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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) Caboose #2325
other names/site number Paperton Junction Southern Railway Caboose #2325, Site #JE0676

2. Location

street & number 2815 Dixie Woods Drive not for publication
city or town Pine Bluff vicinity
state Arkansas code AR county Jefferson code 069 zip code 71602

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 Macetas 11/17/05
Signature of certifying official/Title Date
Arkansas Historic Preservation Program
State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that the property is:
- entered in the National Register.
 See continuation sheet
 - determined eligible for the National Register.
 See continuation sheet
 - determined not eligible for the National Register.
 - removed from the National Register.
 - other, (explain): _____

Edson H. Beall 3/2/06
Signature of the Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

Category of Property (Check only one box)

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

- private, public-local, public-State, public-Federal

- building(s), district, site, structure, object

Table with columns: Contributing, Noncontributing, buildings, sites, structures, objects, Total. Values: 1, 1

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

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions (Enter categories from instructions)

TRANSPORTATION/rail-related/caboose

Current Functions (Enter categories from instructions)

TRANSPORTATION/rail-related/caboose

7. Description

Architectural Classification (Enter categories from instructions)

N/A

Materials (Enter categories from instructions)

foundation N/A, walls WOOD, roof METAL, other STEEL

Narrative Description

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

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SUMMARY

St. Louis Southwestern Railway (Cotton Belt Route) Caboose #2325 is an early twentieth-century wooden local caboose that was built by the Cotton Belt in July 1920 in their Pine Bluff shops. It was operated by the Cotton Belt on their Paragould & Southeastern Railway subsidiary between Paragould and Blytheville. Caboose #2325 was acquired by the Paperton Junction Southern Railway in Pine Bluff in 1980 and restored in 1981 and 1982. The caboose is now housed at the Paperton Junction Southern Railway's shops. Caboose #2325 is one of only a couple of cabooses from the 2300 series that survives today and a rare example of a Cotton Belt local caboose.

ELABORATION

St. Louis Southwestern Railway (Cotton Belt Route) Caboose #2325 is an early twentieth-century wooden local caboose that was built by the Cotton Belt in July 1920 in their Pine Bluff shops. It was operated by the Cotton Belt on their Paragould & Southeastern Railway subsidiary between Paragould and Blytheville. Caboose #2325 was acquired by the Paperton Junction Southern Railway in Pine Bluff in 1980 and restored in 1981 and 1982. The caboose is now housed at the Paperton Junction Southern Railway's shops. Caboose #2325 is one of only a couple of cabooses from the 2300 series that survives today and a rare example of a Cotton Belt local caboose.

The caboose rests on two sets of four-wheel trucks. The walls of the caboose are sheathed in vertical board siding and it is crowned with a very shallow gable roof covered in metal. The front part of the caboose is occupied by the passenger area and has a row of windows on each side. The central section is for baggage and features a large wooden sliding door on each side. The rear of the caboose is for the train crew and also features the cupola, which has windows on each side along with the front and rear. Open platforms with stairs are located on the caboose's ends.

Rear Façade

The rear façade of the caboose is oriented around the rear entrance. The rear entrance has a wooden door with two panels in the bottom half and a single window pane in the top half. The number "2325" is painted above the door. Metal handrails are attached to the rear of the caboose on either side of the entrance. Handrails are also present on the rear of the open platform. Four wood steps provide access to the platform on each side of the caboose.

A ladder to the right of the center of the open platform provides access to the roof of the caboose. Also, the coupler projects from the center of the caboose beneath the platform. The rear of the cupola is fenestrated by three wood-framed, single-pane windows. Two sets of metal handrails are located above the windows.

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Side Façades

The side façades of the caboose are virtually identical. Beginning at the front of the caboose is the open platform with four steps that access it. Also underneath each end of the caboose are the trucks. At the front end of the caboose on both sides is a curved metal handrail followed by a row of four double-hung, one-over-one wood windows with large bottom sashes and small top sashes. Above the windows currently are the letters "P J S Ry" and below the windows are the numbers "2325." (Originally, the letters "St. L. S-W." likely would have been painted above the windows.) The left side of the caboose, while facing front, also has a boarded up windows at the very front, while the right side has a metal chimney piercing the roof in front of the front window. Proceeding towards the rear of the caboose, the left side has a metal chimney piercing the roof to the rear of the windows, and it is followed on each side by the baggage door, which is a large sliding door with four recessed wood panels on the bottom and four single-pane windows above. The rest of the caboose is devoid of fenestration on the lower level to the rear and the rear of the caboose has the open platform with four steps that access it and curved metal handrails just in front of it.

The side façade of the cupola has two single-pane wood-frame windows along with metal handrails above them on the roof. In addition, another metal handrail angles down from the front corner of the cupola's roof to the main roof of the caboose above the baggage area door on each side.

Front Façade

The front façade of the caboose is oriented around the front entrance. The front entrance has a wooden door with two panels in the bottom half and a single window pane in the top half. The number "2325" is painted above the door. Metal handrails are attached to the front of the caboose on either side of the entrance. Handrails are also present on the front of the open platform. Four wood steps provide access to the platform on each side of the caboose.

A ladder to the right of the center of the open platform provides access to the roof of the caboose. Also, the coupler projects from the center of the caboose beneath the platform. The front of the cupola is fenestrated by three wood-framed, single-pane windows. Two sets of metal handrails are located above the windows.

Interior

The interior of Caboose #2325 is divided into three sections, the passenger section at the front, the central crew/baggage section, and the cupola section at the rear. The passenger section of the caboose contains rows of seats on each side of a central aisle along with the conductor's desk and chair at the rear of the section. A heating stove is also present at the front of the section.

The central crew/baggage section of the caboose is fairly open to allow the storage of baggage. The section also contains an icebox in the front right corner and a stove in the front left corner. A metal counter and sink are located in the right rear corner.

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The rear cupola section of the caboose contains several storage cabinets and access to the seats located above the cabinets in the cupola.

Integrity

St. Louis Southwestern Railway (Cotton Belt Route) Caboose #2325 possesses good integrity. Parts of the caboose have been replaced and repaired, especially when it was restored in 1981 and 1982. However, this is a normal practice for railroad rolling stock as parts wear out. The replacement parts and materials, however, have been compatible with the original materials and the caboose today still reflects its 1920 appearance.

St. Louis Southwestern Railway (Cotton Belt Route) Caboose #2325 currently resides at the shops for the Paperton Junction Southern Railway, which are located adjacent to the former Missouri Pacific and Cotton Belt railroad lines. The caboose sits on a section of track that spurs off of the original Cotton Belt rail line. As a result, the current setting still reflects Caboose #2325's period of significance while it was in operation on the Cotton Belt.

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

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

Levels of Significance (local, state, national)

Statewide

Areas of Significance (Enter categories from instructions)

Engineering

Transportation

Period of Significance

1920-1956

Significant Dates

1920-1956

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:

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SUMMARY

Built in 1920 by the St. Louis Southwestern Railway at their Pine Bluff, Arkansas, shops, St. Louis Southwestern Railway (Cotton Belt Route) Caboose #2325 is an excellent and rare example of an early twentieth-century local caboose. As a result, it is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C**. Caboose #2325 was used by the Cotton Belt on their Paragould & Southeastern subsidiary for most of its existence from the time of its construction in 1920 until its retirement and 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 to become new through lines. The boom in railroad construction also greatly influenced settlement patterns

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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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, including St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #819 (NR listed May 18, 2003). 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

Although the Cotton Belt's Pine Bluff shops completed a wide variety of tasks, including building locomotives, the shops also built railroad cars such as cabooses, a standard feature on freight trains throughout much of the nineteenth and twentieth centuries. The first caboose, which was quite primitive, appeared on a mixed passenger and freight train on the Auburn & Syracuse Railroad in the 1840s. It was the last boxcar on the train, but it was used by the conductor, Nat Williams, to store his tools and write his

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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reports. However, the first known use of the word caboose in reference to a railroad car occurred in 1885 to refer to conductor's cars on the Buffalo, Corning, and New York line. The word "caboose" had its origins in several words, including the Dutch words *kabuis* and *kombuis*, the Swedish word *kabys* and the German word *kabuse*, each meaning "a little room or hut."¹¹

Over the years, American railroads have used at least four different types of cabooses on trains. The most common type is the cupola caboose, which gets its name from the small cupola that projects above the roofline of the caboose. The cupola provided a small area for the train crew to ride in and it allowed them to watch over the train in front of them, keeping their eyes open for problems. By the mid-twentieth century, however, a second type of caboose came into use that was called a bay window caboose. Rather than using a cupola to enable the crew to watch the train, it employed bay windows on each side that projected out from the side walls about a foot.¹²

Cupola and bay window cabooses were meant for use on long train journeys since they provided areas for the crew to sleep and eat along with a restroom. However, for short trips between nearby yards, a transfer caboose was used. Unlike other cabooses, a transfer caboose did not require sleeping, eating, or restroom facilities, and they resembled flatcars with boxes bolted to the middle of them. They also lacked the cupola or bay window that was found on a regular caboose.¹³

Cotton Belt Caboose #2325 represents the fourth main type of caboose, which is the local caboose. A local caboose looked like a combine car, which combined passenger and baggage compartments in one car, rather than a standard caboose. The local caboose, which is similar to a drover's caboose, was probably most popular in the Southwest (and that is also likely where it got its name) where it was used on longer livestock trains between the ranch and processing plant. The train crew would occupy the caboose section of the car while the livestock handlers, also called drovers, would ride in the passenger section. However, local cabooses, like combine cars, were also used a lot on short line railroads to carry passengers and the crew, where a separate caboose and passenger car were not cost effective.¹⁴

The Cotton Belt would have found local cabooses useful on its branch lines and subsidiaries, such as the Paragould & Southeastern where Caboose #2325 mainly served. The railroad had been incorporated on October 11, 1887, as the Paragould & Buffalo Island Railway Company, and was allowed to construct a

¹¹ William F. Knape and Freeman Hubbard. *The Railroad Caboose: Its 100 Year History, Legend and Lore*. San Marino, CA: Golden West Books, 1968, pp. 25, 27.

¹² Information on cabooses from <http://en.wikipedia.org/wiki/caboose>.

¹³ *Ibid*.

¹⁴ *Ibid* and Information on combine cars from http://en.wikipedia.org/wiki/Combine_car.

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narrow-gauge railroad line eastward from Paragould for approximately eight miles. According to legend, the road was operated by the Tennessee Factory Company, and was originally built with logs and wooden rails.¹⁵

The principal business that the railroad provided service to was the Ware-Rossen Stave Mill in Paragould, and it delivered bolts and other materials to the mill. In 1888, the mill was sold to J. F. Hasty and Sons by Henry Wrape who had become the mill's receiver. After the sale of the mill, the railroad line was idle for a period until Wrape and the Bertig Brothers (one of the line's operators) were able to get the Cotton Belt to furnish the line with thirty-five pound metal rails and a narrow gauge locomotive.¹⁶

The 1890s brought several changes to the Paragould & Buffalo Island Railway. On November 18, 1893, the name of the railroad was changed to the Paragould & Southeastern Railroad Company and the line was changed to standard gauge. The Cotton Belt also gained a controlling interest in the line in 1893 and the line was extended in the 1890s and the first decade of the 1900s to Cardwell and Hornersville, Missouri, and Blytheville, Arkansas, with extensions occurring in 1895, 1897, 1903, and 1907. Although the Cotton Belt had gained a controlling interest in the Paragould & Southeastern in 1893, it was not until January 1, 1914, that the line was officially absorbed by the Cotton Belt.¹⁷

Cotton Belt Caboose #2325 was built by the St. Louis Southwestern Railway in their Pine Bluff shops in July 1920 at a cost of \$3,488.75. The 2300-series of cabooses that the Cotton Belt built were local cabooses, but they were not all identical. Although Caboose #2327 was virtually the same as #2325, for example, Caboose #2305 had a much longer passenger area. The Cotton Belt put Caboose #2325 into service on the former Paragould Southeastern line between Paragould and Blytheville. The Cotton Belt ran a mixed train (both passenger and freight service) on the former Paragould & Southeastern daily except Sunday, and it would have provided a connection to the St. Louis San Francisco (Frisco) Railway at Blytheville.¹⁸

When Caboose #2325 was built in 1920, the days of wooden cabooses were drawing to a close. The Pennsylvania Railroad built the world's first steel caboose in 1914 and they became more popular on other railroads beginning mainly in the 1930s.¹⁹ (The Santa Fe got its first steel cabooses in 1927, the Southern Pacific in 1937, the Rio Grande in 1941, and the Western Pacific in 1955.²⁰) Steel cabooses quickly replaced wooden cabooses since they required less maintenance and employed safer designs.

¹⁵ Information on the Paragould & Southeastern Railway found at: <http://www.geocities.com/TheTropics/8199/paragld.html>.

¹⁶ *Ibid.*

¹⁷ *Ibid.*

¹⁸ Information on the Paperton Junction Southern Railway provided by Peter J. Smykla, Jr.

¹⁹ *Conrail Caboose Photo Archive* found at: <http://www.hebners.net/cr/crN5.html>.

²⁰ Don Strack. *Union Pacific Cabooses*. Found at: <http://utahrails.net/caboose/caboose-competitors.php>.

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Caboose #2325 was utilized on the Cotton Belt retirement until it was set aside for retirement on March 26, 1968. The caboose was officially retired from service on July 5, 1968.²¹ After its retirement, Caboose #2325 was acquired by the Paperton Junction Southern Railway in 1980 and restored in 1981 and 1982.²² Caboose #2325 remains at the shops of the Paperton Junction Southern Railway today.

By the 1980s, cabooses in general were becoming obsolete on American railroads. Prior to the 1980s laws in the United States and Canada required that freight trains have a caboose. However, technology eventually advanced enough so that cabooses were no longer necessary. Detectors along the rail lines could detect hot boxes (overheated wheel bearings) and electronic end of train devices could detect if the train separated at any point and apply the brakes from the rear via remote control. Cabooses today are only used on occasional maintenance trains.²³

Today, St. Louis Southwestern Railway (Cotton Belt Route) Caboose #2325 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. Cotton Belt Caboose #2325 is an excellent example of an early twentieth century local caboose like those used on the branch lines and short line railroads of Arkansas. The survival and continued preservation of Caboose #2325 is a monument to the dedication of Peter J. Smykla, Jr., and the Paperton Junction Southern Railway to the preservation of Arkansas's railroad past.

STATEMENT OF SIGNIFICANCE

Built in 1920 by the St. Louis Southwestern Railway at their Pine Bluff, Arkansas, shops, St. Louis Southwestern Railway (Cotton Belt Route) Caboose #2325 is an excellent and rare example of an early twentieth-century local caboose. As a result, it is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C**. Caboose #2325 was used by the Cotton Belt on their Paragould & Southeastern subsidiary for most of its existence from the time of its construction in 1920 until its retirement and is therefore eligible for nomination under **Criterion A** for its association with the role of railroad transportation in Arkansas.

²¹ Peter Smykla, Jr. E-mail to the author. 25 August 2005.

²² Information on the Paperton Junction Southern Railway provided by Peter J. Smykla, Jr.

²³ Information on cabooses from <http://en.wikipedia.org/wiki/caboose>.

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BIBLIOGRAPHY

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Information on the Paragould & Southeastern Railway found at:
<http://www.geocities.com/TheTropics/8199/paragld.html>.

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

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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: <http://www.geocities.com/TheTropics/8199/cbs9512.html>.

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St. Louis Southwestern Railway (Cotton Belt Route) Caboose #2325
Name of Property

Jefferson County, Arkansas
County and State

10. Geographical Data

Acreage of Property Less than one acre.

UTM References

(Place additional UTM references on a continuation sheet.)

| | | | | | | | |
|---|-------------------|-------------------|-------------------|---|-------------------|-------------------|-------------------|
| 1 | <u>15</u> | <u>586586</u> | <u>3792043</u> | 3 | <u> </u> | <u> </u> | <u> </u> |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| 2 | <u> </u> | <u> </u> | <u> </u> | 4 | <u> </u> | <u> </u> | <u> </u> |

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 August 31, 2005
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9787
city or town Little Rock state AR zip code 72201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

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

Additional items

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

Property Owner

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

name Peter J. Smykla, Jr.
street & number 2800 West 37th Avenue telephone
city or town Pine Bluff state AR zip code 71603

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.

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Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

St. Louis Southwestern Railway (Cotton Belt Route) Caboose #2325 is located at 2815 Dixie Woods Drive in Pine Bluff (UTM: 15/586586/3792043).

BOUNDARY JUSTIFICATION

The boundary encompasses all of the property that contains St. Louis Southwestern Railway (Cotton Belt Route) Caboose #2325.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY St. Louis Southwestern Railway (Cotton Belt Route) Caboose #
NAME: 2325

MULTIPLE
NAME:

STATE & COUNTY: ARKANSAS, Jefferson

DATE RECEIVED: 1/17/06 DATE OF PENDING LIST: 2/03/06
DATE OF 16TH DAY: 2/18/06 DATE OF 45TH DAY: 3/02/06
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 06000074

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 3/2/06 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.



ST. LOUIS SOUTHWESTERN RAILWAY CABOOSE #2325

JEFFERSON COUNTY, AR

JULY 2005

RALPH S. WILCOX

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW OF THE REAR AND SIDE FACADES



ST. LOUIS SOUTHWESTERN RAILWAY CABOOSE #2325

JEFFERSON COUNTY, AR

JULY 2005

RALPH S. WILCOX

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW OF THE FRONT AND SIDE FACADES



P J S RY

2325

CUSHION

ST. LOUIS SOUTHWESTERN RAILWAY CABOOSE #2325

JEFFERSON COUNTY, AR

JULY 2005

RALPH S. WILCOX

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW OF THE SIDE FACADE



ST. LOUIS SOUTHWESTERN RAILWAY CABOOSE #2325

JEFFERSON COUNTY, AR

JULY 2005

RALPH S. WILCOX

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW OF THE CUPOLA INTERIOR



ST. LOUIS SOUTHWESTERN RAILWAY CABOOSE #2325

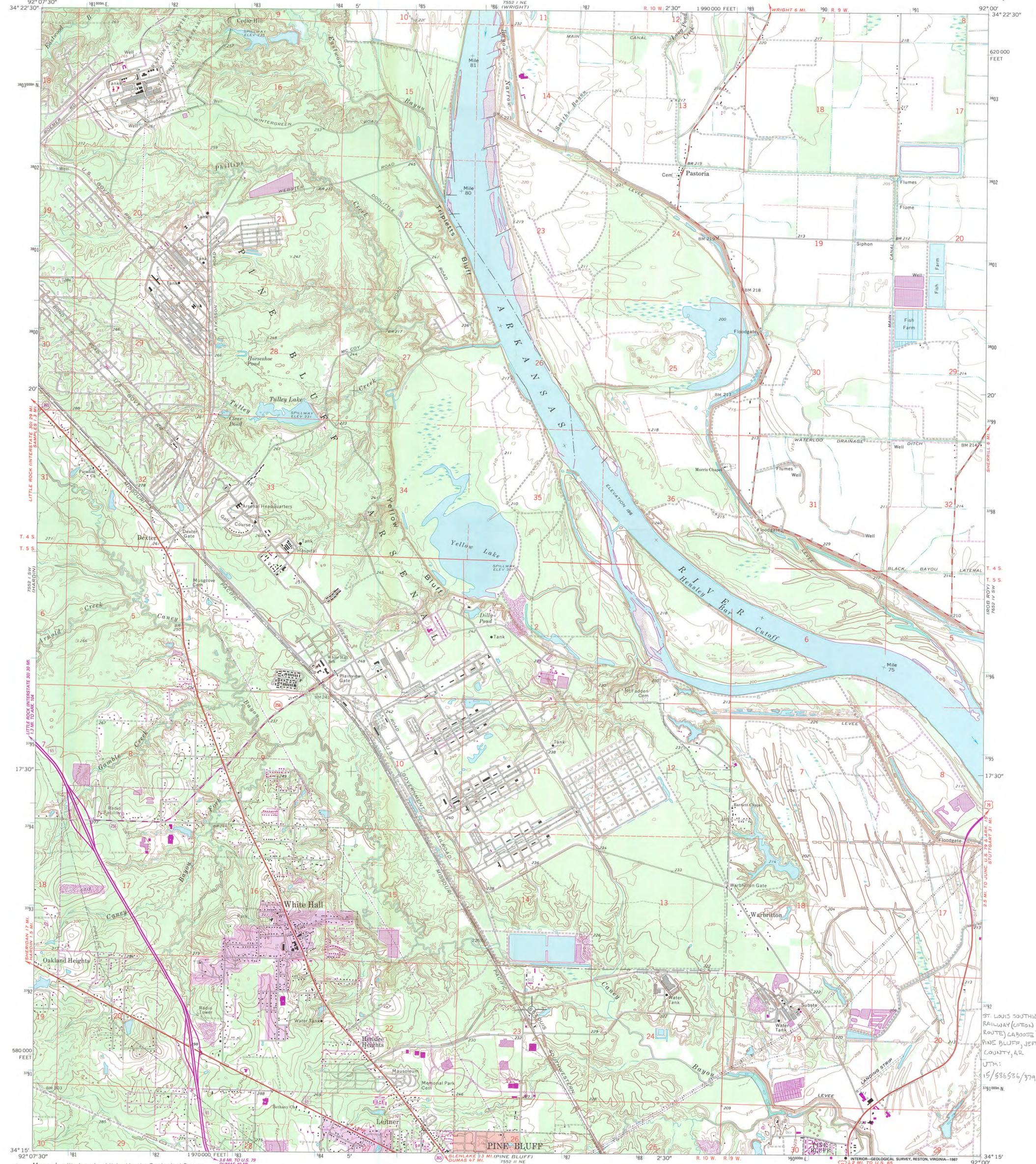
JEFFERSON COUNTY, AR

JULY 2005

RALPH S. WILCOX

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW OF THE CREW QUARTERS



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs taken 1968. Field checked 1970
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
To place on the predicted North American Datum 1983, move the projection lines 8 meters south and 13 meters east as shown by dashed corner ticks
There may be private inholdings within the boundaries of the National or State reservations shown on this map

UTM GRID AND 1984 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
0°32' 9 MILS
415' 80 MILS
SCALE 1:24 000
CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

1 1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 1 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 METERS
1 KILOMETER
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092 AND ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72204
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Primary highway, all weather, hard surface
Secondary highway, all weather, hard surface
Light-duty road, all weather, improved surface
Unimproved road, fair or dry weather
U. S. Route
State Route
QUADRANGLE LOCATION
AR KANSAS
WHITE HALL, ARK.
34092-C1-TF-024
1970
PHOTOREVISED 1984
DMA 7552 I SE—SERIES V884

ST. LOUIS SOUTHWESTERN RAILWAY (COTTON BELT ROUTE) LAB 80052 #2325
PINE BLUFF, JEFFERSON COUNTY, AR
UTM:
15/585536/3792043

Revisions shown in purple and woodland compiled from aerial photographs taken 1982 and other sources
This information not field checked. Map edited 1984
Purple tint indicates extension of urban areas



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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An Equal Opportunity Employer



December 7, 2005

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: St. Louis Southwestern Railway (Cotton Belt Route)
Caboose #2325 – Pine Bluff, Jefferson 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
State Historic Preservation Officer

CM:rsw

Enclosure

