

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

NR 5/25/07

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) Relief Train

other names/site number Site #JE0687, SSW 96005 (Crane), SSWMW 5682 (Boom Car), SSWMW 98501 (Generator Flat), SSWMW 94129 (Kitchen Car), SSWMW 96216 (Tool Car), SSWMW 96209 (Crew Sleeper)

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street & number 1700 Port Road ☐ not for publication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.)

Catherine M. Harris
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): _____

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

structures

objects

Total

Name of related multiple property listing

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

N/A

**Number of Contributing resources previously listed
in the National Register**

N/A

6. Function or Use**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION/rail-related/work train

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

Eligible National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Levels of Significance (local, state, national)

State

Areas of Significance (Enter categories from instructions)

Engineering

Transportation

Period of Significance

c.1940-1957

Significant Dates

c.1940-1957

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

Industrial Brownhoist, Builder (Crane)

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☒ Previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State Agency
- ☐ Federal Agency
- ☐ Local Government
- ☐ University
- ☒ Other

Name of repository: Cotton Belt Rail Historical Society, Inc./
Arkansas Railroad Museum

St. Louis Southwestern Railway (Cotton Belt Route) Relief Train
Name of Property

Jefferson County, Arkansas
County and State

10. Geographical Data

Age of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 593408 3787823
Zone Easting Northing
2 _____

3 _____
Zone Easting Northing
4 _____

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ralph S. Wilcox, National Register & Survey Coordinator
organization Arkansas Historic Preservation Program date September 21, 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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SUMMARY

The St. Louis Southwestern Railway (Cotton Belt Route) Relief Train consists of six pieces of railroad rolling stock that were used by the Cotton Belt to assist in cleaning up train derailments or in maintenance of way work. The relief train consists of SSW 96005 (Crane), SSWMW 5682 (Boom Car), SSWMW 98501 (Generator Flat), SSWMW 94129 (Kitchen Car), SSWMW 96216 (Tool Car), SSWMW 96209 (Crew Sleeper). All of the cars were built c.1940 – c.1950.

ELABORATION

The St. Louis Southwestern Railway (Cotton Belt Route) Relief Train consists of six pieces of railroad rolling stock that were used by the Cotton Belt to assist in cleaning up train derailments or in maintenance of way work. The relief train consists of SSW 96005 (Crane), SSWMW 5682 (Boom Car), SSWMW 98501 (Generator Flat), SSWMW 94129 (Kitchen Car), SSWMW 96216 (Tool Car), SSWMW 96209 (Crew Sleeper). All of the cars were built c.1940 – c.1950 and are painted gray.

Relief Crane (SSW 96005)

The Relief Crane (SSW 96005) is built of steel and consists of the heavy-duty steel car frame, which rides on two sets of six-wheel trucks, and the crane itself. The crane consists of the boom with its cables and hooks and the cab and engine portion. The cab is at the front end of the cab and engine portion and is positioned near the center of the car where the crane swivels. Windows and doors on the cab allow the operator access to the interior and visibility when operating the crane. The oil-fired steam engine that operates the crane is behind the cab with the smokestack projecting above the roof, and when the crane swivels, the engine portion helps to counterbalance the boom portion of the crane.

The crane was built by Industrial Brownhoist of Bay City, Michigan, in 1940, and operates at a boiler pressure of 170 psi. The crane has a lifting capacity of 200 tons.

Boom Car (SSWMW 5682)

The Boom Car (SSWMW 5682) is a low-sided gondola car that accommodates the overhanging boom of the crane. The car rests on two sets of four-wheel trucks and has a steel frame. The sides of the open car are comprised of ribbed steel. Additional storage bins are located underneath the car's frame in between the trucks.

Generator Flat (SSWMW 98501)

The Generator Flat (SSWMW 98501) is a low flat car that, like the boom car, has a steel frame and rests on two sets of four-wheel trucks. The car does not have any sides on it. The generator and other associated machinery rests on one end of the car and a tank for fuel is located near the car's other end.

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Kitchen Car (SSWMW 94129)

The Kitchen Car (SSWMW 94129) has the appearance of a modified boxcar. The car rests on two sets of four-wheel trucks and has a steel frame. The sides and roof of the car are also steel. Entrances are located on each end of the car along with the center of each side. Windows are also located along the car's sides to allow light into the car's interior.

Tool Car (SSWMW 96216)

The Tool Car (SSWMW 96216) has the appearance of a modified baggage car. The car rests on two sets of four-wheel trucks and has a steel frame. The sides and roof of the car are also steel. Entrances are located on each end of the car and two large doors, each with windows, are located on each side of the car.

Crew Sleeper (SSWMW 96209)

The Crew Sleeper (SSWMW 96209) is a converted passenger car. The car rests on two sets of six-wheel trucks and has a steel frame. The sides of the car are steel and are lined with windows. The roof of the car is rounded with a clerestory. Each end of the car has an enclosed vestibule with steps on each side that provides access to the car's entrances. The interior of the car is divided into small private sleeping compartments for the work train crew.

Integrity

The St. Louis Southwestern Railway (Cotton Belt Route) Relief Train possesses good integrity. Since the cars for the relief train were built, parts of the cars have been replaced and repaired. However, this is a normal practice for railroad cars as parts wear out. The St. Louis Southwestern Railway (Cotton Belt Route) Relief Train 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 the St. Louis Southwestern Railway (Cotton Belt Route) Relief Train's period of significance while it was in operation on the Cotton Belt.

Although the St. Louis Southwestern Railway (Cotton Belt Route) Relief Train is currently not all coupled together, the current state of the train also reflects its historic period. Historically, once a relief train arrived at the wreck site, the locomotive would maneuver the crane and boom car into position and the other cars would be placed nearby to provide support services for the crane. As a result, even though the train is currently in three sections, they are in close proximity to each other and still reflect the train's historic appearance since it was often uncoupled in sections to work a wreck. However, in order for the train to retain its integrity, the components cars will need to remain in a historically appropriate setting in close proximity to each other.

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SUMMARY

The St. Louis Southwestern Railway (Cotton Belt) Relief Train is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for its engineering as the most complete example of a railroad relief train in Arkansas. The relief train was an important part of railroad service throughout the Cotton Belt system in Arkansas and other states from its assembly c.1940 until it was donated to the Arkansas Railroad Museum in 1996. 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)

From the very beginning of railroad history, there has always been the risk and hazard of derailments. In the early years of railroads, the companies relied on men and animals pulling on blocks and tackles to place train cars back on the tracks or to clear the wreckage from the line. However, using men and animals to clear the way was only useful while railroads used lighter railroad cars that could easily be moved. As railroad cars became heavier in the late nineteenth century, other means and methods had to be devised to clean up wrecks.⁹

In order to find a method of dealing with wrecks that was faster, safer, and able to deal with the heavier loads associated with late-nineteenth-century railroad equipment, railroads turned to companies building steam-powered lifting devices. The company that pioneered the development of cranes for railroad use was the Industrial Works of Bay City, Michigan, (later called the Industrial Brownhoist Corporation) which produced the first steam crane in 1883 that had a lifting capacity of 20 tons.¹⁰

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 Gibson, McDermott. *Wrecking Derricks: Derailment Dinosaurs*. Found at:

<http://www.trains.com/trn/default.aspx?c=a&id=222>.

¹⁰ Ibid.

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The company that became Industrial Brownhoist had its beginnings when a group of Bay City, Michigan, businessmen bought the MacDowell Foundry Company on March 4, 1873. Initially, the company manufactured machinery for the sawmills and shipbuilding businesses in the area. However, when George Kimball, an official with the Flint and Pere Marquette Railroad, approached the company about building a steam shovel that could handle railroad excavation work, the focus of the company began to shift towards the railroad industry. By 1896, railroad-related crane products were the company's primary production item.¹¹

The Industrial Works of Bay City was always an innovative company. In 1893, they produced the first fully revolving crane, and by the early twentieth century they were producing cranes with lifting capacities of 40 to 100 tons. They continued to build larger cranes throughout the twentieth century including a 120-ton model in 1913, 160- and 200-ton models a few years later, and a 250-ton model in 1941. By 1923, they had produced 3,776 cranes for 3,261 companies in the United States.¹²

In 1931, the company merged with the Industrial Brownhoist Company of Cleveland and the name was changed to the Industrial Brownhoist Corporation. Business remained steady throughout the first part of the twentieth century, but began to decline after World War II. Although the company changed hands several times after World War II, it was never able to regain its pre-war prominence and it closed in 1983.¹³

The crane was definitely the most important part of the relief train, and most cranes actually had two hoists: the main one, which did the heavy lifting, and an auxiliary one, which had a greater reach although a limited lifting capacity. The main hoist was the one used to lift and drag locomotives or cars back to the railroad bed and back onto the rails. (The hook was never attached directly to the wreckage, but was used in conjunction with slings and chains.)¹⁴

The Cotton Belt Relief Train's crane, SSW 96005, was built by Industrial Brownhoist in 1940 with a lifting capacity of 200 tons, the highest capacity available from them at the time. The crane was an oil-fired model (coal-fired models were also available), like many of the Cotton Belt's steam locomotives, and operated at a boiler pressure of 170 psi.¹⁵ Prior to the acquisition of SSW 96005, the Cotton Belt used much simpler and smaller cranes.

¹¹ Information on Industrial Brownhoist found at: <http://www.bay-journal.com/bay/1he/bus/industrialworks.html>.

¹² *Ibid* and Gibson, McDermott. *Wrecking Derricks: Derailment Dinosaurs*. Found at:

<http://www.trains.com/trn/default.aspx?c=a&id=222>.

¹³ Information on Industrial Brownhoist found at: <http://www.bay-journal.com/bay/1he/bus/industrialworks.html>.

¹⁴ Gibson, McDermott. *Wrecking Derricks: Derailment Dinosaurs*. Found at:

<http://www.trains.com/trn/default.aspx?c=a&id=222>.

¹⁵ Information on the St. Louis Southwestern Railway (Cotton Belt Route) Work Train provided by the Arkansas Railroad Museum.

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Although the crane was the heart of the relief train, other support cars were needed for derailment clean-up. Cranes had special flat cars with them, called boom cars, to accommodate the crane's overhanging boom and also hold other equipment. A Tool Car was also needed to store tools, torches, lights, generators, cables, and chains. Additional cars, usually converted boxcars or passenger cars, provided kitchen, dining, and sleeping areas for the crew.¹⁶ These facilities were important since the train may be at wreck site for several days until the debris was cleaned up and the line reopened.

The other cars that comprise the Cotton Belt Relief Train were all built c.1940-c.1950. As was standard practice with many railroads, the Kitchen Car, Tool Car, and Crew Sleeper, were all railroad cars converted from other uses for use on the relief train.

On the Cotton Belt, as on other railroads, when a derailment happened and a need arose for the crane, the crew was summoned and the relief train left for the site as quickly as possible, since in many cases the line would be closed until the wreck was cleared away. It was also important for the crane to leave quickly since railroads placed speed restrictions on the cranes, usually 35 mph with the crane's boom trailing and only 25 mph with the crane's boom in front. As with fire engines, relief trains were not often used, but had to be in top condition when they were called on. As a result, railroads always kept relief train equipment in the best condition possible.¹⁷

Once the relief train arrived at the wreck site, the locomotive would maneuver the crane and boom car into position. In many cases, railroads used two cranes to clean up a derailment, one located at each end of the wreck. Once the crane was in position the boom would be used, in conjunction with the cables and chains, to clean up the debris, and work would continue non-stop until the line could be reopened.¹⁸ While the crane and boom car worked the wreck, the other cars would be placed nearby to provide support services for the crane.

Although relief trains such as the Cotton Belt's were the standard in the railroad industry, many railroads now contract out the work to other companies that have side-boom crawler tractors that can more easily access the wrecked railroad cars. Cranes such as SSW 96005 also have disadvantages in that the derailed railroad cars need to be near the railroad line because the crane's reach is limited. Also, the crane becomes more unstable the closer to perpendicular to the rail line the boom becomes. In the early days, railroads had cranes stationed every 75-100 miles along their routes. However, today railroads only have a small number

¹⁶ Gibson, McDermott. *Wrecking Derricks: Derailment Dinosaurs*. Found at:
<http://www.trains.com/trn/default.aspx?c=a&id=222>.

¹⁷ *Ibid.*

¹⁸ *Ibid.*

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of cranes that are used only for the most severe or inaccessible wrecks.¹⁹ This relief train remained the property of the Cotton Belt until it was donated to the Arkansas Railroad Museum in 1996.²⁰

Railroad rolling stock, like the St. Louis Southwestern Railway (Cotton Belt) Relief Train, are important parts of Arkansas's railroad past. The St. Louis Southwestern Railway (Cotton Belt) Relief Train was important in helping to keep Arkansas's railroad lines open and functioning and in allowing goods to move freely around the state. Additionally, the Arkansas Railroad Museum has done a good job in preserving this important part of our railroad heritage.

STATEMENT OF SIGNIFICANCE

The St. Louis Southwestern Railway (Cotton Belt) Relief Train is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for its engineering as the most complete example of a railroad relief train in Arkansas. The relief train was an important part of railroad service throughout the Cotton Belt system in Arkansas and other states from its assembly c.1940 until it was donated to the Arkansas Railroad Museum in 1996. As a result, it is eligible for nomination under **Criterion A** for its association with the role of railroad transportation in Arkansas.

¹⁹ *Ibid* and Wilcox, Ralph E. Conversation with the author. 25 May 2006.

²⁰ Information on the St. Louis Southwestern Railway (Cotton Belt Route) Work Train provided by the Arkansas Railroad Museum.

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BIBLIOGRAPHY

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<http://www.trains.com/trn/default.aspx?c=a&id=222>.

Information on Industrial Brownhoist found at: <http://www.bay-journal.com/bay/1he/bus/industrialworks.html>.

Information on the St. Louis Southwestern Railway (Cotton Belt Route) Work Train provided by the
Arkansas Railroad Museum.

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

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

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

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

Wilcox, Ralph E. Conversation with the author. 25 May 2006.

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VERBAL BOUNDARY DESCRIPTION

The Boundary description for St. Louis Southwestern Railway (Cotton Belt) Relief Train is as follows.

Area #1, which includes SSW 96005 (Crane), SSWMW 5682 (Boom Car), SSWMW 98501 (Generator Flat), SSWMW 94129 (Kitchen Car), and SSWMW 96216 (Tool Car): From the southwest corner of the Arkansas Railroad Museum Building, proceed westerly for 145 feet, thence proceed northerly for 40 feet, thence proceed easterly for 145 feet, thence proceed southerly for 40 feet to the point of beginning.

Area #2 which includes SSWMW 96209 (Crew Sleeper): From the southeast corner of the Arkansas Railroad Museum Building, proceed northerly 145 feet to the point of beginning. From the point of beginning, proceed westerly for 60 feet, thence proceed northerly for 20 feet, thence proceed easterly for 60 feet, thence proceed southerly for 20 feet to the point of beginning.

BOUNDARY JUSTIFICATION

The boundary encompasses all of the property that contains the St. Louis Southwestern Railway (Cotton Belt) Relief Train. Although the property is classified as a structure, the boundary is discontinuous in order to include all cars of the Relief Train, which are currently not all coupled together. In the case of the Relief Train, visual continuity is not a factor since historically the train was often separated into its component parts when working a wreck. In addition, the other railroad resources that exist in between the sections of the train do not reflect the train's significance.







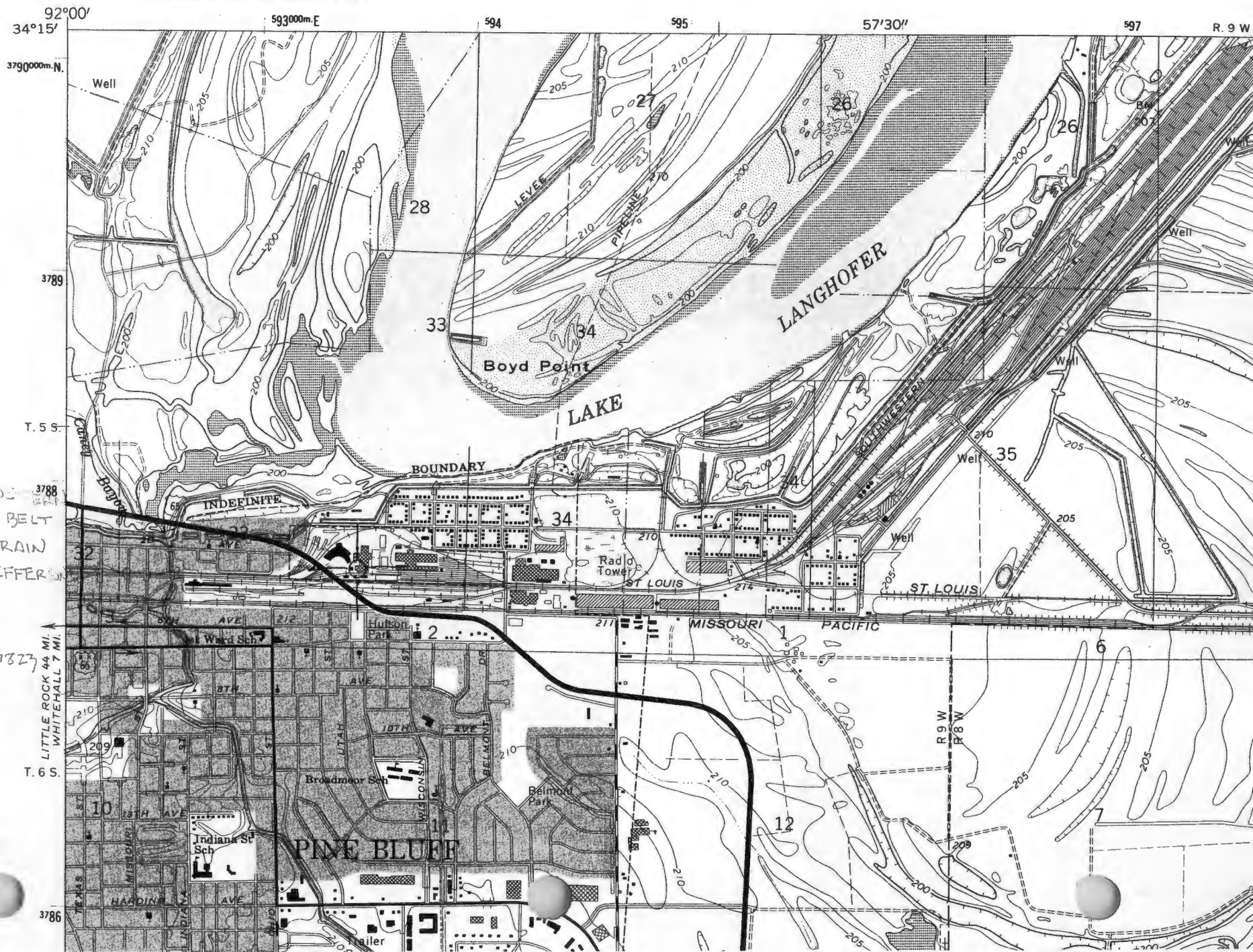






7552 1 SE
(WHITE HALL)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



ST. LOUIS SOUTHWEST
RAILWAY (COTTON BELT
ROUTE) WORK TRAIN
LINE R. OFF. JEFFERSON
COUNTY, AR

UTM:
15/593408 3787823

LITTLE ROCK 44 MI.
WHITE HALL 7 MI.
T. 6 S.