

United States Department of the Interior  
National Park Service

NR Listed 7/12/04

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 San Francisco (Frisco) Railway Steam Locomotive #4003

other names/site number U.S. Railway Administration Steam Locomotive #20008, Site #SB0558

2. Location

street & number 100 South 4<sup>th</sup> Street

not for publication

city or town Fort Smith

vicinity

state Arkansas code AR county Sebastian code 131 zip code 72901

3. State/Federal Agency Certification

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

nationally  statewide  locally. (See continuation sheet for additional comments.)

Cathy Mattau  
Signature of certifying official/Title

3/11/04  
Date

Arkansas Historic Preservation Program

State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

entered in the National Register.  
 See continuation sheet

determined eligible for the  
National Register.

See continuation sheet

determined not eligible for the  
National Register.

removed from the National  
Register.

other, (explain:)

5. Classification

Ownership of Property  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property  
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property  
(Do not include previously listed resources in count.)

Contributing

Noncontributing

_____	buildings
_____	sites
_____	structures
_____	objects
_____	Total

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

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)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other STEEL

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

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

- 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

1919-1952

Significant Dates

1919

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

American Locomotive Company (ALCO), 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:

Fort Smith Trolley Museum

St. Louis San Francisco (Frisco) Railway Steam Locomotive #4003

Name of Property

Sebastian County, Arkansas

County and State

**10. Geographical Data**

**Acreage of Property** Less than one.

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>370143</u>	<u>3916502</u>	3	<u>                    </u>	<u>                    </u>	<u>                    </u>
	Zone	Easting	Northing		Zone	Easting	Northing

2	<u>                    </u>	<u>                    </u>	<u>                    </u>	4	<u>                    </u>	<u>                    </u>	<u>                    </u>
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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 October 13, 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 Fort Smith Trolley Museum

street & number 100 South 4<sup>th</sup> Street telephone                     

city or town Fort Smith state AR zip code 72901

**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 San Francisco (Frisco) Railway Steam Locomotive #4003 is a Class USRA1, 2-8-2-A Mikado freight steam locomotive built by the American Locomotive Company (ALCO) in March 1919. It was operated by the Frisco until 1952. The locomotive was donated to the City of Fort Smith in 1954 and resided in Kay Rodgers Park until c. 2000 when it was removed from the park and donated to the Fort Smith Trolley Museum. The locomotive is now housed at the Fort Smith Trolley Museum where it is on display. Of the 625 Class USRA1, 2-8-2-A locomotives built, Engine #4003 is one of approximately six known remaining in the U.S.

### ELABORATION

The general specifications for the St. Louis San Francisco (Frisco) Railway Steam Locomotive #4003 are as follows:

**Make:** Class USRA1, 2-8-2-A Mikado freight steam locomotive. (The term Mikado refers to the Emperor of Japan since the first locomotives of this type were built by Baldwin in 1897 for the Japanese Government Railways. During World War II, many railroads referred to them as MacArthurs.)

**Builder:** American Locomotive Company (ALCO), Schenectady, New York.

**Tractive Power:** 54,700 pounds (62,900 pounds after the booster engine was installed)

**Length:** Engine & Tender – Approximately 80’.

**Empty Weight:** 303,000 lbs.

**Tender Capacity:** Water – 10,000 gallons  
Coal – 18 tons

**Cost:** \$53,619

St. Louis San Francisco (Frisco) Railway Steam Locomotive #4003 is a Class USRA1, 2-8-2-A Mikado freight steam locomotive built by the American Locomotive Company (ALCO) in Schenectady, New York, in March 1919. It operated on the Frisco’s tracks between Fort Smith, Arkansas, and Monett, Missouri, and mainly hauled freight trains, although it occasionally hauled passenger trains as well. The 2-8-2 designation refers to the fact that the locomotive has a two-wheel lead truck, eight driving wheels, and a two-wheel trailing truck. The “A” designation refers to the fact that Engine #4003 is a light version designed to operate on light rail. (Heavy versions were given a “B” designation.) The driving wheels are 63” in diameter.

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Engine #4003 is a coal-burning locomotive. The total heating surface of the locomotive, including the tubes and flues and the firebox arch tubes and combustion chamber, is approximately 3,800 square feet. The locomotive is also equipped with a Locomotive Superheater Company superheater. The boiler operates at a pressure of 200 pounds. The cylinders of the locomotive measure 26" x 30". Engine #4003 is equipped with a Waelschart Valve Gear and a Franklin Type-E Reverse Gear.

The tender that accompanies Engine #4003 has a capacity of approximately 10,000 gallons of water and 18 tons of coal. It rests on two, four-wheel trucks.

### Integrity

Engine #4003 possesses very strong integrity. Although the locomotive is currently not operational, it has been inspected and determined that it could be restored to operational condition again. Since Engine #4003 was built, parts of the locomotive have been replaced and repaired. However, this is a normal practice for steam locomotives as parts wear out. Engine #4003 currently resides at the Fort Smith Trolley Museum, and sits among other pieces of rolling stock on a spur off of the original Frisco rail line. Additionally, the spur appears on the 1947 USGS topographic map, indicating that it was in place while Engine #4003 was in service. As a result, its current setting still reflects Engine #4003's period of significance while it was in operation on the Frisco in the Fort Smith area.

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### SUMMARY

St. Louis San Francisco (Frisco) Railway Steam Locomotive #4003 is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for its engineering as the only Class USRA1, 2-8-2-A Mikado type freight steam locomotive remaining in Arkansas. The locomotive was a workhorse in freight service on the Frisco for 33 years until more efficient diesel locomotives began to replace 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>

The history of the Frisco Railroad began in 1866 with the chartering of the Atlantic & Pacific Railroad (A&P), which wanted to build a railroad line roughly along the 35<sup>th</sup> parallel from Springfield, Missouri, to the Pacific. However, securing financing for the railroad was not easy, and the A&P went into receivership in 1875. The portion of the A&P that was in Missouri was sold and became the St. Louis & San Francisco Railway. (The portion in what is now Oklahoma kept the Atlantic & Pacific name.) The Frisco expanded its

<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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lines throughout the 1880s, and the railroad was purchased in 1890 by the Santa Fe. The ownership was short-lived, however, as the Santa Fe went into receivership in 1893. In 1896, a new St. Louis & San Francisco Railroad was organized, comprised of the old Frisco line as well as the A&P in Oklahoma.<sup>4</sup>

Shortly after the turn of the twentieth century, Benjamin F. Yoakum acquired control of the Frisco. By that time, he already held the Rock Island, Chicago & Eastern Illinois, and the railroads that would become known as the Gulf Coast lines. His empire came crashing down in 1913, and the Frisco was again reorganized as the St. Louis-San Francisco Railway in 1916. The new Frisco assumed the role of a regional railroad, and prospered until the time of the Depression, going into receivership again in 1932. The prosperity that resulted from increased traffic during World War II allowed the Frisco to emerge from receivership in 1947. In 1966 the Burlington acquired a large amount of Frisco stock, and the Frisco ultimately merged with the Burlington Northern on November 21, 1980.<sup>5</sup>

The line between Fort Smith and Monett, Missouri, which Engine #4003 was assigned to, was under construction by 1881 as part of the St. Louis, Arkansas, & Texas Railroad.<sup>6</sup> The route chosen by the railroad across Northwestern Arkansas to Fort Smith actually followed the old Butterfield stage route.<sup>7</sup> However, it was not until 1884 that the line was completed into Fort Smith. The reason for the delay in the completion of the line was because it had to cross the military reservation at Fort Smith. As a result, Congress had to pass and the President had to sign an act allowing the railroad line to cross the reservation. In return for the permission, the railroad was required to construct a stone wall along the inside boundary of the right-of-way. The wall constructed by the railroad matched the walls on the other three sides of the reservation and completed the enclosure of the reservation.<sup>8</sup> By 1895, the St. Louis, Arkansas & Texas Railroad became part of the Frisco system.<sup>9</sup>

In the early twentieth century, the Frisco Railroad, like most other American railroads, made little investment in new equipment for its line. Increased labor costs and debt left over from the 1907 financial panic meant that there was little extra money for new locomotives and cars. As a result, when World War I broke out, it quickly became apparent that American railroads were not prepared to handle the sudden increase in traffic that the war mobilization effort required. The locomotives and cars in use on railroads across the country,

<sup>4</sup> Drury, George H. *The Historical Guide to North American Railroads*. Milwaukee, WI: Kalmbach Books, 1985, p. 287.

<sup>5</sup> Drury, George H. *The Historical Guide to North American Railroads*. Milwaukee, WI: Kalmbach Books, 1985, p. 288.

<sup>6</sup> *Map of the Chester, Iron Mountain & Western Railroad and its connections*. Map. New York: G.W. & C.B. Colton & Co., 1881.

<sup>7</sup> West, p. 55.

<sup>8</sup> Faulk, Odie B. ad Billy Mac Jones. *Fort Smith: An Illustrated History*. Muskogee, OK: Western Heritage Books, 1983, p. 67.

<sup>9</sup> *Cram's Township and Railroad Map of Arkansas*. Map. Chicago: George Franklin Cram, 1895.



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including the Frisco, were not well maintained, obsolete, and not plentiful enough to meet the demand.<sup>10</sup> The solution to the problem was the United States Railroad Administration (USRA), which was founded on December 28, 1917.<sup>11</sup>

The USRA was created in order to oversee the nationalization of the privately-owned American railroad, and when it took over that task on January 1, 1918, it identified the shortage of locomotives as the one of the problems that needed immediate attention. In order to address this problem, the USRA created a Locomotive Committee with representatives from eleven railroads and the three major locomotive builders of the time (ALCO, Baldwin, and Lima) to develop standard locomotive designs that could be used across the country. Using standard plans would allow the railroads and locomotive builders to take advantage of the concepts of standardized parts and mass production. Using proven locomotive designs and incorporating the best of the era's modern technology, the Committee created designs for twelve different types of locomotives.<sup>12</sup>

The first locomotive built to USRA design, Baltimore and Ohio #4500, a 2-8-2-A Mikado type built by the Baldwin Locomotive Works in Philadelphia, was ready for service on July 4, 1918, only seven months after the USRA's creation. It turned out that the influence of the USRA would be quite far-reaching. During the reign of the USRA from January 1, 1918, until its jurisdiction ended in March 1920, 1,856 locomotives were built to their designs. Amazingly, another 3,251 locomotives were built to the USRA's designs after World War I ended. All together, 97 railroads used USRA locomotive designs.<sup>13</sup>

Of the twelve designs developed by the USRA, the 2-8-2-A Mikado was by far the most popular design built, and it was also the principal freight locomotive used in North America. Of the 1,856 locomotives built to USRA designs during its existence, 625 were 2-8-2-A light Mikados, which was more than all the other USRA designs combined.<sup>14</sup> USRA 2-8-2-A Mikados would eventually be assigned to a total of 32 different railroads.<sup>15</sup> The Frisco Railroad had a total of 33 USRA 2-8-2-A Mikados, although, interestingly, none of them were originally allocated to the Frisco by the USRA. Twenty-three of the locomotives (#4000-4007 and 4017-4031) were initially allocated to the Pennsylvania Railroad (PRR), but were rejected. The other ten

<sup>10</sup> Keller, Vagel C., Jr. Book review of *Uncle Sam's Locomotives: The USRA and the Nation's Railroads* by Eugene L. Huddleston. Found at: <http://www.hbs.edu/bhr/archives/bookreviews/77/2003summervkeller.pdf>.

<sup>11</sup> USRA locomotive information found at: <http://www.steamlocomotive.com/misc/usra.html>.

<sup>12</sup> American Society of Mechanical Engineers. *USRA Steam Locomotives: Atlantic Coast Line 1504 and Baltimore and Ohio 4500*. October 23, 1990. Found at: <http://www.asme.org/history/brochures/h147-h148.pdf>.

<sup>13</sup> Ibid.

<sup>14</sup> Ibid.

<sup>15</sup> Huddleston, Eugene L. *Uncle Sam's Locomotives: The USRA and the Nation's Railroads*. Bloomington, IN: Indiana University Press, p. 43.

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examples were originally allocated to the Indiana Harbor Belt Railroad, a division of the New York Central. (All together, the Frisco would have 125 Mikados in their fleet.)<sup>16</sup>

Originally, the Frisco told the USRA that they were not interested in the locomotives, either. However, the railroad saw how good they were, and eventually decided to accept them. To prepare them for service, the Frisco modified them, fitting them with cast trailing trucks and boosters.<sup>17</sup> Additionally, most of the Mikados that the Frisco received from the USRA, including Engine #4003, had their cab roofs raised for additional headroom.<sup>18</sup>

Frisco Engine #4003 was built by ALCO in March 1919 in their Schenectady, New York, shops as USRA Engine #20008. It was ALCO construction number 60946, and cost \$53,619 to build. After the locomotive had been rejected by the PRR, it was purchased by the Frisco in August 1919, and placed in service hauling freight trains between Fort Smith, Arkansas, and Monett, Missouri. Engine #4003 was also used for occasional passenger service.<sup>19</sup> (Engine #4003 would be one of only three ALCO-built Mikados in service on the Frisco.<sup>20</sup>)

The 2-8-2-A Mikado design, like Engine #4003, was a good choice on the line between Fort Smith and Monett, which was one of the Frisco's major branch lines. Mikados were relatively large locomotives, which meant that they could haul general purpose freight trains of between 3,000 and 5,000 tons. It was a design that was also well-suited to hauling passenger trains on steep grades, something that would have been found on the Fort Smith-Monett line as it wound its way through the Boston Mountains.<sup>21</sup>

The freight trains that Engine #4003 hauled likely carried fruit and zinc among other products. Monett, at least during the first half of the twentieth century, was the shipping center of the berry-growing region in that part of Missouri. The fruit was brought to Monett by truck and wagon from the surrounding farms where it was then crated and loaded onto freight cars and shipped. By 1941, approximately 1,000,000 quarts of berries were shipped from the region.<sup>22</sup> In addition, nearby Joplin was the center of a zinc mining region in Southwest Missouri, and some of the zinc was brought to Fort Smith where it was refined in two smelters

<sup>16</sup> Information on USRA locomotives and Mikados from [www.steamlocomotive.com](http://www.steamlocomotive.com).

<sup>17</sup> Boosters are small, two-cylinder steam engines, usually mounted on the trailing truck of the locomotive and geared to one axle, that converted extra steam available at low speeds to additional tractive force for starting a train. Boosters were usually usable up to about 15 mph. If a locomotive did not have a trailing truck, the booster could be fitted to the tender.

<sup>18</sup> Drury, George H. *Guide to North American Steam Locomotives*. Waukesha, WI: Kalmbach Books, 1993, p. 342.

<sup>19</sup> Information on Engine #4003 from [www.steamlocomotive.info](http://www.steamlocomotive.info).

<sup>20</sup> Information on Mikados from [www.steamlocomotive.com](http://www.steamlocomotive.com).

<sup>21</sup> Ibid.

<sup>22</sup> *Missouri: The WPA Guide to the "Show-Me" State*. St. Louis: John S. Swift Company, 1998 reprint of 1941 publication, p. 434.

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that existed on the northeast side of town. The smelters' location on Midland Boulevard was located adjacent to the Frisco line as it entered Fort Smith from Van Buren.<sup>23</sup>

By 1940, the Frisco, like many American railroads, began using diesel powered locomotives on their lines. 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 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 the Frisco, as they were to other railroads. The Frisco began an earnest effort in 1948 to switch to diesel locomotives, and, as a result, Engine #4003 was retired by the Frisco in 1952.<sup>24</sup> (In fact, the last steam-powered train on the Frisco ran between Birmingham and Bessemer, Alabama, in February 1952.<sup>25</sup>)

Although it was retired in 1952, the Frisco kept Engine #4003 until September 1954 when it was donated to the City of Fort Smith.<sup>26</sup> The City of Fort Smith placed the locomotive in Kay Rodgers Park on Midland Boulevard where it remained until c. 2000. At that time, the City donated the locomotive to the Fort Smith Trolley Museum as long as the Museum paid for the cost of locomotive's move. Professional house movers were hired and the move from Kay Rodgers Park to the Museum's grounds was completed c. 2000. Engine #4003 currently resides at the Fort Smith Trolley Museum, and sits among other pieces of rolling stock on a spur off of the original Frisco rail line.<sup>27</sup>

Although Engine #4003 is currently not operational, it has been determined that it is in good condition and could be restored to operating condition. However, the Museum has no plans to restore the locomotive at the present time. The estimated cost of restoration is \$500,000-\$750,000, and the fact that the Museum does not own any track where the locomotive could be run are major obstacles to completing a restoration.<sup>28</sup>

Today, St. Louis San Francisco (Frisco) Railway Steam Locomotive #4003 is a living reminder of Arkansas's rich railroad history, and the rich history of the Frisco's presence in Fort Smith and Northwest Arkansas in the early part of the twentieth century. Frisco Engine #4003 is currently the last remaining Frisco steam locomotive in Arkansas. In addition, Engine #4003 is a rare remnant of the USRA's railroad legacy. The influence of the USRA across the country during and after World War I was extensive with 1,856 locomotives being built to USRA designs during the War and another 3,251 being built after the War.

<sup>23</sup> West, p. 148.

<sup>24</sup> Telephone conversation with Art Martin on August 21, 2003.

<sup>25</sup> Drury, George H. *Guide to North American Steam Locomotives*. Waukesha, WI: Kalmbach Books, 1993, p. 341.

<sup>26</sup> Information on Engine #4003 from [www.steamlocomotive.info](http://www.steamlocomotive.info).

<sup>27</sup> Telephone conversation with Art Martin on August 21, 2003.

<sup>28</sup> Ibid.

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Engine #4003 is one of only eight total remaining USRA locomotives in existence and one of only six remaining USRA 2-8-2-A locomotives in the country. The survival and continued preservation of Engine #4003 is a monument to the dedication of the Fort Smith Trolley Museum to the preservation of Arkansas's railroad past.

### STATEMENT OF SIGNIFICANCE

St. Louis San Francisco (Frisco) Railway Steam Locomotive #4003 is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for its engineering as the only Class USRA1, 2-8-2-A Mikado type freight steam locomotive remaining in Arkansas. The locomotive was a workhorse in freight service on the Frisco for 33 years until more efficient diesel locomotives began to replace 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.

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### BIBLIOGRAPHY

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*Cram's Township and Railroad Map of Arkansas*. Map. Chicago: George Franklin Cram, 1895.

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Faulk, Odie B. and Billy Mac Jones. *Fort Smith: An Illustrated History*. Muskogee, OK: Western Heritage Books, 1983.

Huddleston, Eugene L. *Uncle Sam's Locomotives: The USRA and the Nation's Railroads*. Bloomington, IN: Indiana University Press, 2002.

Information on Engine #4003 from [www.steamlocomotive.info](http://www.steamlocomotive.info).

Information on Mikados from [www.steamlocomotive.com](http://www.steamlocomotive.com).

Information on USRA locomotives and Mikados from [www.steamlocomotive.com](http://www.steamlocomotive.com).

Keller, Vagel C., Jr. Book review of *Uncle Sam's Locomotives: The USRA and the Nation's Railroads* by Eugene L. Huddleston. Found at: <http://www.hbs.edu/bhr/archives/bookreviews/77/2003summervkeller.pdf>.

*Map of the Chester, Iron Mountain & Western Railroad and its connections*. Map. New York: G.W. & C.B. Colton & Co., 1881.

Martin, Art, President of the Fort Smith Trolley Museum. Telephone conversation with the author. 21 August 2003.

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*Missouri: The WPA Guide to the "Show-Me" State.* St. Louis: John S. Swift Company, 1998 reprint of 1941 publication.

USRA locomotive information found at: <http://www.steamlocomotive.com/misc/usra.html>.

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

St. Louis San Francisco (Frisco) Railway Steam Locomotive #4003  
Name of Property

Sebastian County, Arkansas  
County and State

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

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### VERBAL BOUNDARY DESCRIPTION

St. Louis San Francisco Railway (Frisco) Steam Locomotive #4003 is housed at the Fort Smith Trolley Museum at 100 South 4<sup>th</sup> Street in Fort Smith (UTM: 15/370143/3916502).

### BOUNDARY JUSTIFICATION

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









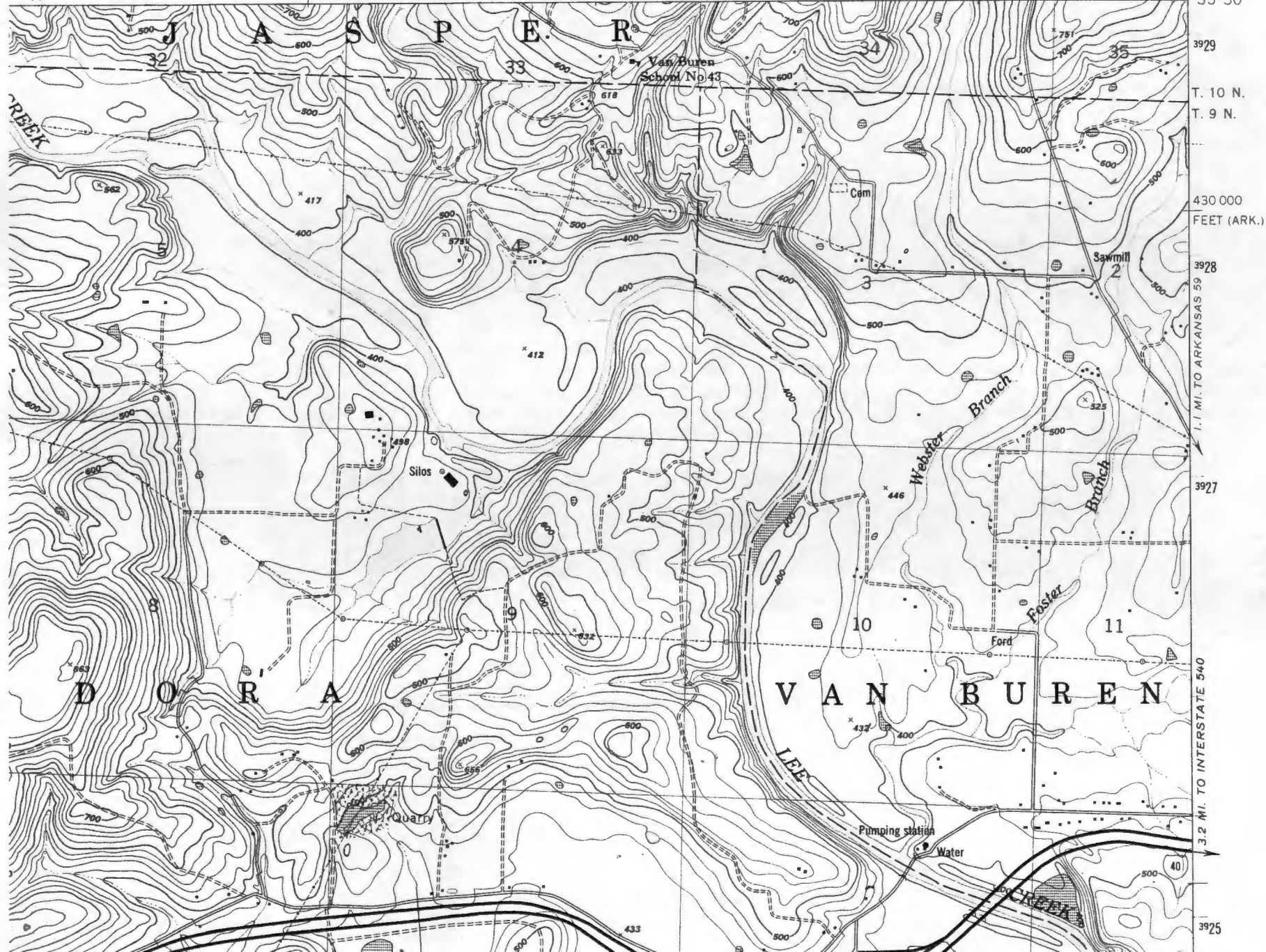


ES  
: ARMY  
ERS

FORT SMITH QUADRANGLE -  
ARKANSAS-OKLAHOMA  
7.5 MINUTE SERIES (TOPOGRAPHIC)  
NW/4 VAN BUREN 15' QUADRANGLE

7155 III SE  
(RUDY)

370 371 25' 372 373 1 290 000 FEET (ARK.) STATTLER 2.6 MI 375 94°22'30" 35°30'



T. 10 N.  
T. 9 N.  
430 000  
FEET (ARK.)  
3928  
1.1 MI. TO ARKANSAS 59  
3927  
3.2 MI. TO INTERSTATE 540  
3925

