

United States Department of the Interior
National Park Service

NR 1/24/07
NR

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 #336

other names/site number Site #JE0575

2. Location

street & number 1700 Port Road not for publication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.)

Cathy Matthews 11/15/06
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:

Signature of the Keeper _____ Date of Action _____

- 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:) _____

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
_____	_____	structures
_____	_____	objects
_____	_____	Total

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

Number of Contributing resources previously listed
in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related/locomotive

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A
walls N/A

roof N/A
other STEEL

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

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

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

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

Property is:

- Criteria A through G with checkboxes and descriptions.

Levels of Significance (local, state, national)

State

Areas of Significance (Enter categories from instructions)

Engineering

Transportation

Period of Significance

1909-1957

Significant Dates

1909-1957

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

Baldwin Locomotive Works, 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):

- Documentation checkboxes: preliminary determination, previously listed, designated landmark, recorded by Historic American Buildings Survey, recorded by Historic American Engineering Record.

Primary location of additional data:

- Location checkboxes: 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

St. Louis Southwestern Railway (Cotton Belt Route) Steam Locomotive #336
Name of Property

Jefferson County, Arkansas
County and State

10. Geographical Data

Acres of Property Less than one acre.

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u> Zone	<u>593527</u> Easting	<u>3787597</u> Northing	3	<u> </u> Zone	<u> </u> Easting	<u> </u> 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 July 13, 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 Arkansas Railroad Museum
street & number PO Box 2044 telephone
city or town Pine Bluff state AR zip code 71611

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 Reduction Projects (1024-0018), Washington, DC 20303.

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Section number 7 Page 1

SUMMARY

St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #336 is a Class D3-2-6-0 Mogul type steam locomotive built by the Baldwin Locomotive Works of Philadelphia, Pennsylvania, in March 1909. It was operated by the Cotton Belt until 1947 when it was sold to the Meriweather Gravel Company in Lewisville, Arkansas. It operated at Meriweather Gravel, later Gifford-Hill & Company, until it was donated to Lafayette County and put on display in Lewisville in 1963. It resided on display in Lewisville until 1994 when it was donated to the Arkansas Railroad Museum and moved to Pine Bluff. Of the ten total locomotives in the 330 series that were operated by the Cotton Belt, Engine #336 is the last remaining example.

ELABORATION

The general specifications for the St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #336 are as follows:

Make: Class D3-2-6-0 Mogul type steam locomotive.

Builder: Baldwin Locomotive Works of Philadelphia, Pennsylvania.

Tractive Power: 31,286 pounds.

Length: Engine & Tender – approximately 60’.

Width: Approximately 12’.

Height: Approximately 15’.

Weight: 159,000 lbs. (final weight, engine only).
131 tons (engine & tender ready for service – coal).
136 tons (engine & tender ready for service – oil).

Cylinder dimensions: 19” x 26”.

Boiler Pressure: 200 lbs. per square inch.

Cost: \$11,960.

St. Louis Southwestern Railway (Cotton Belt Route) Steam Locomotive #336 is a Mogul-type 2-6-0 locomotive, built by the Baldwin Locomotive Works in its Philadelphia, Pennsylvania, shops in March 1909.

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The 2-6-0 designation refers to the fact that the locomotive has a two-wheel lead truck, six driving wheels, and a no trailing truck. The driving wheels are 44" in diameter.

Engine #336 is an oil-burning locomotive, although it originally burned coal. The boiler operates at a pressure of 200 pounds. The cylinders of the locomotive measure 19" x 26." Engine #336 is also equipped with slide valves, saturated steam, cross-compound compressors, power reverse, and turbogenerators.

The tender that accompanies Engine #336 has a tank that is constructed out of cast steel. It rests on two, four-wheel trucks.

Engines #336 and its associated tender are painted black. The number "336" is painted in white on the sides and rear of the tender. In addition, the locomotive's builder's plate on the nose is painted silver with the number "336" painted black.

Integrity

Engine #336 possesses good integrity. Although the locomotive is currently missing its smokestack, it was removed to accomplish the move to Pine Bluff in 1994, and is in the possession of the Arkansas Railroad Museum. Since Engine #336 was built, parts of the locomotive have been replaced and repaired. However, this is a normal practice for steam locomotives as parts wear out. Engine #336 currently resides at the Arkansas Railroad Museum, which is housed in the building where the Cotton Belt built and repaired steam locomotives. (The building is where Engine #819 – NR-listed May 8, 2003 – was built in 1942.) As a result, its current setting still reflects Engine #336's period of significance while it was in operation on the Cotton Belt.

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SUMMARY

St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #336 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 D3 2-6-0 Mogul type steam locomotives built by the Baldwin Locomotive Works for the Cotton Belt in 1906 and 1909. The locomotive was a workhorse in railroad service in Arkansas for approximately 50 years, including 38 years on the Cotton Belt, until it was retired. As a result, it is 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 West, Elliott. *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 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

Although the Cotton Belt built some of its own locomotives well into the twentieth century (Cotton Belt Engine #819, NR-listed May 8, 2003, was built by the Cotton Belt in 1942), they also purchased locomotives from outside builders, including the Baldwin Locomotive Works of Philadelphia, Pennsylvania. The Baldwin Locomotive Works was started by Matthias Baldwin, who built his first locomotive, "Old Ironsides," in 1832. Baldwin's early locomotives were so successful that it persuaded some railroads, specifically the Charleston & Hamburg Railroad, to use steam power rather than horse power. Baldwin was

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 Price, David. 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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an innovator in the steam locomotive industry throughout the nineteenth and early twentieth centuries, introducing his first 0-8-0 locomotive in May 1837, and also proposing innovative solutions to adhesion problems on some of the steep grades of early American railroads.¹¹ The success of Baldwin's designs is clearly evident in the fact that the Baldwin Locomotive Works became the world's largest locomotive builder, building over 70,000 steam, steam-turbine, diesel-electric, and electric locomotives before production ceased in 1956.¹²

As locomotive design advanced in the mid 1800s, larger locomotives with different wheel arrangements were developed, including the 2-6-0, or Mogul, which was developed in the early 1860s. The first true 2-6-0's, with a single-axle swiveling truck, were built 1860 for the Louisville & Nashville Railroad. Other railroads soon followed the L&N's lead, with the Central Railroad of New Jersey having their first 2-6-0, the *Passaic*, built by the New Jersey Locomotive and Machine Company in 1861, and the Erie Railroad being the first railroad to place a large order for the design in 1862.¹³

Although the exact origin of the name Mogul is unclear, several theories exist. One theory proposes that the name came from the locomotive *Mogul* built by Taunton in 1866 for the Central Railroad of New Jersey. However, another theory suggests that, since the 2-6-0 locomotive was the largest locomotive at the time, it was named after the Mohammedan Empire (India).¹⁴ Whatever the origin of the name, the Mogul remained a popular locomotive up through the 1920s.

By the early 1900s, the Cotton Belt was in the market for some new 2-6-0s to use on their lines, especially after some earlier engines manufactured by Rogers had not performed as expected. Surprisingly, this went against the practices of most railroads at the time who were ordering more modern designs, such as 2-6-2s or 2-8-0s. In fact, between 1887 and 1912, the Cotton Belt bought 90 new 2-6-0 engines, and they kept adding new Moguls, either through purchases or absorbing other lines, as late as 1929.¹⁵

The Cotton Belt placed an order in 1905 or 1906 with the Baldwin Locomotive Works for five locomotives, #331-335, which were built in 1906. Although in some respects, the locomotives were almost identical to the Rogers design, the modifications that Baldwin completed made the locomotives much more successful.

¹¹ Garratt, Colin & Max Wade-Matthews. *Illustrated Book of Steam and Rail*. New York: Barnes and Noble Books, 2002, pp. 26-27.

¹² Information on Baldwin Locomotive Works from http://en.wikipedia.org/wiki/Baldwin_Locomotive_Works.

¹³ Information on 2-6-0 locomotives from <http://en.wikipedia.org/wiki/2-6-0>.

¹⁴ *Ibid* and information on American steam locomotive wheel arrangements found at <http://www.steamlocomotive.com/misc/wheels.shtml>.

¹⁵ Strapac, Joseph A. *Cotton Belt Locomotives*. Bloomington, IN: Indiana University Press, 1999, p. 67.

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Late in 1908, the Cotton Belt ordered five more locomotives from Baldwin, #336-#340, which were built in March 1909 at a cost of \$11,960 each.¹⁶ Engine #336 was Baldwin construction number 33,286.¹⁷

Engine #336, like most 2-6-0s used on the Cotton Belt, was likely used for freight service rather than passenger service. The small diameter driving wheels would have made the high speeds usually needed for passenger service difficult.¹⁸ (In comparison, Engine #819, which was used for some passenger service, has 70-inch diameter driving wheels.)

Engine #336 remained in service on the Cotton Belt until 1947 when it was sold to the Meriwether Gravel Company and put in service at Lewisville, Arkansas.¹⁹ Although little is known about Meriwether Gravel Company, the railroad line used by the company intersected the Cotton Belt line just to the east of Lewisville. The line proceeded to the north towards Old Town, veering to the west just south of Old Town, and ending at the gravel pits to the west of Arkansas Highway 29.

Engine #336 was in service with the Meriwether Gravel Company until c.1959 when it was retired. When the company was sold to Gifford-Hill & Co., Inc., in 1961, Engine #336 was transferred to them. In 1963, the locomotive was donated to Lafayette County and placed on display in a park in Lewisville.²⁰

In 1989, the Cotton Belt Rail Historical Society began to explore trying to obtain Engine #336 from the City of Lewisville. After years of planning, the process of moving the locomotive from Lewisville to Pine Bluff began in August 1994. The tender was moved first with the assistance of a large crane and the Jefferson County Road Department. However, moving the locomotive proved more troublesome. The weight and height of the locomotive called for some large-scale dismantling before it could be moved. The smokestack was removed and the boiler and cab were removed from the running gear. With the assistance of the Jefferson County Road Department, two heavy trucks (a flatbed and a lowboy) and two 45-ton cranes, the locomotive was moved to Pine Bluff on August 13, 1994. Finally, on August 20, 1994, Engine #336 and its tender were moved inside the Arkansas Railroad Museum, where it is housed today. It is hoped that the locomotive will be restored, at least cosmetically, to its original Cotton Belt paint scheme.²¹

¹⁶ Information on Engine #336 in the files of the Arkansas Historic Preservation Program and Strapac, Joseph A. *Cotton Belt Locomotives*. Bloomington, IN: Indiana University Press, 1999, p. 73.

¹⁷ Information on Engine #336 from www.steamlocomotive.info.

¹⁸ Smykla, Peter, Jr. E-mail to the author. 8 July 2006.

¹⁹ *Ibid.*

²⁰ Information on Engine #336 from www.steamlocomotive.info and Strapac, Joseph A. *Cotton Belt Locomotives*. Bloomington, IN: Indiana University Press, 1999, p. 13.

²¹ Information on Engine #336 in the files of the Arkansas Historic Preservation Program.

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Today, St. Louis Southwestern Railway (Cotton Belt Route) Steam Locomotive #336 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 ten Class D3 2-6-0 Mogul type steam locomotives built by the Baldwin Locomotive Works for the Cotton Belt in 1906 and 1909, Engine #336 is also a monument to the dedication of the Arkansas Railroad Museum to the preservation of Arkansas's railroad past.

STATEMENT OF SIGNIFICANCE

St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #336 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 D3 2-6-0 Mogul type steam locomotives built by the Baldwin Locomotive Works for the Cotton Belt in 1906 and 1909. The locomotive was a workhorse in railroad service in Arkansas for approximately 50 years, including 38 years on the Cotton Belt, until it was retired. As a result, it is eligible for nomination under **Criterion A** for its association with the role of railroad transportation in Arkansas.

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BIBLIOGRAPHY

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

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

Information on 2-6-0 locomotives from <http://en.wikipedia.org/wiki/2-6-0>.

Information on American steam locomotive wheel arrangements found at <http://www.steamlocomotive.com/misc/wheels.shtml>.

Information on Baldwin Locomotive Works from http://en.wikipedia.org/wiki/Baldwin_Locomotive_Works.

Information on Engine #336 from www.steamlocomotive.info.

Information on Engine #336 in the files of the Arkansas Historic Preservation Program.

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.

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Smykla, Peter, Jr. E-mail to the author. 8 July 2006.

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.

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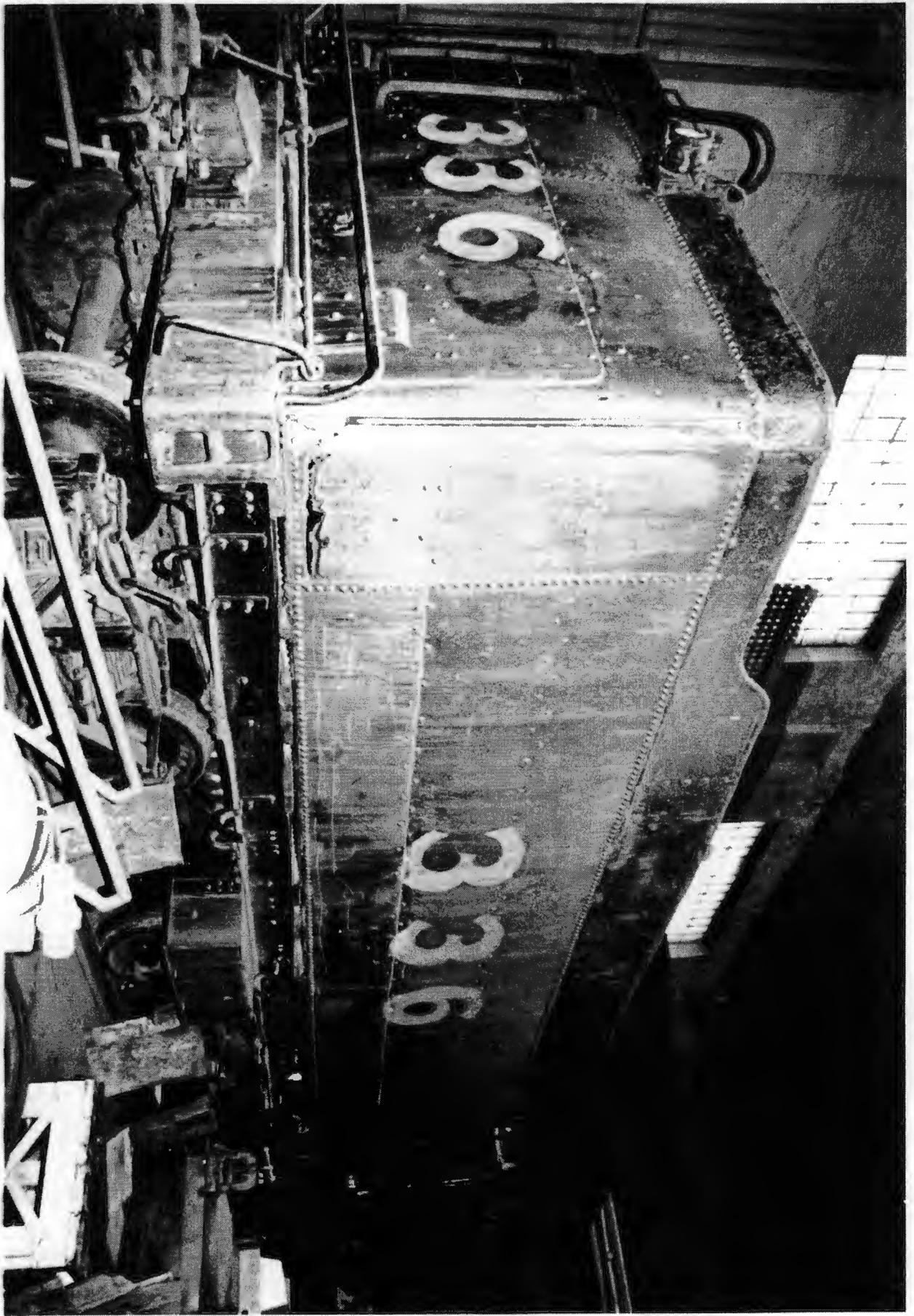
Section number 10 Page 1

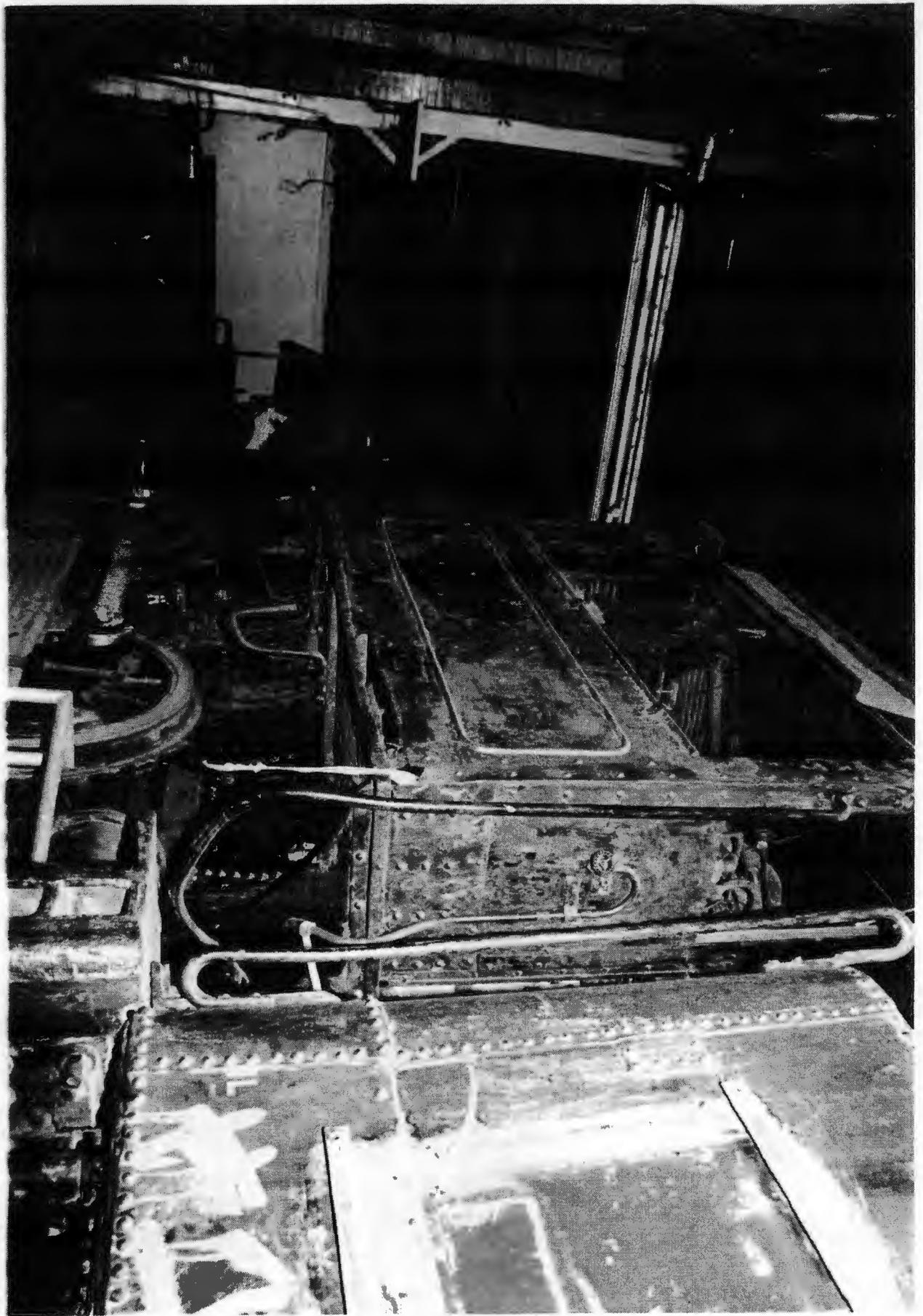
VERBAL BOUNDARY DESCRIPTION

From the southeast corner of the Arkansas Railroad Museum building at 1700 Port Road, proceed northerly along the east wall of the building for 25 feet, thence proceed westerly perpendicular to the wall for 90 feet, thence proceed southerly parallel to the wall for 25 feet, thence proceed easterly perpendicular to the wall for 90 feet to the point of beginning.

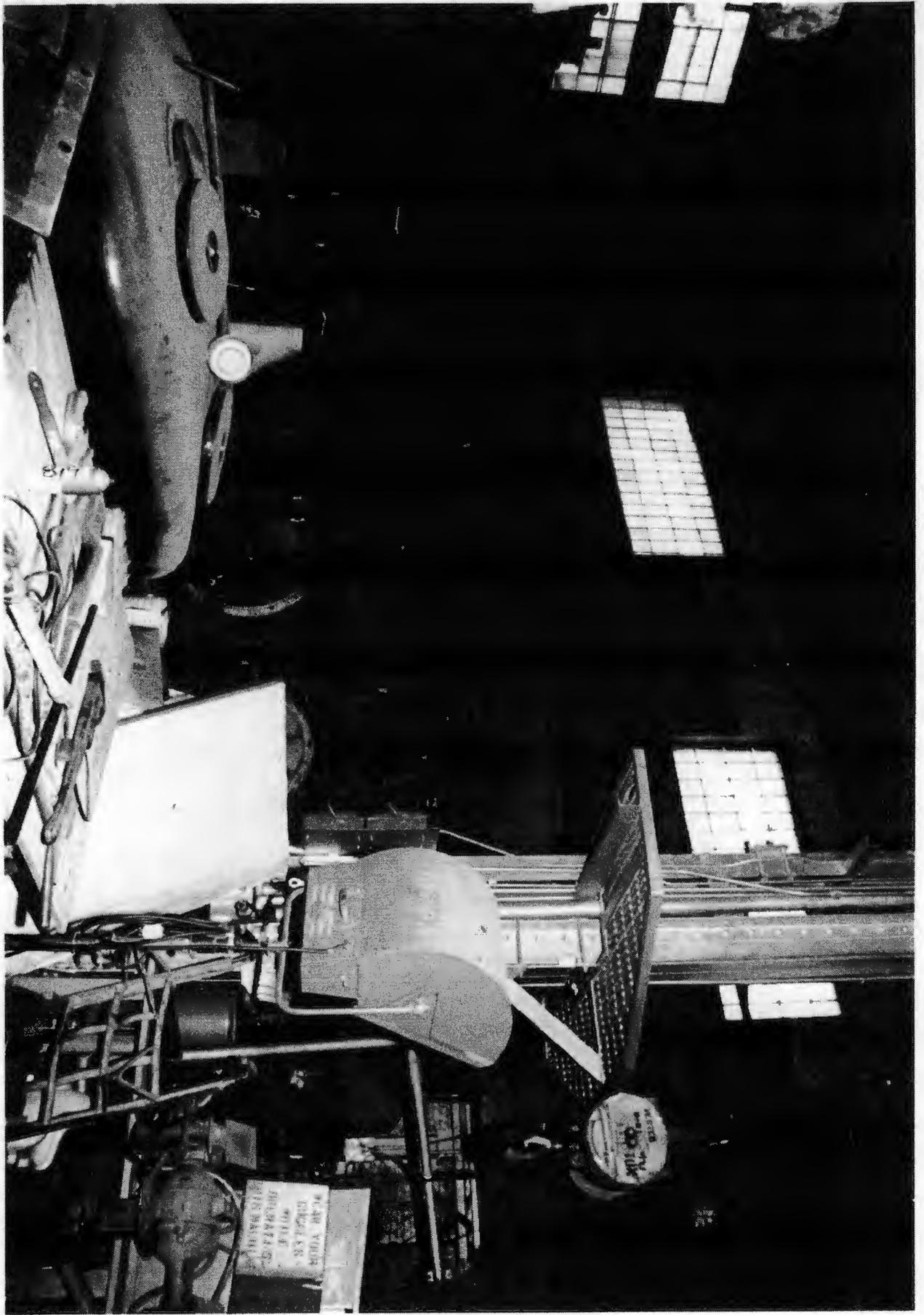
BOUNDARY JUSTIFICATION

The boundary encompasses all of the property that contains St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #336 and its associated tender.



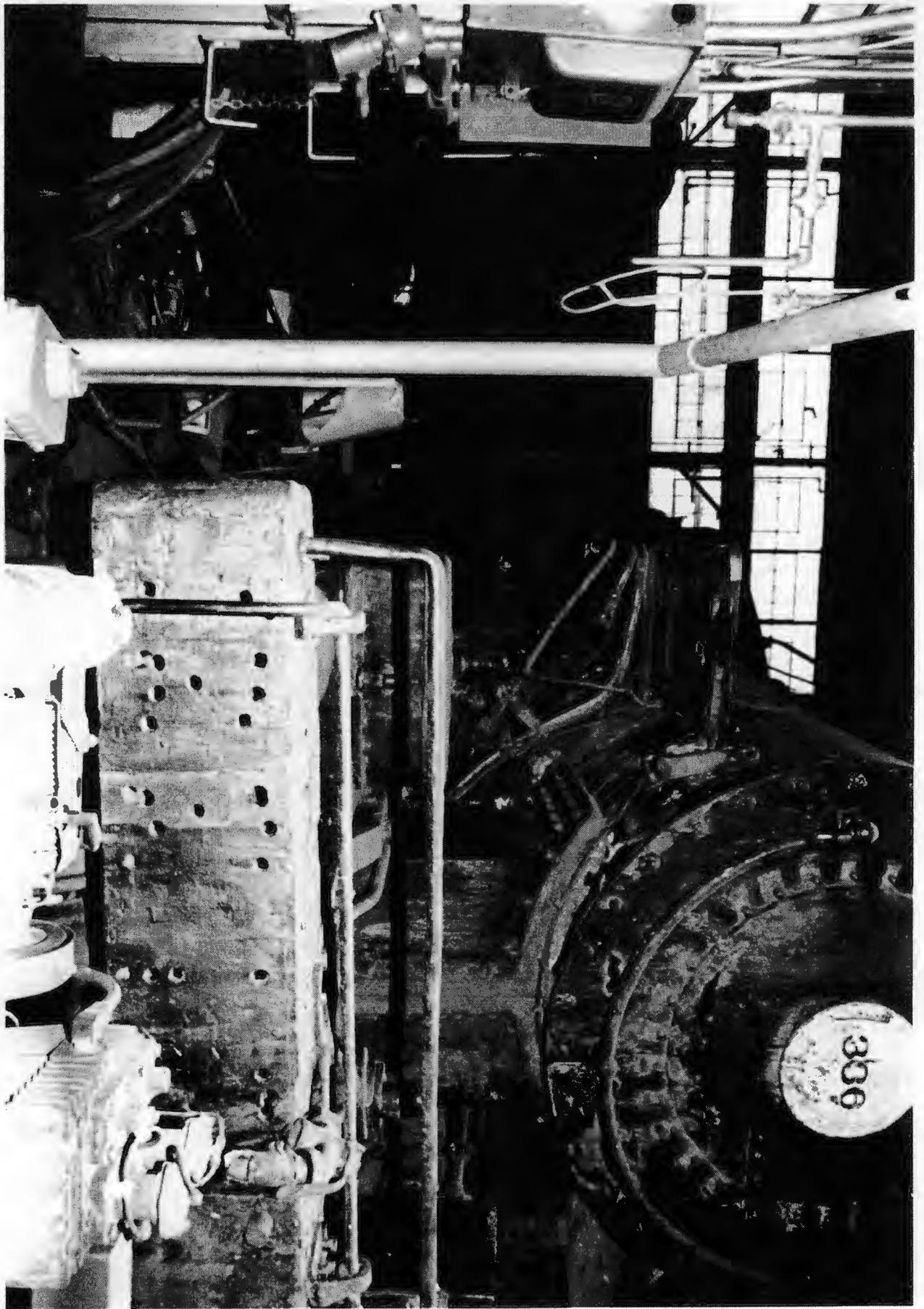






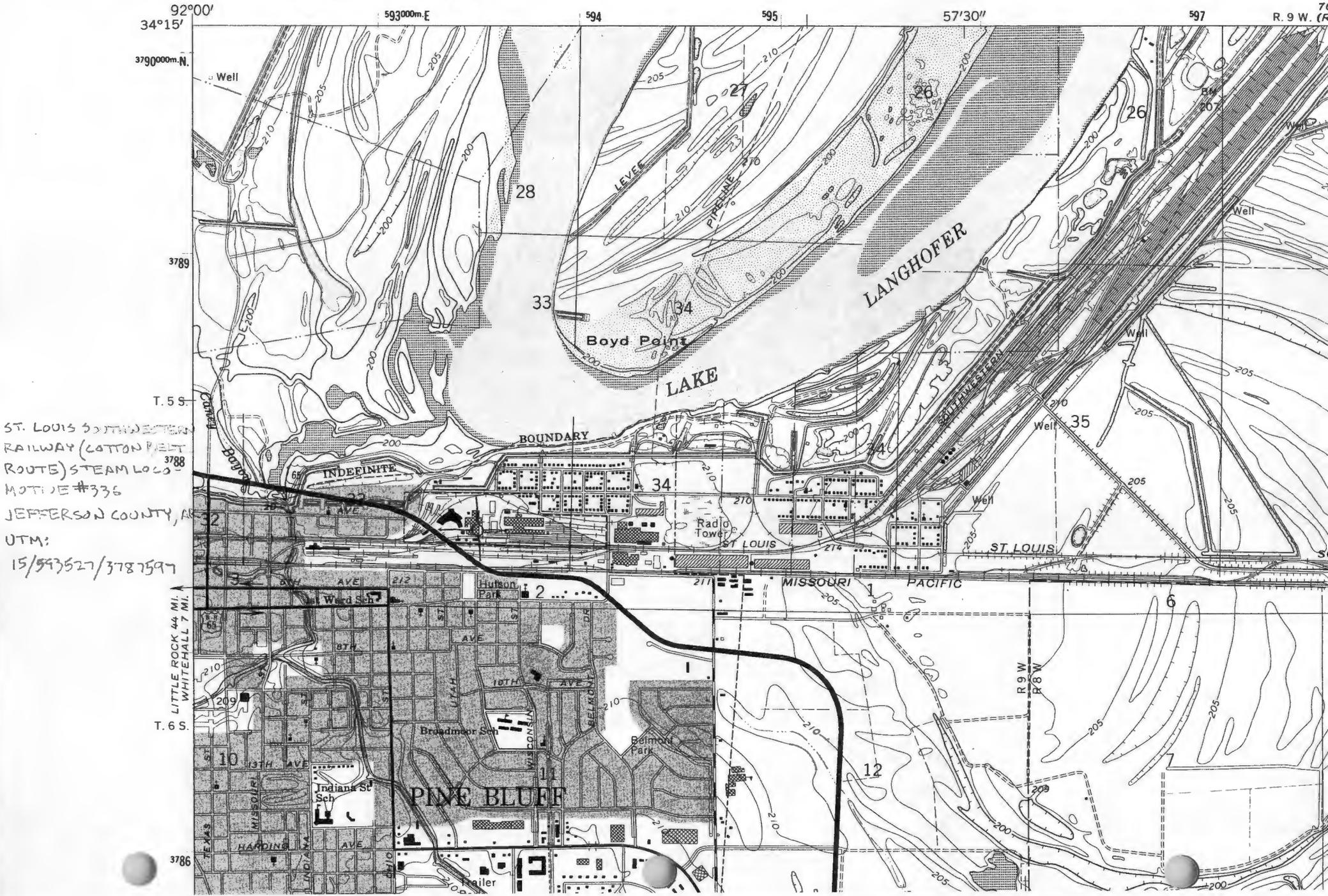
READ YOUR
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7552 1 SE
(WHITE HALL)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



ST. LOUIS SOUTHWESTERN
RAILWAY (COTTON BELT
ROUTE) STEAM LOCOMO-
TIVE #336
JEFFERSON COUNTY, MO
UTM:
15/593527/3787597

LITTLE ROCK 44 MI.
WHITEHALL 7 MI.