steam Locomotive #819

Name of Property

Jefferson County, Arkansas

County and State

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #819 is housed at the Arkansas Railroad Museum at 1720 Port Road in Pine Bluff (UTM: 15/593507/3787602).

BOUNDARY JUSTIFICATION

The boundary contains all of the property that is historically associated with this resource that retains its integrity.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY St. Louis Southwester Railway Steam Locomotive #819
NAME:

MULTIPLE
NAME:

STATE & COUNTY: ARKANSAS, Jefferson

DATE RECEIVED: 4/07/03 DATE OF PENDING LIST: 5/02/03
DATE OF 16TH DAY: 5/18/03 DATE OF 45TH DAY: 5/22/03
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03000401

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 5/18/03 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



ST. LOUIS SOUTHWESTERN RAILWAY (COTTON BELT ROUTE) STEAM LOCOMOTIVE #819

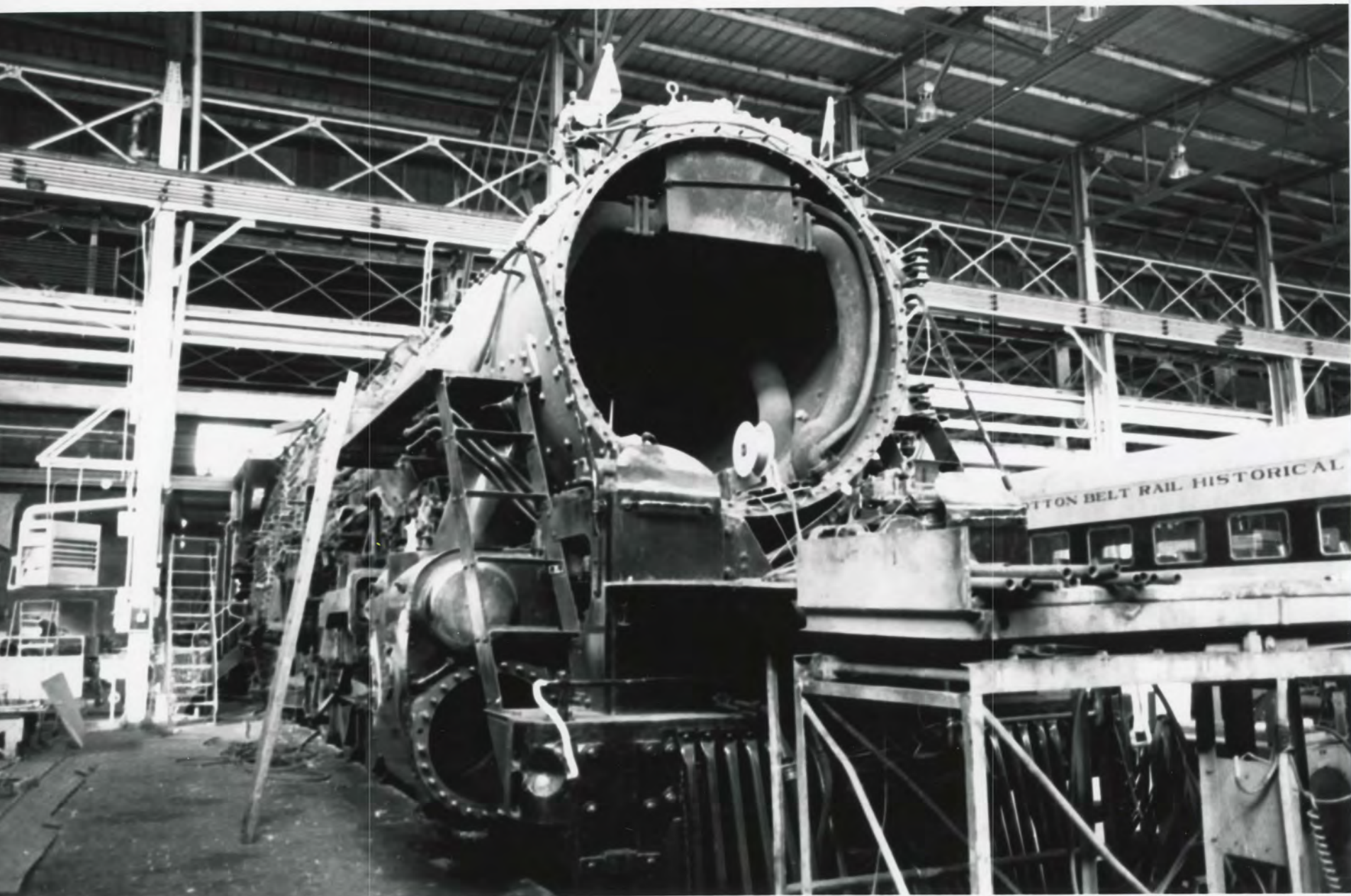
JEFFERSON COUNTY, AR

WENDY PERKINS

JANUARY 9, 2003

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

SIDE VIEW OF LOCOMOTIVE



ST. LOUIS SOUTHWESTERN RAILWAY (COTTON BELT ROUTE) STEAM LOCOMOTIVE # 819

JEFFERSON COUNTY, AR

WENDY PERKINS

JANUARY 9, 2003

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

FRONT VIEW OF THE LOCOMOTIVE

CAPY
15000 GAL.-WATER
5000 GAL.-OIL

B19

NOTICE
KEEP OFF

ST. LOUIS SOUTHWESTERN RAILWAY (COTTON BELT ROUTE) STEAM LOCOMOTIVE #819
JEFFERSON COUNTY, AR
WENDY PERKINS
JANUARY 9, 2003
ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
REAR VIEW OF TENDER



ST. LOUIS SOUTHWESTERN RAILWAY (COTTON BELT ROUTE) STEAM LOCOMOTIVE #819

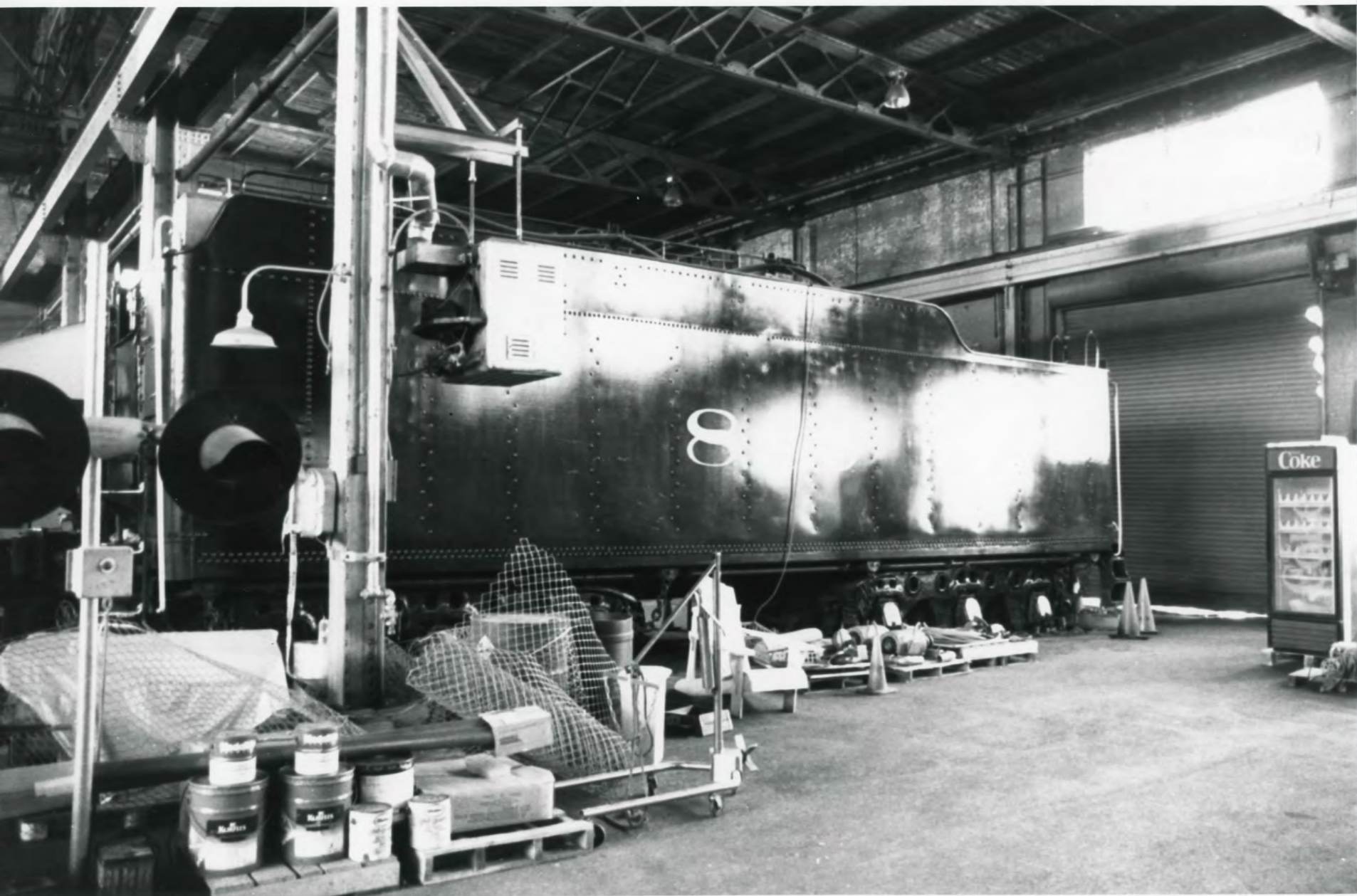
JEFFERSON COUNTY, AR

WENDY PERKINS

JANUARY 9, 2003

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

REAR VIEW OF LOCOMOTIVE



ST. LOUIS SOUTHWESTERN RAILWAY (COTTON BELT ROUTE) STEAM LOCOMOTIVE #819

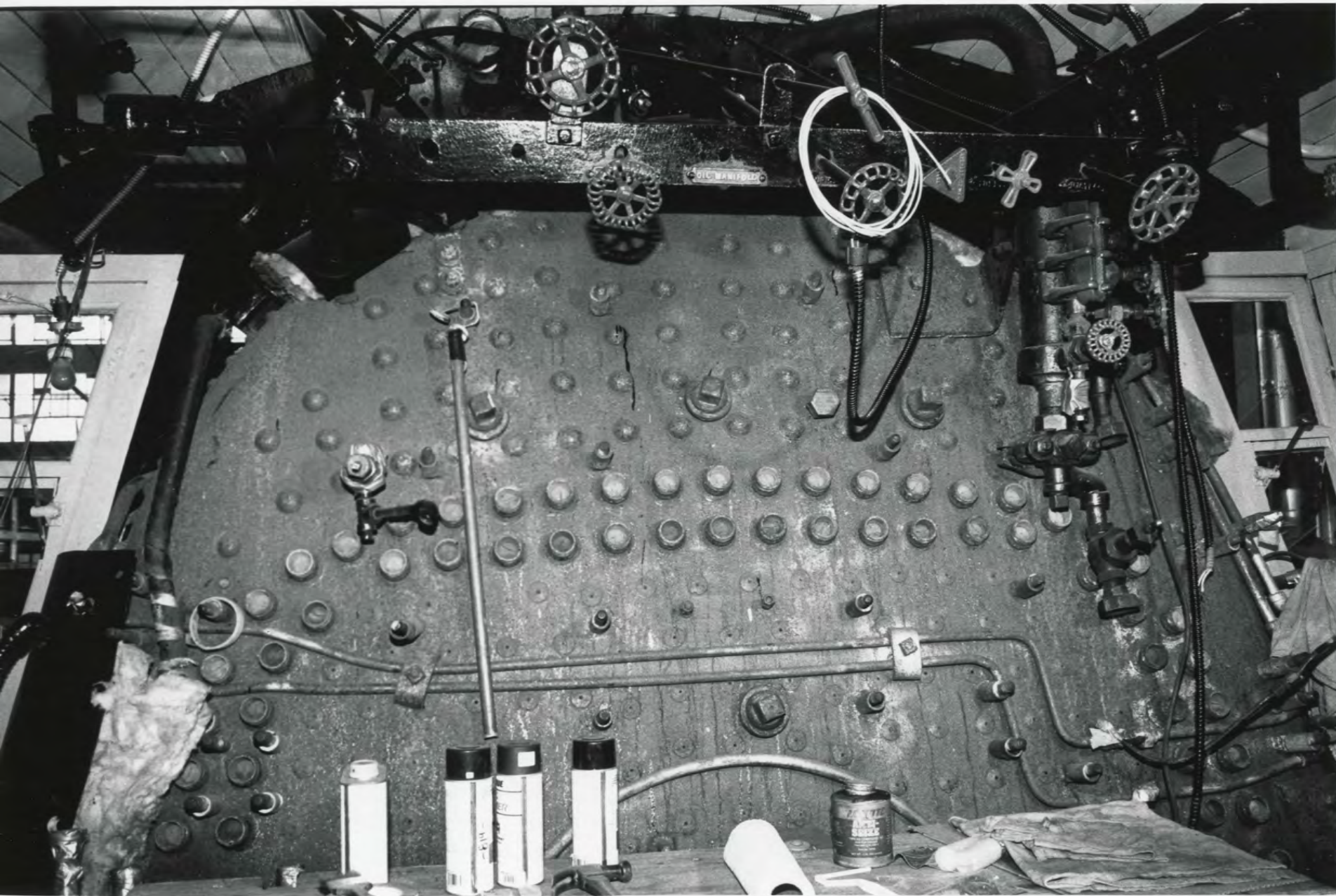
JEFFERSON COUNTY, AR

WENDY PERKINS

JANUARY 9, 2003

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

SIDE VIEW OF TENDER



ST. LOUIS SOUTHWESTERN RAILWAY (COTTON BELT ROUTE) STEAM LOCOMOTIVE #819

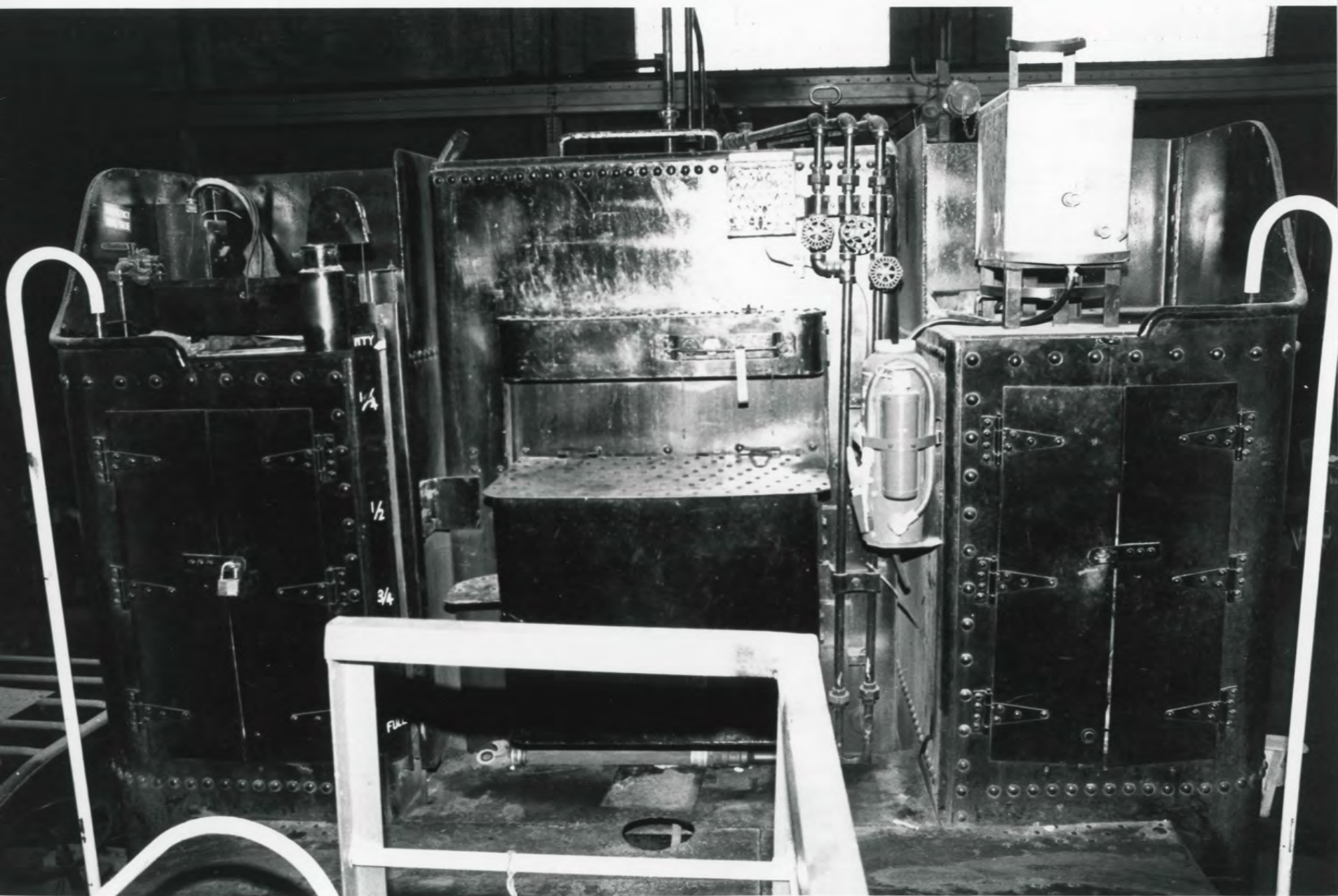
JEFFERSON COUNTY, AR

WENDY PERKINS

JANUARY 9, 2003

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW OF CAB INTERIOR



ST. LOUIS SOUTHWESTERN RAILWAY (COTTON BELT ROUTE) STEAM LOCOMOTIVE # 819

JEFFERSON COUNTY, AR

WENDY PERKINS

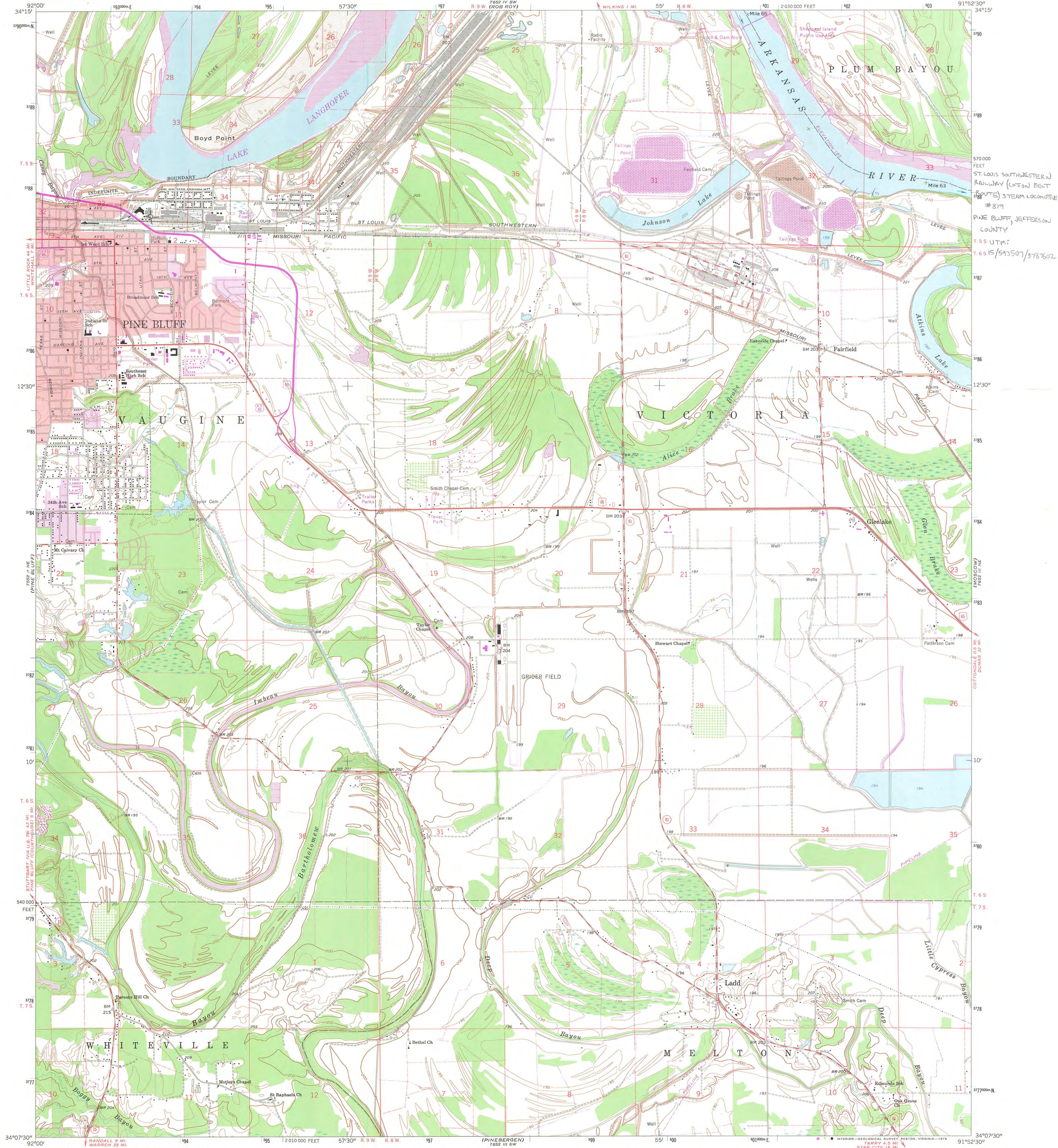
JANUARY 9, 2003

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

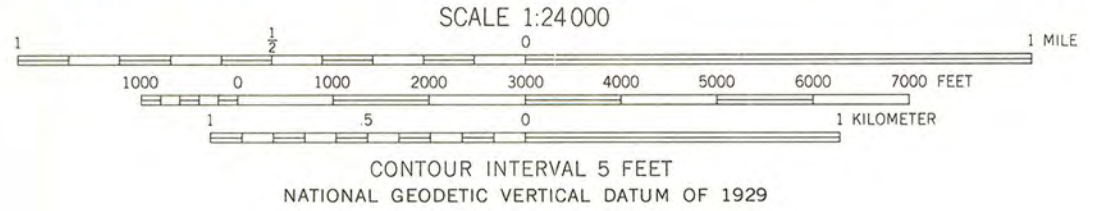
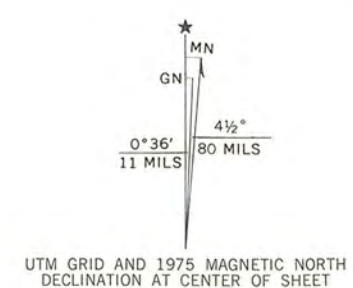
FRONT VIEW OF TENDER

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

LADD QUADRANGLE
ARKANSAS-JEFFERSON CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Arkansas Geodetic Survey
Planimetry by photogrammetric methods from aerial photographs
taken 1962. Topography by planimetric surveys 1964
Polyconic projection. 1927 North American datum
10,000-foot grid based on Arkansas coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Red tint indicates area in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
Revisions shown in purple compiled from aerial photographs
taken 1971 and 1975. This information not field checked
Purple tint indicates extension of urban areas



ROAD CLASSIFICATION	
Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	State Route

LADD, ARK.
N3407.5-W9152.5/7.5

1964
PHOTOREVISED 1971 AND 1975
AMS 7652 III NW-SERIES V884



The Department of Arkansas Heritage

Mike Huckabee, Governor
Cathie Matthews, Director

Arkansas Arts Council

Arkansas Natural Heritage
Commission

Historic Arkansas Museum

Delta Cultural Center

Old State House Museum



Arkansas Historic Preservation Program

1500 Tower Building
323 Center Street
Little Rock, AR 72201
(501)324-9880

fax: (501)324-9184

tdd: (501)324-9811

e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.org



April 3, 2003

Carol D. Shull
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: St. Louis Southwestern (Cotton Belt) Steam Locomotive
#819 – Pine Bluff, Jefferson County, Arkansas

Dear Carol:

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
State Historic Preservation Officer

CM:rsw

Enclosure

An Equal Opportunity Employer

