

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

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

## 1. Name of Property

historic name St. Louis San Francisco (Frisco) Railway Coach #661

other names/site number St. Louis San Francisco (Frisco) Railway Coach #514, Site #JE0189

## 2. Location

street & number 2815 Dixie Woods Drive  not for publication

city or town Pine Bluff  vicinity

state Arkansas code AR county Jefferson code 069 zip code 71602

## 3. State/Federal Agency Certification

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

Cadde Matthews 3/8/06  
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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name of Property

County and State

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.)

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/rail-related/coach

Current Functions

(Enter categories from instructions)

TRANSPORTATION/rail-related/coach

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls WOOD, STEEL

roof WOOD

other

Narrative Description

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

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**Levels of Significance** (local, state, national)

STATEWIDE

**Areas of Significance** (Enter categories from instructions)

ENGINEERING  
TRANSPORTATION  
ETHNIC HERITAGE/Black

**Period of Significance**

1883-1956

**Significant Dates**

1883-1956

**Significant Person** (Complete if Criterion B is marked)

**Cultural Affiliation** (Complete if Criterion D is marked)

**Architect/Builder**

Barney & Smith Manufacturing Company, 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: \_\_\_\_\_

St. Louis San Francisco (Frisco) Railway Coach #661  
Name of Property

Jefferson County, Arkansas  
County and State

### 10. Geographical Data

Acreeage of Property Less than one.

#### UTM References

(Place additional UTM references on a continuation sheet.)

1 15 586550 3792063  
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 December 5, 2005  
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 Peter J. Smykla, Jr.  
street & number 2800 West 37<sup>th</sup> Avenue telephone \_\_\_\_\_  
city or town Pine Bluff state AR zip code 71603

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

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

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## National Register of Historic Places Continuation Sheet

Section number 7 Page 1

### SUMMARY

St. Louis San Francisco (Frisco) Railway Coach #661 is a late-nineteenth century passenger coach that was built by the Barney & Smith Manufacturing Company in Dayton, Ohio, in March 1883. It was rebuilt to its current roofline and had steel siding installed in 1936. It was operated by the Frisco Railway and then the Kansas City Public Service Freight operation until 1964. Coach #661 was acquired by the Paperton Junction Southern Railway in Pine Bluff in 1996 and restored in the late 1990s. The coach is now housed at the Paperton Junction Southern Railway's shops. Coach #661 is a rare example of a nineteenth-century passenger coach, especially one illustrating the influence of Jim Crow laws.

### ELABORATION

St. Louis San Francisco (Frisco) Railway Coach #661 is a late-nineteenth century passenger coach that was built by the Barney & Smith Manufacturing Company in Dayton, Ohio, in March 1883. It was rebuilt to its current roofline and had steel siding installed in 1936. It was operated by the Frisco Railway and then the Kansas City Public Service Freight operation until 1964. Coach #661 was acquired by the Paperton Junction Southern Railway in Pine Bluff in 1996 and restored in the late 1990s. The coach is now housed at the Paperton Junction Southern Railway's shops. Coach #661 is a rare example of a nineteenth-century passenger coach, especially one illustrating the influence of Jim Crow laws.

The coach rests on two sets of four-wheel trucks. The walls of the coach are currently sheathed in steel siding, which was placed over the original wood siding, and it is crowned with a rounded roof currently covered in rough-weave fiberglass matting to simulate the original canvas roof. The interior of the coach features a center aisle with seats on each side. Originally, a partition separated the coach into two sections, one for blacks and one for whites, in order to comply with Jim Crow laws. Although the partition has been removed, its location is easily discernible by markings on the floor. Open platforms with stairs are located on the coach's ends.

### End Façades

The end façades of the coach are oriented around the entrances. The entrances have wooden doors with a brass panel across the bottom and a single square window pane in the top half. Metal handrails are attached to the rear of the coach on either side of the entrance. Handrails are also present on the rear of the open platform. Five metal steps provide access to the platform on each side of the coach. In addition, the couplers project from the center of the coach beneath the platforms.

### Side Façades

The side façades of the coach are virtually identical. At each end of the coach is the open platform with five steps that access it. Also underneath each end of the coach are the trucks. Each side of the coach is fenestrated by a row of fifteen wood-frame, single-pane windows. Above the windows currently are the letters "PAPERION JUNCTION SOUTHERN" and below the windows are the numbers "SLSF 514."

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(Originally, the letters "FRISCO" were painted above the windows.) While facing each side of the coach, a metal chimney pierces the roof toward the right side.

### Interior

The interior of Coach #661 consists of rows of bench seats on each side separated by a central aisle. The seats are covered in a maroon velvet fabric and also have wood and decorative metal frames. Metal luggage racks are located along each side of the coach above the seats. The interior floor is hardwood and the ceiling is covered in white panels separated by wood strips. The interior ceiling curvature matches the curvature of the exterior roofline. At either end of the coach is a metal stove for heating the car and wood cabinets are also located at each end.

Approximately halfway down the length of the coach are grooves in the floor on either side of the aisle, which indicate the location of the partition that separated the white and black sections of the coach. Although the exact design of the partition is unknown, historic photographs of partitions in other Frisco coaches show that they were wood and either had wood slats and bars or were solid wood.

### Integrity

St. Louis San Francisco (Frisco) Railway Coach #661 possesses good integrity. Parts of the coach have been replaced and repaired, especially when it was restored in the late 1990s. However, this is a normal practice for railroad rolling stock as parts wear out. The replacement parts and materials, however, have been compatible with the original materials and the coach today still reflects mainly its 1936 appearance. The biggest changes to the integrity of the coach occurred in 1936 during its rebuilding when the wood siding was covered with the current metal siding and the roofline was changed.

St. Louis San Francisco (Frisco) Railway Coach #661 currently resides at the shops for the Paperton Junction Southern Railway, which are located adjacent to the former Missouri Pacific and Cotton Belt railroad lines. The coach sits on a section of track that spurs off of the original Cotton Belt rail line. Although the line is not a Frisco Railway line, the current setting still reflects Coach #661's period of significance while it was in operation on Arkansas railroad lines.

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### SUMMARY

Built in 1883 by Barney & Smith Manufacturing Company and rebuilt in 1936, St. Louis San Francisco (Frisco) Railway Coach #661 is an excellent and rare example of a nineteenth-century passenger coach. As a result, it is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C**. Coach #661 was used by the Frisco Railway and the Kansas City Public Service Freight Operation until its retirement in 1964 and is therefore eligible for nomination under **Criterion A** for its association with the role of railroad transportation in Arkansas. Coach #661 is also significant as an example of a "Jim Crow" car that had separate compartments for blacks and whites, and the owner indicates that it is supposedly the oldest "Jim Crow" car in the nation. Although the partition that separated the compartments has been removed, evidence of its placement is still visible and as a result, Coach #661 is also important for its associations with Arkansas's African-American history.

### 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>

<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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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 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>

Almost from the very beginning of railroad transportation in the United States, passenger travel was a part of it. The first railroad, a crude one between Quincy and Boston, Massachusetts, that was used to haul granite, was opened in 1827, and the first passenger railroad opened three years later with the completion of the first division of the Baltimore & Ohio in May 1830. Regular passenger service began July 5, 1830, between Baltimore and Ellicott's Mills, Maryland, a distance of fifteen miles, although horse power was used until the line was finished to Frederick, Maryland, in 1832.<sup>6</sup> The development of railroad passenger travel in the nineteenth century brought about a new industry in the United States to build passenger railcars, and Barney & Smith Manufacturing Company would become one of the most prominent firms.

What would eventually become known as the Barney & Smith Manufacturing Company began in the late 1840s as E. Thresher & Company, which was founded by Eliam Eliakim Barney, a teacher of classical literature, and Ebenezer T. Thresher, a former Baptist minister. Barney had gone into the sawmilling business, and it was eventually purchased by Thresher. Barney and Thresher investigated the possibility of building railroad cars for the growing railroad industry, and joined forces with Elijah Packard, an

<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> Clarke, Thomas Curtis, et al. *The American Railway: Its Construction, Development, Management and Appliances*. Secaucus, NJ: Castle, 1988, pp.230-231.



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experienced car builder, to purchase a plot of land and construct a shop. (Apparently, the fact that Dayton had no railroad at the time and that the cars would have to be shipped by canal boat did not faze the men.)<sup>7</sup>

The first sleeping cars built by the company were finished in 1855, and they were delivered to the railroads fully supplied, even down to the blankets, quilts, and pillow cases. The cars became well known for their quality. The company continued to grow during the 1850s and 1860s, and by the time that it became known as the Barney & Smith Manufacturing Company in 1867, it was a joint stock company with capitalization of \$500,000. Although the financial panic in 1873 hurt the company, it quickly rebounded and by 1878 it was one of the few car building companies in the country that served standard gauge, broad gauge, and narrow gauge railroads.<sup>8</sup>

When Barney & Smith built Frisco Coach #661 in March 1883, it was still a very prosperous company. It was reportedly the largest car builder in the country until Pullman opened his plant near Chicago in 1881. By 1890, the company employed 2,000 workers, and it grew to be a major supplier of freight and passenger cars in the last half of the 1800s, producing almost 6% of the country's total car production.<sup>9</sup>

Although Barney & Smith was still known for its craftsmanship and had an impeccable reputation, the company did not have the inventive resourcefulness needed to be on the leading edge of railroad industry technology. That along with the financial panic of 1893 started to cause problems for the company. The company focused on filling orders for electric street railway and interurban cars, which caused some resurgence in the company's growth, but by 1912 the interurban market was virtually gone. The government seizure of railroads during World War I the post-war depression spelled the end for the company and closed in February 1921.<sup>10</sup>

When Coach #661 was built in March 1883, Barney & Smith had to build a car that would comply with the Jim Crow laws in place in the South at the time. The term Jim Crow originated in the late 1820s when the struggling actor Thomas Dartmouth "Daddy" Rice appeared on stage as an exaggerated stereotypical black character and sang the song:

Come listen all you galls and boys,  
I'm going to sing a little song,  
My name is Jim Crow.

<sup>7</sup> Information on the Barney & Smith Manufacturing Company from <http://www.ironhorse129.com/rollingstock/builders/barneysmith.htm>.

<sup>8</sup> *Ibid.*

<sup>9</sup> *Ibid.*

<sup>10</sup> *Ibid.*

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Weel about and turn about and do jis so,  
Eb'ry time I weel about I jump Jim Crow.

The term evolved into a racial epithet for African-Americans by 1838 and evolved further to refer to the laws that oppressed African-Americans by the end of the nineteenth century.<sup>11</sup> Although the federal government declared illegal acts of discrimination against African-Americans during the period of Congressional Reconstruction from 1866-1876, when Reconstruction ended with the Compromise of 1877 a variety of laws that discriminated against blacks sprang up across the South.<sup>12</sup>

The segregation that the laws imposed also affected public transportation, especially railroads. This became particularly true in 1883 when the U.S. Supreme Court repealed the Civil Rights Act. As a result, in the last two decades of the nineteenth century, southern transportation routes became spaces of racial conflict.<sup>13</sup> The Jim Crow car, like Coach #661, was a direct result of and vividly illustrates the racial conflict that existed on railroads at the time.

The noted author W. E. B. Du Bois described quite extensively in his book, *Darkwater: Voices From Within the Veil*, the experience of traveling in a Jim Crow car like Coach #661. He wrote:

The "Jim Crow" car is up next the baggage car and engine. It stops out beyond the covering in the rain or sun or dust. Usually there is no step to help you climb on and often the car is a smoker cut in two and you must pass through the white smokers or else they pass through your part, with swagger and noise and stares. Your compartment is a half or a quarter or an eighth of the oldest car in service on the road. Unless it happens to be a through express, the plush is caked with dirt, the floor is grimy, and the windows dirty. An impertinent white newsboy occupies two seats at the end of the car and importunes you to the point of rage to buy cheap candy, Coco-Cola [sic.], and worthless, if not vulgar, books. He yells and swaggers, while a continued stream of white men saunters back and forth from the smoker to buy and hear. The white train crew from the baggage car uses the "Jim Crow" to lounge in and perform their toilet. The conductor appropriates two seats for himself and his papers and yells gruffly for your tickets before the train has scarcely started. It is best not to ask him for information even in the gentlest tones. His

<sup>11</sup> "Who Was Jim Crow?" Found at: <http://www.ferris.edu/news/jimcrow/who.htm>.

<sup>12</sup> Ronald L. F. Davis. "Creating Jim Crow." Found at: <http://www.jimcrowshistory.org/history/creating.htm>.

<sup>13</sup> Grace Elizabeth Hale. *Making Whiteness: The Culture of Segregation in the South, 1890-1940*. New York: Pantheon Books, 1998, 127.

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information is for white persons chiefly. It is difficult to get lunch or clean water. Lunch rooms either don't serve niggers or serve them at some dirty and ill-attended hole in the wall. As for toilet rooms, -- don't! If you have to change cars, be wary of junctions which are usually without accommodations and filled with quarrelsome white persons who hate a "darky dressed up." You are apt to have the company of a sheriff and a couple of meek or sullen black prisoners on part of your way and dirty colored section hands will pour in toward night and drive you to the smallest corner.

...There is not in the world a more disgraceful denial of human brotherhood than the "Jim Crow" car of the southern United States...<sup>14</sup>

The quality construction that Barney & Smith used in building railcars was also apparent in Frisco Coach #661. It was not until early 1936 that the car had a major rebuilding done, and it only included redesigning the roof to the current "turtle-back" configuration, and adding the steel siding while keeping the wood frame. (In fact, thousands of wood screws were used to fasten on the steel siding, and then the heads were meticulously leaded in to make the screws look like rivets.) The car still retains its original wood trucks today.<sup>15</sup>

The coach remained in service on the Frisco, although renumbered to 514, until the early 1960s when it was transferred to the Kansas City Public Service Freight Operation. It was last used in active service on the Kansas City Public Service Freight Operation in 1964. In October 1996, Coach #661 was purchased by the Paperton Junction Southern Railway and brought to Pine Bluff on a flat car. It was then restored in the late 1990s and has remained at the Paperton Junction Southern's shops since being restored.<sup>16</sup>

Today, St. Louis San Francisco (Frisco) Railway Coach #661 is a living reminder of Arkansas's rich railroad history, and the rich history of the Frisco's presence in Arkansas in the early part of the twentieth century. Frisco Coach #661 is an excellent example of a late nineteenth century passenger coach like those used on the railroads of Arkansas, and is also a rare surviving example of a Jim Crow car. The survival and continued preservation of Coach #661 is a monument to the dedication of Peter J. Smykla, Jr., and the Paperton Junction Southern Railway to the preservation of Arkansas's railroad past.

### STATEMENT OF SIGNIFICANCE

Built in 1883 by Barney & Smith Manufacturing Company and rebuilt in 1936, St. Louis San Francisco (Frisco) Railway Coach #661 is an excellent and rare example of a nineteenth-century passenger coach. As a

<sup>14</sup> W. E. B. Du Bois. *Darkwater: Voices From Within the Veil*. New York: Harcourt, Brace and Company, 1921, pp. 229-230.

<sup>15</sup> Information on Frisco Coach #661 supplied by Peter J. Smykla, Jr.

<sup>16</sup> *Ibid.*

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result, it is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C**. Coach #661 was used by the Frisco Railway and the Kansas City Public Service Freight Operation until its retirement in 1964 and is therefore eligible for nomination under **Criterion A** for its association with the role of railroad transportation in Arkansas. Coach #661 is also significant as an example of a "Jim Crow" car that had separate compartments for blacks and whites, and the owner indicates that it is supposedly the oldest "Jim Crow" car in the nation. Although the partition that separated the compartments has been removed, evidence of its placement is still visible and as a result, Coach #661 is also important for its associations with Arkansas's African-American history.

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### BIBLIOGRAPHY

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Du Bois, W. E. B. *Darkwater: Voices From Within the Veil*. New York: Harcourt, Brace and Company, 1921.

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

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Information on Frisco Coach #661 supplied by Peter J. Smykla, Jr.

Information on the Barney & Smith Manufacturing Company from  
<http://www.ironhorse129.com/rollingstock/builders/barneysmith.htm>.

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


"Who Was Jim Crow?" Found at: <http://www.ferris.edu/news/jimcrow/who.htm>.

St. Louis San Francisco (Frisco) Railway Coach #661

Name of Property

Jefferson County, Arkansas

County and State

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National Park Service

# National Register of Historic Places

## Continuation Sheet

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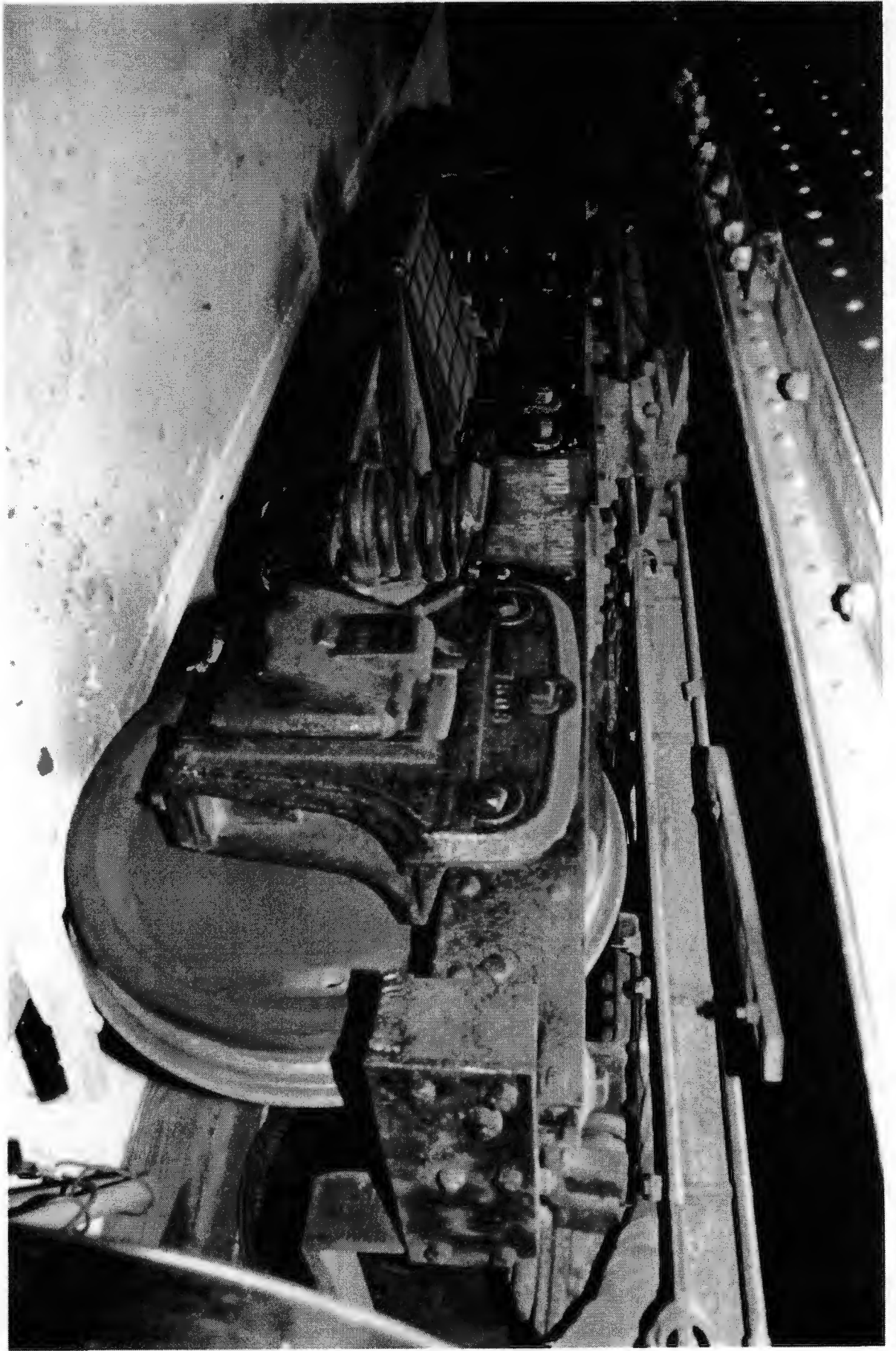
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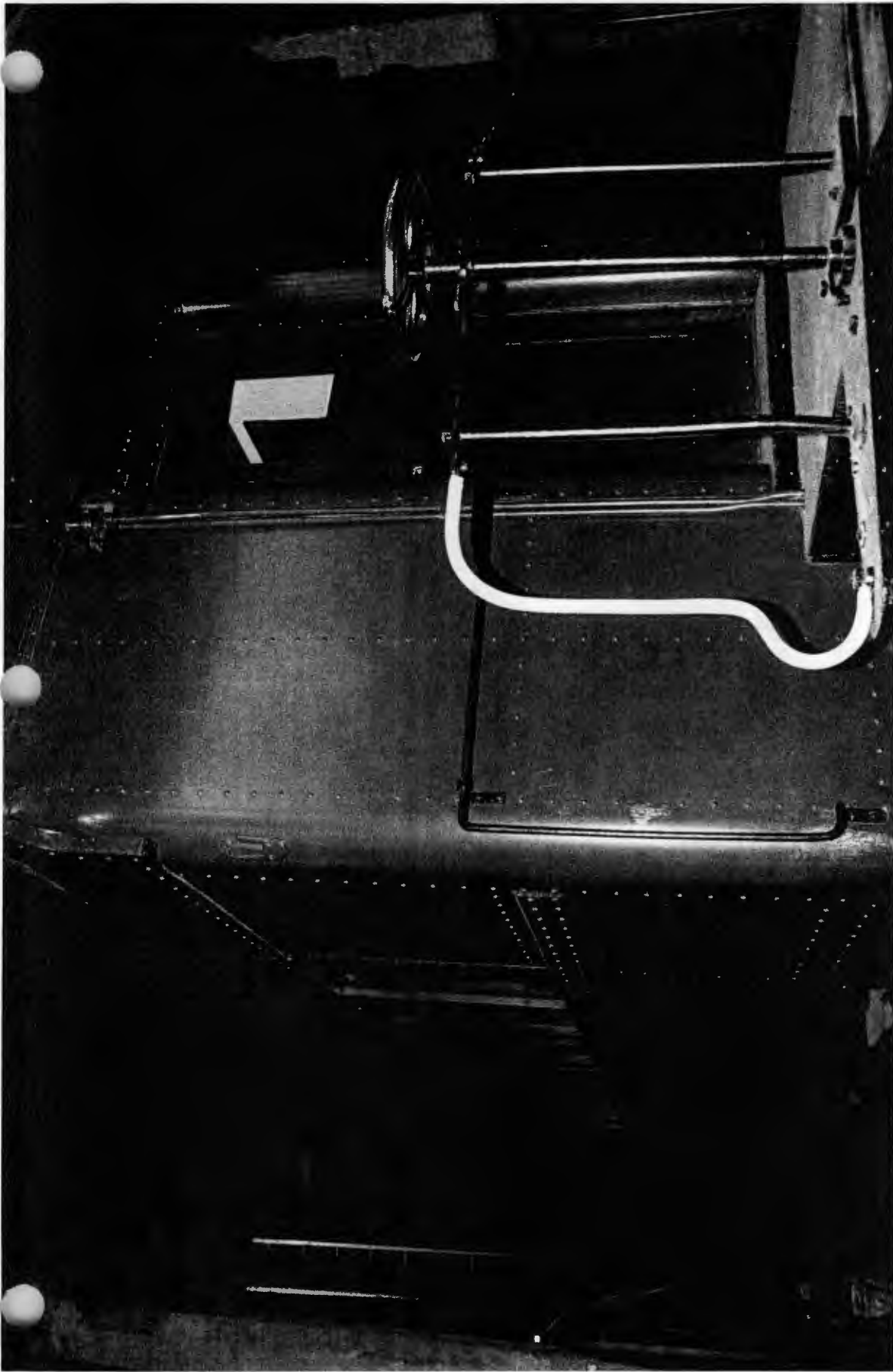
### VERBAL BOUNDARY DESCRIPTION

St. Louis San Francisco (Frisco) Railway Coach #661 is located at 2815 Dixie Woods Drive in Pine Bluff (UTM: 15/586550/3792063).

### BOUNDARY JUSTIFICATION

The boundary encompasses all of the property that contains St. Louis San Francisco (Frisco) Railway Coach #661.









2.5 MI. TO JUNC. U.S. 79 & ARK. STUTTGART 31

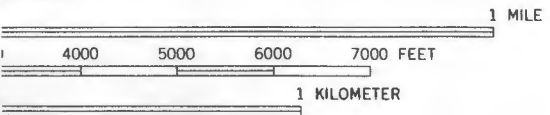
ST. LOUIS SAN FRANCISCO (FRISCO) RAILWAY COA  
 3792 #661  
 PINE BLUFF, JEFFERSON COUNTY, AR  
 UTM:  
 15/586550/3792063

3791000m. N.

34° 15' 92° 00'

BLUFF) 11 NE 24 000

587 588 2' 30" R. 10 W. R. 19 W. 590000m. E.



SCALE 5 FEET  
 TICAL DATUM OF 1929



79 INTERIOR GEOLOGICAL SURVEY, RESTON, VIRGINIA—1987  
 2 MI. TO U.S. 65  
 FORDYCE 4.3 MI.

ROAD CLASSIFICATION

- |  |  |
|--|--|
| Primary highway, all weather, hard surface   | Light-duty road, all weather, improved surface |
| Secondary highway, all weather, hard surface | Unimproved road, fair or dry weather           |

- U. S. Route      State Route

(LADD)  
 7852 11 NW