

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☐ not for publication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
Signature of certifying official/Title

11/17/05
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:) _____

Signature of the Keeper

Date of Action

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.)

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.)

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: _____

10. Geographical DataAcreage of Property Less than one acre.**UTM References**

(Place additional UTM references on a continuation sheet.)

1 15 586586 3792043
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 Byname/title Ralph S. Wilcox, National Register & Survey Coordinatororganization Arkansas Historic Preservation Programdate August 31, 2005street & number 1500 Tower Building, 323 Center Streettelephone (501) 324-9787city or town Little Rockstate ARzip 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 Bluffstate ARzip 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.

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 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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

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. Knappe 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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

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>.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

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>.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

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

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 9 Page 2

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

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

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 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.











