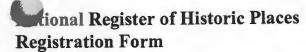
United States Department of the Interior National Park Service



NR 5/24/07

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.

nistoric name Central Texas Gravel Locomotive #210 other names/site number Site #JE0688	
other names/site number Site #JE0688	
Site #320000	
2. Location	
street & number 1700 Port Road	not for publication
	vicinity
city or town Pine Bluff	
state Arkansas code AR county Jefferson cod	le <u>069</u> zip code <u>71601</u>
3. State/Federal Agency Certification	
Signature of certifying official/Title Date	
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Central Texas Gravel Locomotive #210	Jefferson County, Arkansas County and State				
Name of Property	County and state				
crship of Property k as many boxes as apply) Category of Propert (Check only one box)	y Number of Resources within Property (Do not include previously listed resources in count.)				
□ private □ building(s) □ public-local □ district □ public for the public for	Contributing Noncontributing buildings				
☐ public-State ☐ site ☐ public-Federal ☐ structure	sites				
object	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				
N/A					
6. Function or Use					
Historic Functions (Enter categories from instructions)	Current Functions (Enter categories from instructions)				
TRANSPORTATION/rail-related/locomotive	TRANSPORTATION/rail-related/locomotive				
7. Description					
Architectural Classification	Materials				
(Enter categories from instructions)	(Enter categories from instructions)				
N/A	foundation N/A				

walls

roof

other

N/A

N/A

STEEL

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

Arkansas Railroad Museum

recorded by Historic American Engineering

Record #

Central Texas Gravel Locomotive #210		County	and St	tate		
Name of Property	County and State					
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Verbal Boundary Description Describe the boundaries of the property on a continuation sheet.)						
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Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)						
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11. Form Prepared By						
name/title Ralph S. Wilcox, National Register & Survey Coordina	ator					
organization Arkansas Historic Preservation Program		date			8 2006	
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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.)

mated 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.

County and State

United States Department of the Interior

tional Park Service

National Register of Historic Places Continuation Sheet

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SUMMARY

Central Texas Gravel Locomotive #210 is a diesel-powered General Electric 25-ton switch locomotive built by General Electric in April 1953 for Central Texas Gravel. The locomotive is a later, Phase II carbody, 25-ton model, which was slightly more aerodynamic than the previous generation. The locomotive was in use at several facilities in Texas, Louisiana, and Arkansas, before arriving at the Arkansas Railroad Museum in 2005.

ELABORATION

The general specifications for Central Texas Gravel Locomotive #210 are as follows:

Make:

General Electric 25-ton diesel electric switch locomotive.

ilder:

General Electric.

Horsepower:

150 hp.

Length:

Approximately 12 feet.

Width:

Approximately 10 feet.

Height:

Approximately 15 feet.

Weight:

50,000 lbs.

Central Texas Gravel Locomotive #210 is a diesel-powered General Electric 25-ton switch locomotive built by General Electric as construction #31784 in April 1953. The locomotive is a later, Phase II carbody, 25-ton model, which was slightly more aerodynamic than the previous generation. The locomotive was in use at several facilities in Texas, Louisiana, and Arkansas, before arriving at the Arkansas Railroad Museum in 2005. The locomotive sits on two two-wheel trucks, which are connected by side rods.

The body of the locomotive consists of a rear cab with a hood at the front end sheltering the engine. Doors along the sides of the hood allow access to the engine for repairs. The end of the hood contains metal louvers to allow cooling of the engine, and a single headlight is located in the center of the top of the hood's front. Walkways with metal railings go from the cab to ladders at each front corner of the locomotive. Doors on side of the cab and the front of the cab's other side provide outside access.

The hood and cab of the locomotive is painted yellow while the frame is painted black. Each side of the cab, along with the back, has the logo for Rescar, one of the most recent owners, painted on it. The handrails along the walkways are also painted black.

Jefferson County, Arkansas
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Integrity

Central Texas Gravel Locomotive #210 possesses good integrity. Since the locomotive was built, parts of the locomotive have been replaced and repaired. However, this is a normal practice for railroad rolling stock as parts wear out.

Central Texas Gravel Locomotive #210 currently resides at the Arkansas Railroad Museum, which is housed in the building where the Cotton Belt built and repaired steam locomotives. The current setting reflects the plant or industrial setting that the locomotive would have operated in originally. As a result, its current setting still reflects Central Texas Gravel Locomotive #210's period of significance.

Central Texas Gravel Locomotive #210
Name of Property

National Park Service

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SUMMARY

Central Texas Gravel Locomotive #210 is being nominated to the National Register of Historic Places with statewide significance under Criterion C for its engineering as an excellent late-model example of a General Electric 25-ton diesel-electric switch locomotive. The small General Electric diesel-electric switch locomotives, like the 25-ton model, were an important switch engine design that was used not only throughout the United States, but in several foreign countries as well.

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 er, which had laid a few miles of track inland from Chicot and Arkansas City, were the only railroads to complete any construction prior to 1860.³

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.

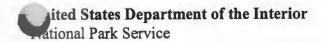
The second railroad line to reach across the state incorporated the Memphis & Little Rock Railroad, and the newly constructed Little Rock & Fort Smith, which had reached the coal fields of Clarksville in 1874 and Fort Smith five years later. The Little Rock & Fort Smith was purchased by Jay Gould (who 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.⁵

From the 1830s onward, steam locomotives were the standard workhorses on American railroads. The earliest locomotives were usually custom, one-off designs and it was not until the 1850s that locomotive builders progressed beyond the experimental stage of locomotive design and construction to the employment of standard designs that were developed to meet the various conditions that railroads faced. By the late nineteenth century, as trains became longer and heavier and the increased demand for railroad traffic brought out faster and tighter schedules, American steam locomotives became much larger and more sophisticated.

³ Elliott West. The WPA Guide to 1930s Arkansas. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 54.

⁴ Ibid.

⁵ West, p. 55.



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The larger locomotives also brought about a change in manufacturing as well with a shift from small workshops manufacturing locomotives to large industrial factories.⁶

Even though larger scale locomotives were built as time progressed, there was still a need for smaller steam locomotives designed specifically for switching duties in yards. Switchers were usually built to conventional designs, but were relatively small, operated at slow speeds, and had high adhesion in order to move long strings of railroad cars.⁷

However, by the 1930s and early 1940s many railroads began to upgrade their motive power by purchasing diesel locomotives. Many American railroads began using diesel-powered locomotives on their lines during the period since they presented several advantages over steam locomotives. Diesel locomotives are able to art a heavy train from a standstill more quickly than can a steam locomotive. Additionally, diesel comotives are ready to work at any time, and spend much less time out of service for service and repairs than do steam locomotives. They can also travel greater distances without stopping for fuel. The many advantages of diesel power would have been appealing to many railroads.

The diesel engine was patented in Augsburg, Germany, in 1892 and was the invention of Dr. Rudolf Diesel. Although the first one built ran on coal, the second one ran on refined oil, and as early as 1893 Diesel wrote about the possible applications of his engine to railroad locomotives. The first experimental diesel locomotive was produced in 1909 while Diesel was working with the firm of Klose and Sulzar and by 1913 an experimental diesel-electric railcar appeared in Sweden.⁸

In the United States, General Electric began experimenting with diesel-electric motive power in the early 1910s and had produced five experimental diesel-electric switch engines early during World War I. However, they did not have any impact on the type of locomotives that American railroads purchased. As a result, General Electric decided to focus their efforts on building the electrical components for diesel locomotives while letting other companies build the engines and bodies.⁹

The development of a lightweight diesel engine capable of producing lots of horsepower did not occur, however, until the 1930s. In 1930, General Motors, which mainly manufactured automobiles, acquired the Winton Engine Company, a company that specialized in lightweight diesel engines, and the Electro-Motive Corporation, which had been created in 1922 to design and market gas-electric railcars. The merger of these

olin Garratt & Max Wade-Matthews. Illustrated Book of Steam and Rail. New York: Barnes and Noble Books, 2002, pp. 24-25 and 28-31.

⁷ *Ibid*, p. 78.

⁸ Gordon Chappell. Steam Over Scranton: The Locomotives of Steamtown Special History Study. National Park Service, 1991, found at http://www.cr.nps.gov/history/online_books/steamtown/shs.htm.

⁹ Ibid.

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three companies signified the beginning of the era of lightweight streamlined passenger trains, such as the Burlington and Quincy Railroad's *Pioneer Zephyr*, and the beginning of serious use of diesel-electric motive power for passenger trains. ¹⁰

The growth of the Electro-Motive Division (EMD) of General Motors in the 1930s caused General Electric (GE) to rethink its abandonment of diesel locomotive development. As a result, in 1940, GE and Alco teamed up to produce and market diesel-electric locomotives for long-haul road work, and they also worked together on locomotive designs. Although World War II and the War Production Board severely curtailed diesel locomotive design and production in order to conserve crucial materials, such as copper, which is a large component in electrical systems, the Alco-GE partnership introduced several new models after the war. ¹¹

Athough the Alco-GE partnership helped both companies, they were never able to topple EMD as the top diesel locomotive manufacturer, and consistently held the second-place position. The reasons for the company remaining in second place were attributed to Alco's steam-era business practices and higher maintenance costs and reliability problems with the locomotives. Due to the problems, GE terminated their partnership with Alco in 1953, although GE continued to provide Alco (and other manufacturers) with electrical gear for its diesel-electric locomotives. ¹²

Even though GE had teamed up with Alco to produce and market locomotives for long-haul road work, GE had produced its own line of switchers and, in fact, it was GE's original diesel locomotive market. In 1940, GE introduced new standard models of switch engines, including a 25-ton model. (The 44-ton model, which became one of the most popular GE models, was specifically designed to comply with 1930s legislation that allowed one-man operation of locomotives weighing less than 45 tons. Locomotives weighing more than 45 tons required both an engineer and fireman.) Even though several other manufacturers produced center-cab switchers, GE's were the most popular. ¹³

The GE 25-ton switcher was popular with a wide variety of railroads and industries for many purposes. As with other switch engines in the GE model range, large Class I railroads would have used them for switching on light branch lines and especially in industrial areas where heavier locomotives could damage the track and bridges. Shortline railroads could have also used them to replace aging steam locomotives. Electric

Brian Hollingsworth and Arthur Cook. The Great Book of Trains. New York: Salamander Books, Ltd., 1987, p. 272.

¹¹ Brian Solomon. GE Locomotives: 110 Years of General Electric Motive Power. St. Paul, MN: MBI Publishing Company, 2003, pp. 52-53 and 55.

¹² Ibid, p. 56.

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interurban railroads also used the GE models to handle their freight operations, and they were also popular with industrial railroads and private companies.14

The popularity and great features of the entire line of GE switching locomotives was touted in the 1947 Locomotive Cyclopedia of American Practice, which wrote:

> G-E Diesel-Electric Locomotives for Industrial Use Built in Standard Sizes For Low Cost and Quick Delivery

For economical industrial switching, General Electric offers a line of standard locomotives for industrial use. Salient features area service-proved design and construction, low first cost, and quick delivery. Special locomotives are available to meet unusual requirements. ...

[The] smallest unit in the standard line, the 25-ton, 150-hp locomotive has a top speed of 20 mph and a maximum tractive effort of 15,000 pounds.

This locomotive's ability to do a real job is the result of features which are generally found only on larger units. Besides the heavy-duty traction motor, which is a feature of the G-E electric drive, this unit also has antifriction journal bearings and air brakes.

GE was able to manufacture locomotives that could be used on track gauges (distance between the rails) from 36 inches to standard gauge of 4' 81/2". 15 Purchasers of GE 25-ton model locomotives included the Alabama River Woodlands, Inc., Colorado Fuel & Iron (narrow gauge railroad), Providence & Worcester, Consolidated Sand & Gravel, Central Texas Gravel, and the U.S. Government. 16

Central Texas Gravel #210 was built by General Electric as construction #31784 in April 1953. The design of the locomotive reflected the second generation of the 25-ton model. (The first generation, which was replaced prior to 1947, had a boxier front end and hood area.) It is not known how long it worked at Central Texas Gravel, but when they replaced the locomotive, it remained in the gravel business going to Gifford-Hill & Co., first in Shreveport, Louisiana, and then at Eagle Mills, Arkansas. 17 A small locomotive like the GE 25-ton model would have been ideal for operations around an industrial facility such as Central Texas

¹⁴ Solomon, p. 57.

¹⁵ Roy V. Wright (ed.) 1947 Locomotive Cyclopedia of American Practice. New York: Simmons-Boardman Publishing Corporation, 1947, Sec. 16, p. 1052.

¹⁶ Information on GE 25-ton locomotives found at: http://www.thedieselshop.us/PRSVDge.HTML. ¹⁷ Information on Central Texas Gravel Locomotive #210 provided by the Arkansas Railroad Museum.

Central Texas Gravel Locomotive	#210
Name of Property	

Jefferson	County,	Arkansas		
County and	State			

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Gravel or Gifford-Hill & Co. where the number of cars being hauled would have been small and the tracks would likely have had tight curves.

After being used in the gravel industry, the locomotive was sold to Rescar in Cicero, Illinois. Rescar provides maintenance services to companies that own or lease railroad rolling stock, including mechanical repairs, painting, and cleaning, and a 25-ton model locomotive would be ideal for switching other pieces of rolling stock from one part of their facility to another. In 1997, the locomotive was transferred from the Cicero, Illinois, to Longview, Texas, location.¹⁸

In 2004, Locomotive #210 was sold to Power Source Supply, a company that supplies locomotives and locomotive parts to other railroads around the world. Although Power Source Supply never used the comotive, they sold it to an individual in 2005. It arrived at the Arkansas Railroad Museum in 2005, and mey have plans to restore the locomotive in order to use it to switch the museum's rolling stock.¹⁹

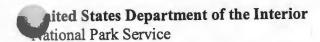
Central Texas Gravel Locomotive #210 remains an excellent example of a late-model GE 25-ton locomotive. The entire line of GE switch engines, from the 25-ton model up to the 95-ton model, were and are important locomotive designs, providing switching services for railroads, the U.S. Government and other private companies and industries. The Arkansas Railroad Museum has done a good job of saving and preserving Locomotive #210, and their plans to restore the locomotive will once again put this railroad workhorse back in service.

STATEMENT OF SIGNIFICANCE

Central Texas Gravel Locomotive #210 is being nominated to the National Register of Historic Places with statewide significance under Criterion C for its engineering as an excellent late-model example of a General Electric 25-ton diesel-electric switch locomotive. The small General Electric diesel-electric switch locomotives, like the 25-ton model, were an important switch engine design that was used not only throughout the United States, but in several foreign countries as well.

¹⁸ Information on Central Texas Gravel Locomotive #210 provided by the Arkansas Railroad Museum and information on Rescar from http://www.rescar.com/.

¹⁹ Information on Central Texas Gravel Locomotive #210 provided by the Arkansas Railroad Museum.



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Hollingsworth, Brian, and Arthur Cook. The Great Book of Trains. New York: Salamander Books, Ltd., 1987.

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Information on Central Texas Gravel Locomotive #210 provided by the Arkansas Railroad Museum.

Information on Rescar from http://www.rescar.com/.

Solomon, Brian. GE Locomotives: 110 Years of General Electric Motive Power. St. Paul, MN: MBI Publishing Company, 2003.

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

Wright, Roy V. (ed.) 1947 Locomotive Cyclopedia of American Practice. New York: Simmons-Boardman Publishing Corporation, 1947.

Central Texas	Gravel	Locomotive #210
Name of Property	,	

Jefferson County, Arkansas
County and State



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VERBAL BOUNDARY DESCRIPTION

From the southeast corner of the Arkansas Railroad Museum building at 1700 Port Road, proceed northerly along the east wall of the building for 165 feet to the point of beginning. From the point of beginning, proceed northerly along the east wall of the building for 20 feet, thence proceed westerly perpendicular to the wall for 40 feet, thence proceed southerly parallel to the wall for 20 feet, thence proceed easterly perpendicular to the wall for 40 feet to the point of beginning.

BOUNDARY JUSTIFICATION

The boundary encompasses all of the property that contains Central Texas Gravel Locomotive #210.





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