

United States Department of the Interior  
National Park Service

NR listed 5-18-03

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

### 1. Name of Property

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

other names/site number Site #JE0574

### 2. Location

street & number 1720 Port Road

not for publication

city or town Pine Bluff

vicinity

state Arkansas code AR county Jefferson code 069 zip code 71601

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. (See continuation sheet for additional comments.)

Cecile M. Morris  
Signature of certifying official/Title

4/3/03  
Date

Arkansas Historic Preservation Program  
State or Federal agency and bureau

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

\_\_\_\_\_  
Signature of certifying official/Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

### 4. National Park Service Certification

I hereby certify that the property is:

\_\_\_\_\_  
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
1		structures
		objects
1		Total

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

N/A

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

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION/rail-related/locomotive

**Current Functions**

(Enter categories from instructions)

WORK IN PROGRESS

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

N/A

**Materials**

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other STEEL

**Narrative Description**

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

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Levels of Significance (local, state, national)

State

Areas of Significance (Enter categories from instructions)

Engineering

Transportation

Period of Significance

1942-1953

Significant Dates

1942

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

St. Louis Southwestern Railway (Cotton Belt Route), Builder

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Primary location of additional data:

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

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

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

Name of Property

Jefferson County, Arkansas

County and State

## 10. Geographical Data

Acres of Property Less than one.

### UTM References

(Place additional UTM references on a continuation sheet.)

1 15 593507 3787602  
Zone Easting Northing

2 \_\_\_\_\_  
\_\_\_\_\_

3 \_\_\_\_\_  
Zone Easting Northing

4 \_\_\_\_\_  
\_\_\_\_\_

See continuation sheet

### Verbal Boundary Description

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

### Boundary Justification

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

## 11. Form Prepared By

name/title Ralph S. Wilcox, National Register & Survey Coordinator

organization Arkansas Historic Preservation Program

date April 3, 2003

street & number 1500 Tower Building, 323 Center Street

telephone (501) 324-9787

city or town Little Rock

state AR

zip code 72201

## Additional Documentation

Submit the following items with the completed form:

### Continuation Sheets

### Maps

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

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

### Photographs

Representative black and white photographs of the property.

### Additional items

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

## Property Owner

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

name City of Pine Bluff

street & number 200 East 8<sup>th</sup> Avenue

telephone 870-543-1800

city or town Pine Bluff

state AR

zip code 71601

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

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

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## National Register of Historic Places Continuation Sheet

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### SUMMARY

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

### ELABORATION

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

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

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

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

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

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

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

### Integrity

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



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### SUMMARY

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

### ELABORATION

Although the first railroad line in the United States was laid in the late 1820s, very little railroad construction was completed in Arkansas prior to the Civil War. The Memphis & Little Rock Railroad, which had laid some track westward from Hopefield and eastward from Little Rock, and the Mississippi, Ouachita, & Red River, which had laid a few miles of track inland from Chicot and Arkansas City, were the only railroads to complete any construction prior to 1860.<sup>1</sup>

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.<sup>2</sup>

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.<sup>3</sup>

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

<sup>1</sup> Elliott West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 54.

<sup>2</sup> Ibid.

<sup>3</sup> West, p. 55.



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

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.<sup>5</sup> 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.<sup>6</sup> Even though the official name of the railroad changed several times, the route had been known as the Cotton Belt since at least 1886.<sup>7</sup> (The Cotton Belt would remain an autonomous railroad until it was absorbed by the Southern Pacific in the mid-1980s.<sup>8</sup>)

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.<sup>9</sup> 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.<sup>10</sup>

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

<sup>4</sup> Ibid.

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

<sup>6</sup> "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.

<sup>7</sup> *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.

<sup>8</sup> David Price. Telephone conversation with the author. 30 December 2002.

<sup>9</sup> 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](http://www.geocities.com/TheTropics/8199/cbs9512.html))

<sup>10</sup> "Pine Bluff Yard – 1950." Found at [www.geocities.com/TheTropics/8199/cbyard\\_50.html](http://www.geocities.com/TheTropics/8199/cbyard_50.html).

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

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

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

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

Engine #819 was the last of the series built, and was constructed at the Pine Bluff shops in 1942 at a cost of \$143,607.<sup>16</sup> It was placed into service on February 8, 1943.<sup>17</sup> Engine #819 was used mainly for freight service between Pine Bluff and Texarkana or Tyler, Texas. However, after German U-Boats threatened

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

<sup>13</sup> Engine #819 information from the Cotton Belt Rail Historical Society, Inc./Arkansas Railroad Museum. Leslie, p. 179.

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

<sup>15</sup> Ibid.

<sup>16</sup> Arkansas Railroad Museum website at [www.geocities.com/TheTropics/8199/cb819.html](http://www.geocities.com/TheTropics/8199/cb819.html).

<sup>17</sup> Strapac, p. 236.

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

Ironically, the Cotton Belt also purchased its first three diesel-electric locomotives in 1942, and it was the diesel-electric locomotive that would eventually mean the end of the line for steam locomotives across the country.<sup>19</sup> Diesel locomotives are able to start a heavy train from a standstill more quickly than a steam locomotive can. Additionally, diesel locomotives are ready to work at any time, and spend much less time out of service than steam locomotives do. Time spent in the shop for service and repairs is much less for diesel locomotives, and they can also travel greater distances without stopping for fuel. The many advantages of diesel power appealed to the Cotton Belt, and in 1953 the railroad was using diesel power exclusively, making it one of the first railroads in the Southwest to do so.<sup>20</sup>

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

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

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

<sup>18</sup> Strapac, p. 136.

<sup>19</sup> "Modernizing Cotton Belt - 1950 to Present" from [www.geocities.com/thetropics/8199/modern.html](http://www.geocities.com/thetropics/8199/modern.html).

<sup>20</sup> Ibid.

<sup>21</sup> Strapac, p. 139-140.

<sup>22</sup> Strapac, p. 15.

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

<sup>24</sup> Ibid.

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

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

### STATEMENT OF SIGNIFICANCE

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

<sup>25</sup> David Price. Telephone conversation with the author. 30 December 2002.

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### BIBLIOGRAPHY

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

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

Information on Engine #819 and the Cotton Belt from [www.geocities.com/thetropics/8199](http://www.geocities.com/thetropics/8199).

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

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

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

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

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

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

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

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

Name of Property

Jefferson County, Arkansas

County and State

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National Park Service

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### VERBAL BOUNDARY DESCRIPTION

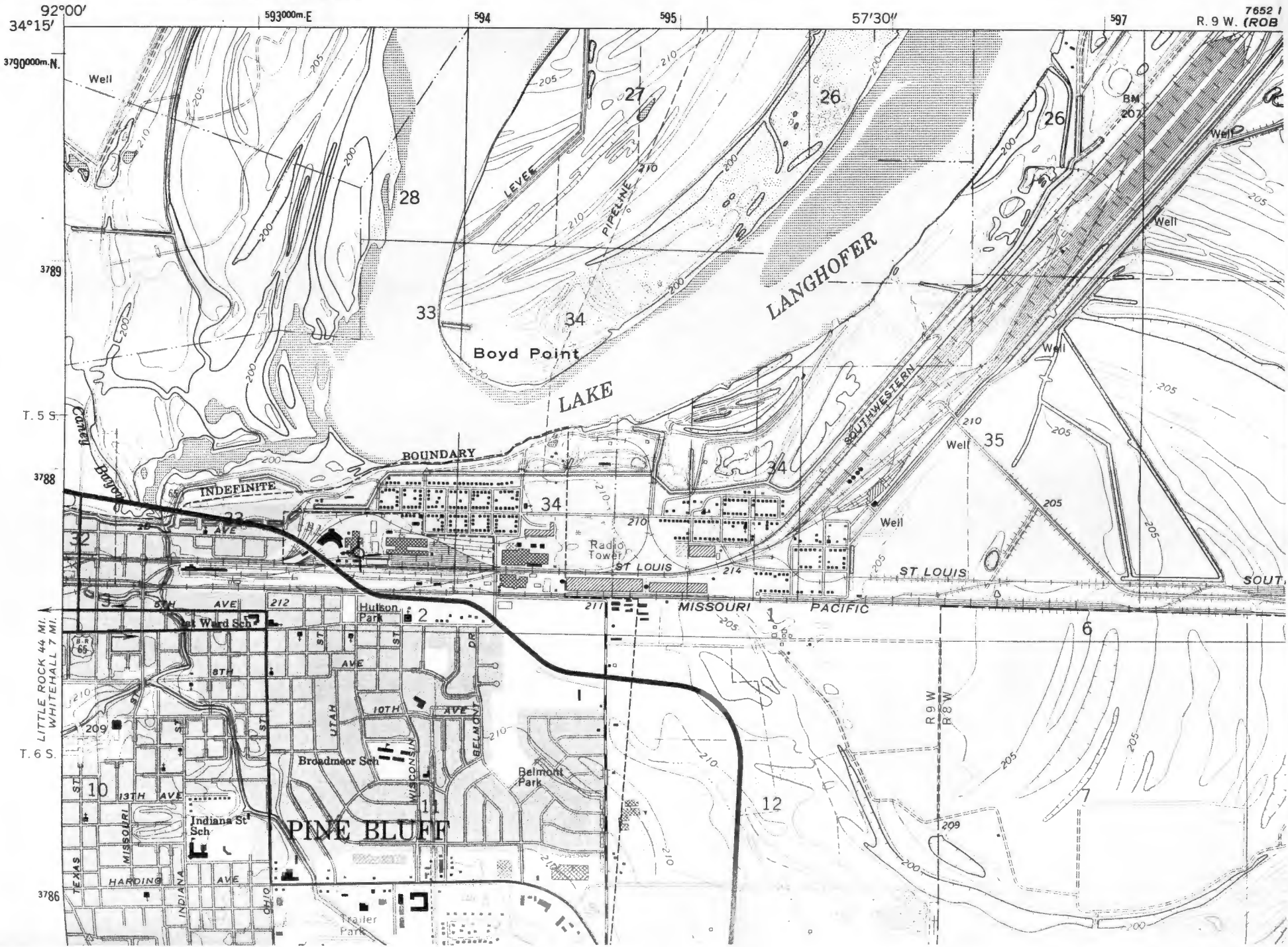
St. Louis Southwestern Railway (Cotton Belt) Steam Locomotive #819 is housed at the Arkansas Railroad Museum at 1720 Port Road in Pine Bluff (UTM: 15/593507/3787602).

### BOUNDARY JUSTIFICATION

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

7392 / SE  
(WHITE HALL)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



7652 /  
R. 9 W. (ROB)

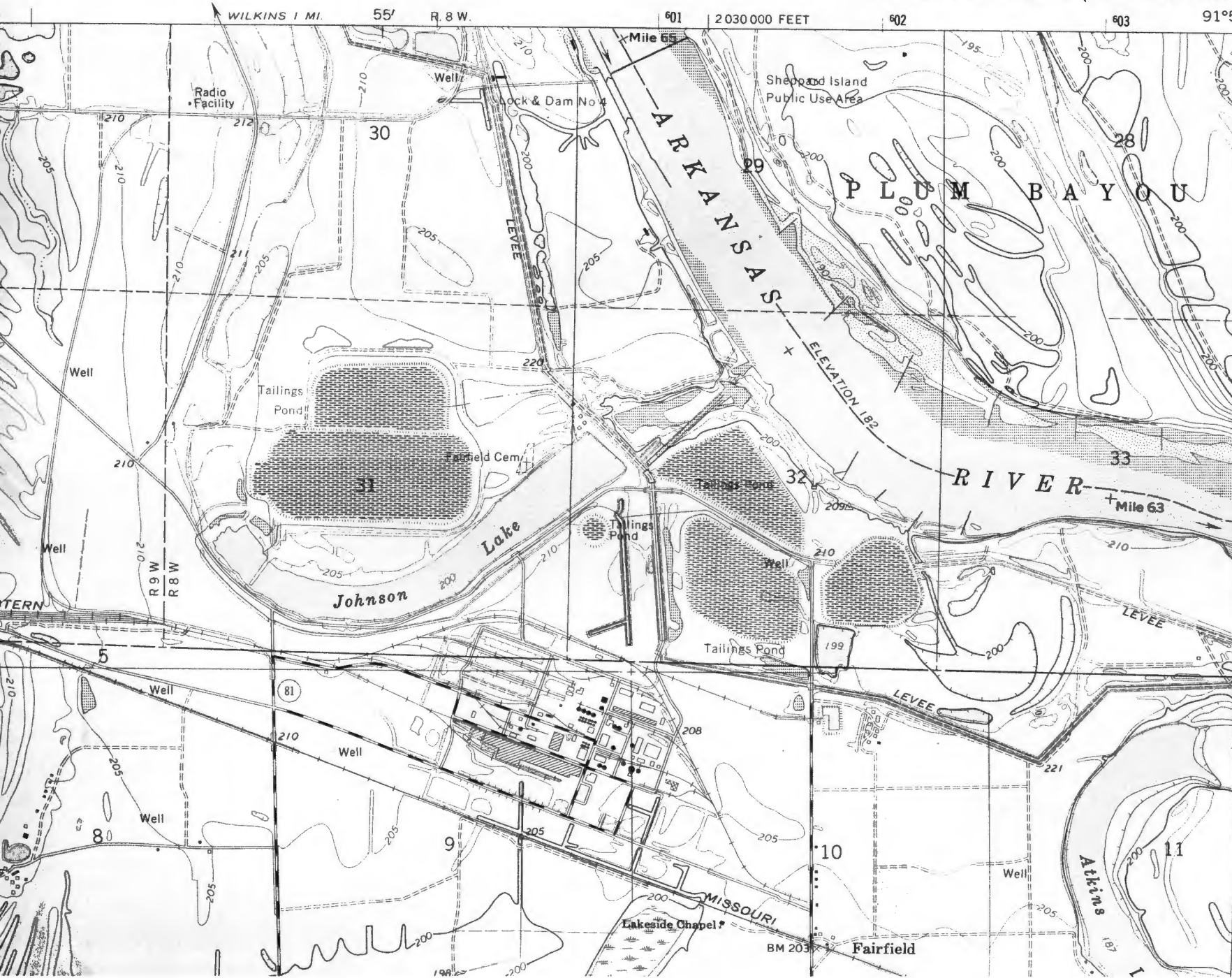
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T. 6 S.

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WHITE HALL 7 MI.

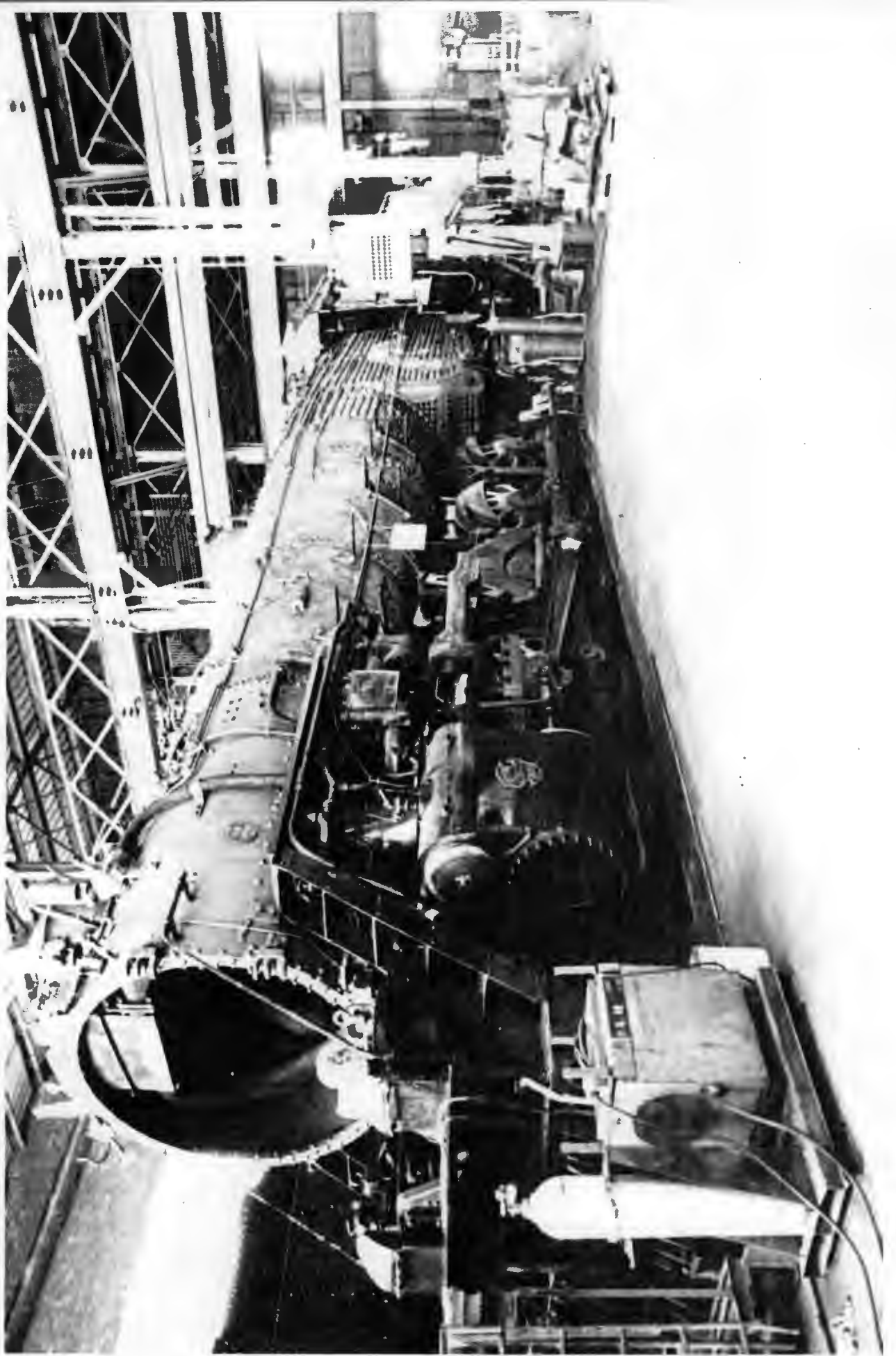
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 7.5 MINUTE SERIES (TOPOGRAPHIC)

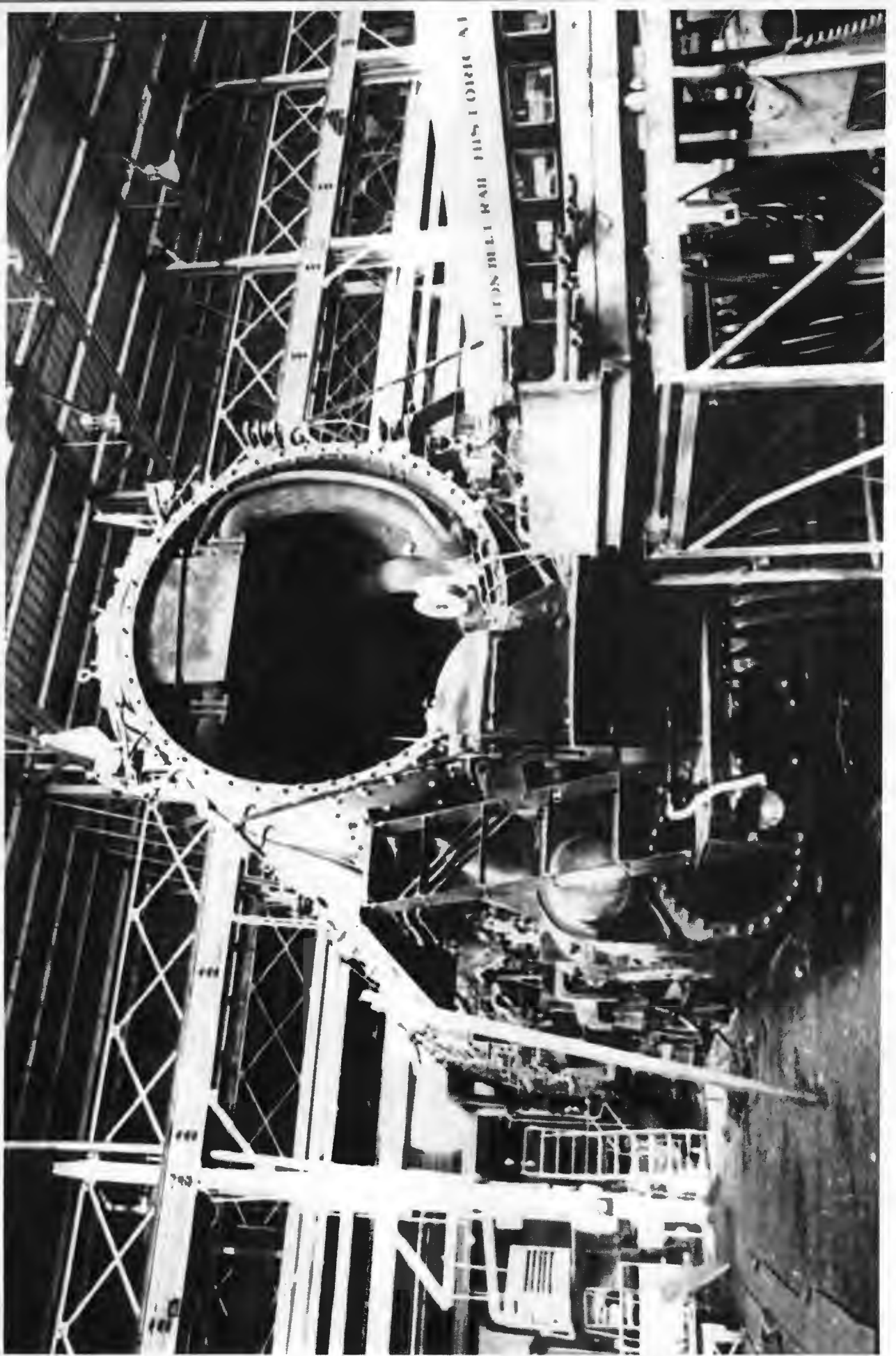
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 (ALTHEIMER)

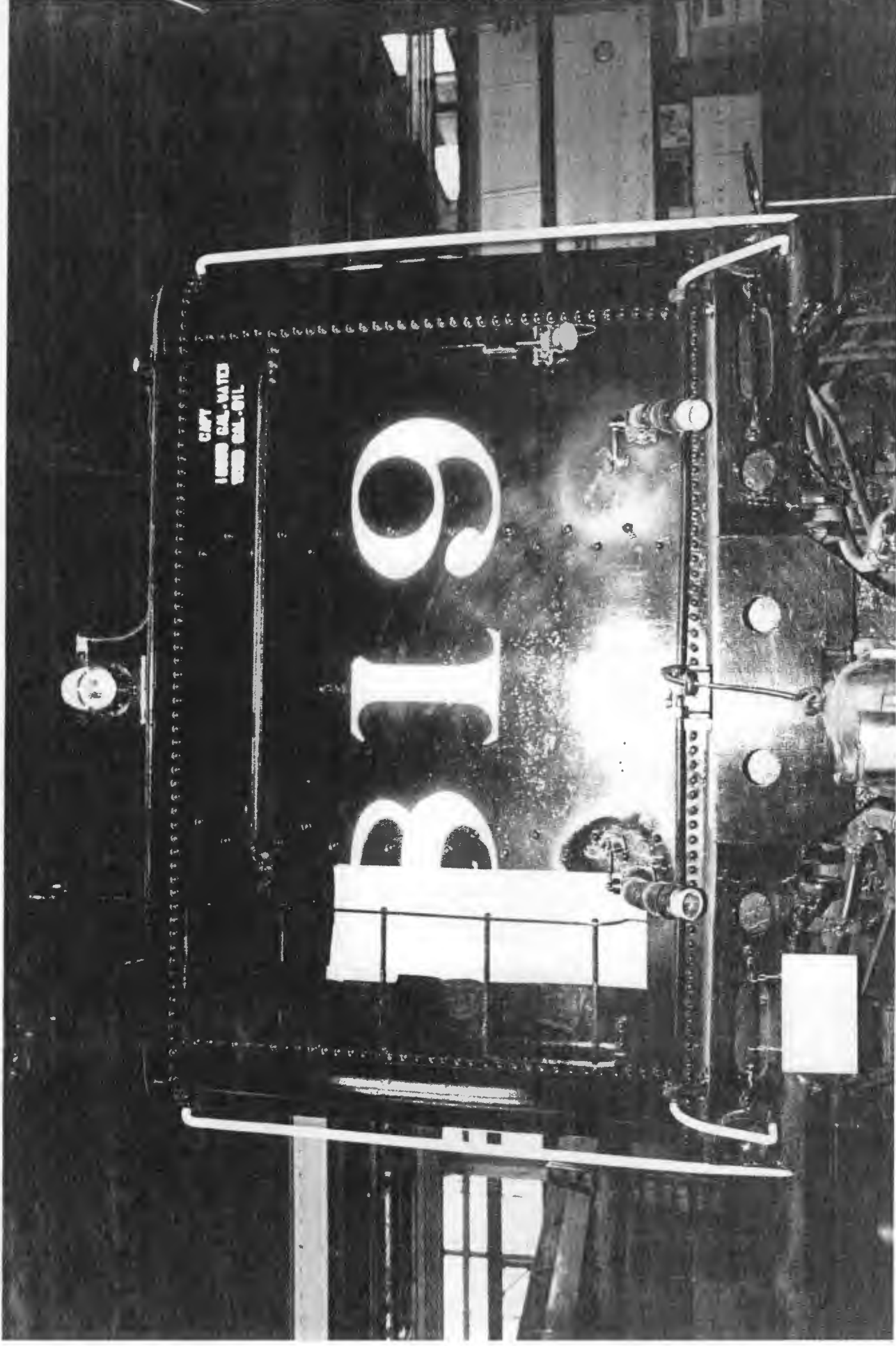


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 FEET  
 ST. LOUIS SOUTHWESTERN  
 RAILWAY (COTON BELT  
 ROUTE) STEAM LOCOMOTIVE  
 # 819  
 PINE BLUFF, JEFFERSON  
 COUNTY  
 T. 5 S. UTM.  
 T. 6 S. 15 / 593507 / 3787602









CITY  
1000 GAL. WATER  
1000 GAL. OIL

Bill's

