



Little Rock Chapter  
NRHS

# ARKANSAS RAILROADER



VOLUME 31 NUMBER 12 DECEMBER 2000



**END OF THE LINE.** The White River Scenic Railroad announced in mid-November that November 2000 would be the last time you could ride this scenic line through the Ozarks. They were stopping service due to high insurance costs and declining passenger counts. *(Photo taken at Flippin by John Jones in the summer of 1998)*



## 2000 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117-4713 (501-945-2128)  
VICE-PRESIDENT - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)  
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)  
SECRETARY - Sharon Doyal, HC72 Box 41A, Clinton AR 72031 (501-745-7938)  
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)  
NRHS DIRECTOR - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)  
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)  
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)  
BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)  
BOARD '01 - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)  
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)  
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (Chairman)  
BOARD '04 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts (prototype trains, not model trains) that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m.

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly 16-24 page Arkansas Railroader newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$17 a year more, bringing the total to \$37 a year for both. Dues are always payable on January 1<sup>st</sup> of each year, but you may pay at any time (membership will extend through the following year).

To join, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: [ken@trainweather.com](mailto:ken@trainweather.com) The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The Arkansas Railroad Club's next get-together will be on SATURDAY, DECEMBER 16, our annual **CHRISTMAS PARTY**. It will be held the same place as last year, the University Park Adult Leisure Center, 6401 West 12<sup>th</sup> Street, Little Rock (west of University Drive). It will begin at 6 p.m. Cost is \$16 per person. You need to advise our treasurer, Walter Walker, by **December 11** if you plan to attend and the number in your party and send him the meal money. Like last year, the meal will consist of turkey and dressing plus the usual vegetables and desserts.

Walter's address is: 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826). This function is always well attended and all have a great time.



2001 OFFICERS AND POSITIONS of the Arkansas Railroad Club will be: President: JOHN HODKIN. Vice-President: JIM WAKEFIELD. Secretary: TAMMY HODKIN. Treasurer: WALTER WALKER. Editor: KEN ZIEGENBEIN. NRHS Director: David P. Hoge. Photographer: John Jones. TRIP ADVERTISING: David P. Hoge. Board 2001: TOM SHOOK. Board 2002: BILL BAILEY. Board 2003: ROBIN THOMAS. Board 2004: RON ESSERMAN. Board 2005: LEONARD THALMUELLER. These will be installed at our Christmas Party.

**2001 ARKANSAS RAILROAD CALENDAR - THIS WILL BE OUR LAST CALENDAR...**the 2000/2001 calendar from the Arkansas Railroad Club contains **18** black & white railroad photos taken in Arkansas over the years. This is a **16-MONTH CALENDAR** starting in September 2000, ending December 2001. THE PRICE HAS BEEN REDUCED to \$5 each (plus \$1.50 postage/handling per order).

Railroads/trains included this time will be: Missouri Pacific, Amtrak, Union Pacific, Louisiana & Northwest, Rock Island, Arkansas Midland, Kansas City Southern, Southern Pacific, Cotton Belt 819 then and now, Missouri & Arkansas, Delta Eagle, Transitan industrial locomotive, DeQueen and Eastern, BNSF, plus some repeats of roadnames, but in a different time period. Contributors include: Bill Bailey, Mike Adams, Gene Hull, John C. Jones, Randy Tardy, John Mills, Robin Thomas, A. B. Simpkins, Thomas M. Binger, William Moneypeny, Gene Bailey, R. S. Plummer, Peter Smykla, Jr., Jonathan Royce, William J. Husa via Russell Tedder, and Tom Shircliff.

Send any calendar orders to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

**2001 DUES ARE NOW DUE** - If you haven't already paid, our 2001 dues are now due. They remain the same at \$20/month for local dues and \$17/month for NRHS membership through our group. Send the dues to PO Box 9151, North Little Rock AR 72119. For your convenience, you may use the enclosed membership form.

**2001 NRHS CONVENTION** will be held at St. Louis, June 19 through 23, 2000. Three mainline excursions are planned, some possibly with steam. They are on June 19, 21 and 23. Through January 1, registration fees will be \$20, going up to \$25 after that. Registration forms are available from: NRHS Convention 2001, St Louis Chapter NRHS, 2129 Barrett Station Rd, St Louis MO 63131-1638. The convention's web site is: <http://www.stlouisnrhs.org/conv2001.html>.

The 2002 convention will be held in Williams, Arizona, October 4-6, 2002.

### WANTED : FOR SALE OR TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

**FOR SALE** - DeQueen & Eastern 100<sup>th</sup> Anniversary T-shirts, \$12 each plus \$3 postage. Send orders to and make checks payable to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

**WANTED** - Information on the Fort Smith & Western Railroad. My great grandfather was a brakeman for them. He died in a train accident in 1918, and I am looking for any information you might have. Contact Cyndee Bradley at [kncbrad@gte.net](mailto:kncbrad@gte.net) or send any information to the Arkansas Railroad Club's address and it will be forwarded to Cyndee.

**WANTED** - Information on the history of the Arkansas Valley Railroad. I know it existed and was an extension of the Fort Smith Little Rock Railroad and reached

Wagoner Switch, Indian Territory in 1886. I am particularly interested in the history and personnel involved with the laying of the tracks to Wagoner Switch, I.T. I found your site on the Internet and thought you could help. Contact Mike Thompson, 4022 Brown Road, Coffeyville KS 67337-7733, or email me at [doyleann@hit.net](mailto:doyleann@hit.net).

**WANTED** - History of the old Missouri Pacific Depot in Hot Springs and the old Rock Island depot there. I was visiting Hot Springs this spring and saw the restored MoPac depot, but there was no information on its history and I am amazed that there are no publications or photos of the old depots located there. I've been an engineer for 34 years for the Erie, EL., Auto-Train, Amtrak and am a charter member of the Florida East Coast Chapter, NRHS. Send information to Walter E. Smith, email [Wsmith@aol.com](mailto:Wsmith@aol.com) (or just send the information to the Arkansas Railroad Club and I will forward.)

**WANTED** - I am hoping anyone can steer me toward the manufacturers of the trains in use during the late 1800s and 1900s. Specifically those in the Hot Springs area. I

am researching for use in the Hot Springs Transportation Depot. Brenda Greenway, 804 Central Ave, Hot Springs AR 71901, 800-647-6336, [brenda@legacyfineart.com](mailto:brenda@legacyfineart.com), <http://www.legacyart.com>.

**WANTED** - My name is Michael Wisenfelder and I am a Research Assistant for the Brookings Institution in Washington DC. I am currently doing research on the BONUS MARCH of 1932 which was a World War I Veterans march on Washington during the summer of 1932. They hoped to petition Congress to give them bonus that was originally due in 1945 but they needed it to be payable immediately because of the Depression. These veterans used the railroads frequently in their trek across the U.S. and caused many disruptions. In some cases, they commandeered trains and had run-ins with Railroad Police. I am interested in primary sources of information on these events, such as diaries, letters, oral histories, etc. Any help appreciated. Contact Michael J Wisenfelder, The Brookings Institute, 1775 Massachusetts Ave, N.W., Washington DC 20036-2188, [mwisenfelder@brook.edu](mailto:mwisenfelder@brook.edu), 202-797-6082.

## RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

- WISCONSIN - WISCONSIN CENTRAL LTD** - To abandon the White Lake-Shawano line from m.p. 280 north of White Lake to m.p. 314.3 north of Shawano, Wisconsin, 34.3 miles. Includes the stations of White Lake, Neopit, Gresham and Thornton. Final decision by January 5, 2001, (STB Docket No. AB-303, Sub No. 25X, decided September 26, served October 6, 2000)
- IDAHO - PALOUSE RIVER AND COULEE CITY RR INC.** - To abandon 26 miles of line between m.p. 21.0 at Harvard and m.p. 47.0 at Bovill, Idaho. Effective November 1, 2000. (STB Docket No. AB-570, Sub No. 1X, decided September 27, served October 6, 2000)
- KANSAS/OKLAHOMA - SOUTH KANSAS & OKLAHOMA RR** - To abandon 35 miles from m.p. 153.0 near Tulsa to m.p. 188.0 near Barsndall, Oklahoma, and from m.p. 359.0 at Pittsburg to m.p. 365.0 at Cherokee, Kansas (6 miles), and from m.p. 438.5 at Severy to m.p. 415.0 at Fredonia, Kansas (23.5 miles). Effective November 7, 2000. (STB Docket No. AB-471, Sub No. 4X, decided September 29, served October 6, 2000)
- PENNSYLVANIA - BESSEMER & LAKE ERIE RR CO** - To abandon the Western Allegheny Branch from Station 1400+80 east to the end of the line at Station 2460+98, 20.1 miles. Effective November 9, 2000. (STB Docket No. AB-88, Sub No. 10X, decided September 28, served October 10, 2000)
- MICHIGAN - WISCONSIN CENTRAL LTD** - To abandon 8.84 miles between m.p. 154 & m.p. 162.84 in Marquette County, Michigan. Effective November 14, 2000. (STB Docket No. AB-303, Sub No. 21X, decided October 4, served October 13, 2000)
- WISCONSIN - WISCONSIN CENTRAL LTD** - To abandon the Hilbert-Greenleaf line from m.p. 170.4 at Hilbert to m.p. 183 at Greenleaf, Wisconsin, a distance of 12.6 miles. It includes the station of Greenleaf. Final decision by January 19, 2001. (STB Docket No. AB-303, Sub No. 22X, decided October 12, served October 20, 2000)
- IOWA - IOWA INTERSTATE RAILROAD LTD** - To abandon a 13.36 mile line between m.p. 123.0 near Otley and m.p. 136.86 near Prairie City, Iowa. Effective November 12, 2000. (STB Docket No. AB-414, Sub No. 3X, decided October 13, served October 20, 2000)
- TEXAS - UNION PACIFIC** - To abandon 2,261 feet of railroad of the former Texas Central Railroad from Chainage Station 35+00 to Chainage Station 57+61 in Waco, Texas. Effective November 25, 2000. (STB Docket No. AB-33, Sub No. 161X, decided October 18, served October 26, 2000)
- PENNSYLVANIA - UNION PACIFIC** - To abandon the Rankin Branch from point of switch. Survey Station 158+50 of Turnout MU-18 and extending from that point over and across the Rankin Hot Metal Bridge to a rail connection with the railroad's so-called Wildcat Track at Survey Station 48+35 in the Borough of Rankin, Pennsylvania. Effective November 29, 2000. (STB Docket No. AB-183, Sub No. 3X, decided October 19, served October 30, 2000)
- WEST VIRGINIA - CSX** - To abandon a line between m.p. CAX0.0 near Mill Creek Junction and m.p. CAX4.8 near Garden Ground, a distance of 4.8 miles. Effective November 29, 2000. (STB Docket No. AB-55, Sub No. 581X,

decided October 19, served October 30, 2000.

## ARKANSAS RAIL NEWS

### RAILROAD AUCTION COMPANY

*(Little Rock)* - Little Rock is the home of a third-generation auction company that has helped major railroads with their equipment auctions for over 20 years. Its' name is Blackmon Auctions, Inc. and it recently held an auction for Norfolk Southern, selling more than 1,000 pieces of equipment at Altoona, Pennsylvania. NS says it is the quickest and easiest way to get rid of surplus equipment. *(NS Thoroughbred Paces, Sep-Oct, 2000 issue via Randy Tardy)*

### END OF THE LINE

*(Cotter)* - Rising insurance rates (a required \$50 million policy) and a decline in tourists, sometimes due to rising gasoline prices, caused the owners of the White River Scenic Railroad to cease operations at the end of November. The venture was begun in May 1997 by Peter Peitz, Benny Magness and Sean Reed. The line hauled 100,000 passenger during the following 4 years. It ran excursions along the historic White River in the Ozarks between Flippin and

Calico Rock, a 90 mile round trip. The line used belongs to the Missouri and Northern Arkansas, who took it over from Union Pacific years ago - it is the original Missouri Pacific White River line that goes on in to Branson and Missouri.

The fate of their other excursion line in Hot Springs was not yet decided. That line runs a 20 mile roundtrip out of Hot Springs running on Arkansas-Midland tracks. More information can be obtained by calling 800-305-6527, extension 10. *(White River Scenic Railroad press release via Don Buswell)*

### COTTER MEMORIAL

*(Cotter)* - Cotter Care Crew members are going to put up a statue of a railroad worker to recognize the contributions railroads and the railroad played in and around Cotter. It will be located at Cotter City Park. They are selling bricks for \$50 each to help pay for the statue and memorial. Each brick will have names and nicknames of railroaders. The memorial will be dedicated to the

Anglin and Tinnon families, both with close railroad ties. Tinnon's daughter died about 2 years ago and left \$100,000 to start this project. So, the memorial will be called the Anglin-Tinnon Railroad Memorial. Anyone wanted to buy a brick should send \$50 per brick to Doris Anglin, 169 Bland St, Cotter AR 72626 or call 870-435-6255 or email your desire to [lstude@hotmail.com](mailto:lstude@hotmail.com) *(Thanks to Don Buswell)*

### FRISCO DEPOT FOR SALE

*(Fayetteville)* - The Bank of Fayetteville is selling 1.6 acres surrounding its' Train-Car Branch. This land contains the old Frisco depot. The Frisco depot has been a part of Dickson Street since it was built in 1925. The Arkansas and Missouri's excursion trains have been stopping there. The price of the land would be around \$1 million. *(Arkansas Democrat-Gazette, August 18 - hey, better late than never)*

## GENERAL RAIL NEWS

### TOURIST LINE TO START

*(Belle Chasse, Louisiana)* - Louisiana's first excursion train was to begin operation November 18 and run from Belle Chasse to Alliance and from Belle Chasse to the Gouldsboro Yard. It will use a restored steam locomotive from Fort Worth and run on the New Orleans and Gulf Coast Railway. The train cost \$1.3 million to purchase. They expect 160,000 riders a year. *(Dallas Morning News, October 22, 2000 via Randy Tardy)*

### UNION PACIFIC TECHNOLOGY

According to the October 18 *Dallas Morning News*, Union Pacific Railroad had about \$10.2 billion in railroad revenue in 1999, but a growing segment of its' business was in technology companies it has acquired (amounting to \$80 million in 1999). Five of

the companies are: Fenix, Nexterna, Timera, Transentric and Ekanet. *(Via Dan Barr)*

### FATALITIES DOWN

Railroad fatalities were down in 1999 compared with 1998, down to 805 from 831. For 1999, these were broken down as follows: trespassers 530, employees and contractors 43, passengers on trains 14, light-heavy and commuter rail 218. Grade crossing fatalities were down to 402 from 431 a year earlier.

Meanwhile, highway fatalities were up to 41,600, up from 41,501 in 1998 (highway fatalities account for 94 percent of all transportation deaths each year). Highway fatalities were broken down as follows: passenger cars 20,771, light trucks and vans 11,208, pedestrians 4,906, motorcycles

2,471, pedalcycles 746, medium and heavy trucks 755, buses 58, all others 696.

Airline fatalities were 691 in 1999. General aviation had the most with 628.

The total of all transportation fatalities in 1999 were 43,986, two less than in 1998 when 43,988 died. *(NTSB Press release, October 3, 2000)*

### NEW INTERMODAL RECORD

For the first time ever, railroad piggyback (intermodal) traffic went over 200,000 containers and trailers in the last week of September, the most ever hauled in one week. Exactly 200,391 were carried. Carload freight rose to 1.42 million that same week. *(Association of American Railroads press release, October 10)*

## AMTRAK NEWS

### BEST-EVER SUMMER/YEAR

Amtrak is on a pace to set a new annual ridership record and the *Texas Eagle*, Amtrak's daily Chicago-Little Rock-Dallas-San Antonio rail passenger service, is playing an important role in that success. The *Eagle* was Amtrak's best performing long-distance train, seeing ridership and revenue increase by 56.4 percent and 41.3 percent respectively compared to 1999 over the summer months of June, July and August, continuing a resurgent popularity of passenger rail nationwide.

August 2000 capped the best summer ever in Amtrak's 29-year history thanks to an

all-time monthly record in ticket revenue (\$108.4 million) and the highest monthly ridership in 21 years (2,097,471).

The *Texas Eagle* carried 51,691 passengers during the summer months, an increase of 18,631 passengers compared to the same three months last year. The *Texas Eagle* was expanded from a four-day-a-week to a daily train on May 21 as part of Amtrak's Network Growth Strategy, which will ultimately expand or improve Amtrak passenger service in 21 states.

**TEXAS EAGLE SUMMER RIDERSHIP:**  
2000 (51,691 riders) - 1999 (33,060 riders).

Amtrak is successfully continuing along

the Congressionally-mandated path to end federal operating assistance in FY 2003. This glidepath reduced Amtrak's assistance from \$484 million in FY 1999 to \$362 million in FY 2000.

### Other clubs

For the entire Fiscal Year 2000, Amtrak set an all-time record for both ridership and revenue, carrying 22.5 million riders and getting just over \$1.103 billion in revenue. This was the fourth consecutive year ridership has risen. Mail and Express revenue rose 24 percent to \$122 million.

*(Thanks to Daryl Stout)*

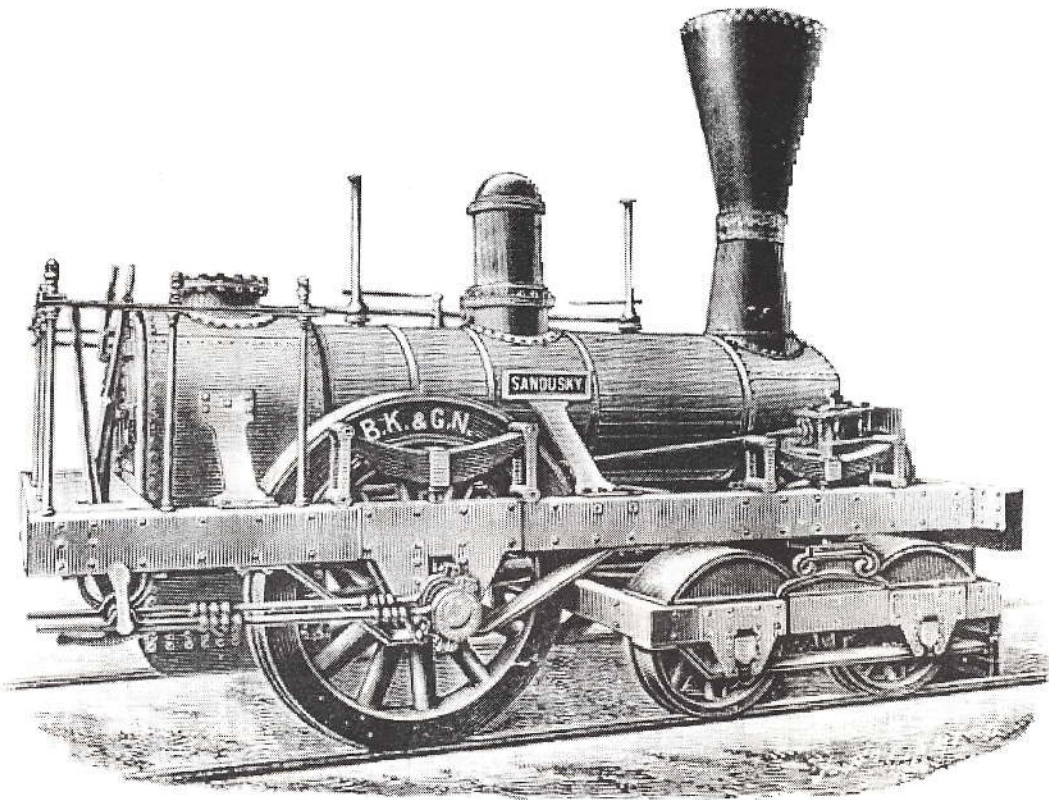
## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**ARKANSAS TOURIST LINES - (FLIPPIN, ARKANSAS) - FINAL YEAR!** - White River Scenic Railroad will run Flippin-Calico Rock from April 1 to November 30. A dinner train will also be run. Call 870-435-6000. **(SPRINGDALE-VAN BUREN)** - The Arkansas & Missouri Railroad will run between Springdale and Van Buren and Van Buren to Winslow. Call 800-687-8600. **(EUREKA SPRINGS)** - The Eureka Springs & North Arkansas will run a steam excursion out of Eureka Springs April 1 through October 30 over the former Missouri & North Arkansas right of way. Lunch trains also available. Call 501-253-9623. *(From February 17, 2000 Arkansas Democrat-Gazette)*

**WORLDWIDE** - Trains Unlimited Tours is again offering rail journeys worldwide in 2001. For a brochure and more information call 800-359-4870 or write Trains Unlimited Tours, PO Box 1997, Portola CA 96122. Their email address is: [tut@psln.com](mailto:tut@psln.com). Website: <http://www.trainunltdtours.com>.



*ARKANSAS RAILROADER - Little Rock Chapter NRHS*



*The "Sandusky" was the first locomotive built by Thomas Rogers. It was for the Mad River and Lake Erie Railroad. ("Early American Locomotives" by John H. White, Jr.)*

## WHO BUILT THE ENGINES?

### Part 2 - Rogers Locomotive and Machine Works

**by: Gene Hull**

In the infancy of America there was the realization that the geographical nature of the nation would demand the establishment of railroads to satisfy the transportation needs for the developing commerce.

As the early railroads were constructed it was necessary to import motive power. There were proposals that horses be utilized, making the railroads merely a continuation of the stagecoach system for passenger transportation. There were plans for expansion of rails and movement of bulk freight which was beyond the capability of animal power. The railway expertise and manufacturing facilities made it mandatory that mechanical motive power be imported. The only source was the Mother Country - Great Britain.

These foreign imports were not really satisfactory. In Britain, the country built the

railroads. The nation was comparatively well developed and railroads were constructed with a minimum of grade and curvature. Excavations, embankments and bridges were used excessively.


In America railroads had to build the country. They were constructed expediently through a mostly unoccupied, or lightly populated, country. Rails were laid upon the land following the natural contour, cuts and fills were held to a minimum. In America locomotives were required to work under conditions unknown in Britain. American railroads required American built locomotives.

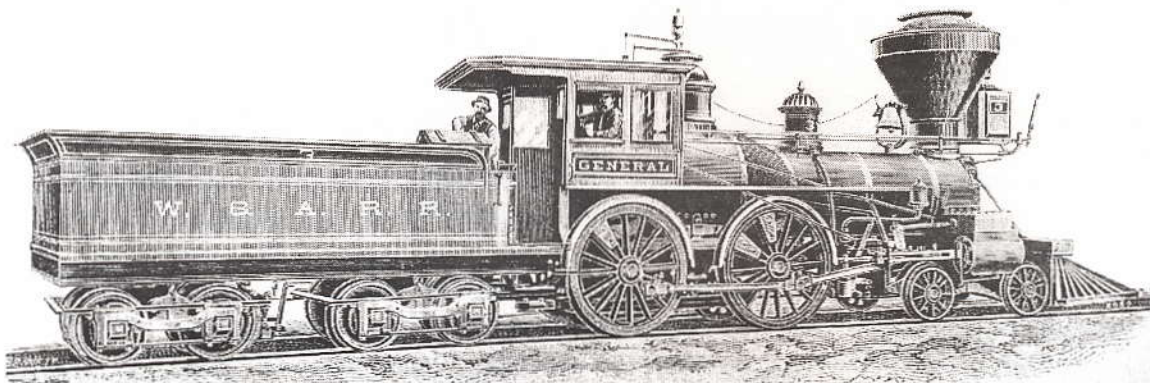
When American manufacturers attempted to build engines, as was to be expected, they were handicapped by lack of experience. Many of the early companies failed. It was in 1831 that the first successful steam locomotive was built by Baldwin. The history of locomotive development has been widely recorded, as has a few of the more well known manufacturers. Comparatively few people are familiar with the relatively obscure builders. Some of the engine builders (there are 17 installments) are noted in the following articles, which will be run over the next few months.

The second installment is **Rogers Locomotive and Machine Works:**

Thomas Rogers, a carpenter, established Rogers Locomotive & Machine Works at Paterson, New Jersey in 1835. His first engine was a 4-2-0 named SANDUSKY. Rogers' most significant contribution to the locomotive development was the driving wheel counterbalances.

The manufacturing plant, strange as it may seem, did not have a track connection to ANY railroad. Completed locomotives were delivered through city streets upon special horse-drawn trucks to the Erie Railway for delivery.

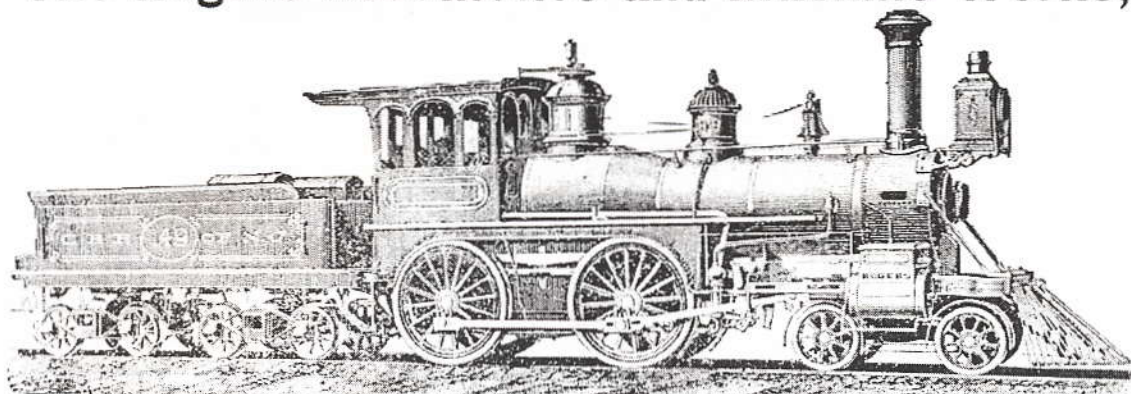
Locomotive production ceased in 1915, after the company joined American Locomotive Company in 1905. 



*"The General" was built by Rogers in 1855 and used in the Civil War. ("Early American Locomotives" by John H. White, Jr.)*



# The Rogers Locomotive and Machine Works,



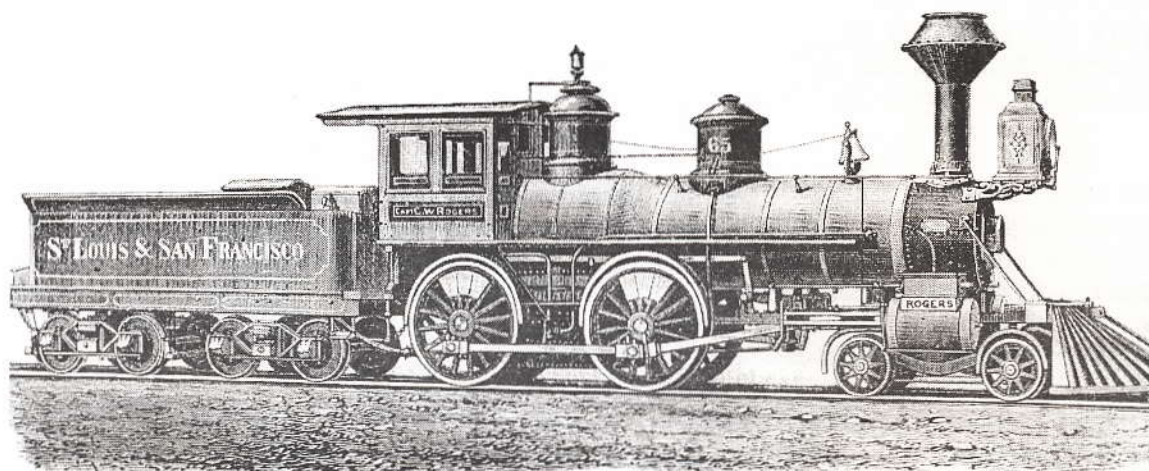
Of PATERSON, N. J. New York Office, 44 EXCHANGE PLACE.

MANUFACTURERS OF

## LOCOMOTIVE ENGINES AND TENDERS, AND OTHER RAILROAD MACHINERY.

J. S. ROGERS, Pres't,  
R. S. HUGHES, Sec'y,  
WM. S. HUDSON, Sup't, } PATERSON, N. J.

ROBT. S. HUGHES, Treas.,  
44 Exchange Place, New York.



*"Captain W. C. Rogers" built by the Rogers Locomotive Works for the Frisco in 1880. It was cut up in 1914. ("Early American Locomotives" by John H. White, Jr.)*

**MISSOURI PACIFIC LINES - A CORPORATE HISTORY - Part 17 (Gene Hull)**

**Cairo and Fulton Railroad Company (of Arkansas)**

that 20 miles must be completed within three years and 20 miles each year thereafter, on penalty of reversion of title in the lands so granted to the United States.

A resolution by Congress, approved March 3, 1869, extended the time for the completion of the first 20-mile section to April 28, 1870, and another resolution, approved May 9, 1870, extended this time to December 20, 1870.

The line was constructed from the junction with the rails of the Arkansas Branch of the St.L. & I.M. R.R. on Missouri-Arkansas state line to Texarkana, and the entire line was opened for operation on April 2, 1873, a mileage of 304.99, or, by remeasurement of 1896 ..... 305.29

Termini: From Mo.-Ark. state line to Ark.-Texas state line at Texarkana (joining the rails of the T. & P. Ry. Co.), inclusive of Baring Cross Bridge, track on which is owned and bridge leased. ~~(See Leased Lines, page 109).~~

~~Color on accompanying map - Violet, No. 157.~~

The "St.L.I.M. & S. Consolidation"

The stock of these two companies, viz., I. ST. LOUIS AND IRON MOUNTAIN RAILROAD COMPANY and II. CAIRO AND FULTON RAILROAD COMPANY (of Arkansas), having passed into the control of the same parties, and the two railroads being operated under one management, the two companies, on April 30, 1874, entered into articles of agreement and consolidation, which were filed in the office of the Secretaries of State of Missouri, May 16, 1874, and of Arkansas, June 2, 1874, under the name of "ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILWAY COMPANY". Certified copy of charter filed as of a foreign corporation in the office of the Secretary of State of Illinois, March 3, 1909; appointment of agent in Louisiana, October 31, 1906, and in Oklahoma. March 4, 1910.

The total mileage at the time of this consolidation is given as 686, but as accurate mileage records were not kept in the early days it is not known just what this figure covers, or whether changes or adjustments were made later. In 1896 the entire line was remeasured and the distances produced by this measurement have since been used as a basis of computing all mileage on this line. By this measurement the mileage was found to be as follows:

St.L. and I.M. R.R. Co. <del>(See page 66)</del> .....	379.69	
Cairo & Fulton R.R. Co. (See above) .....	305.29	Total ..... 684.98

Gauge

The portion of the road from St. Louis to Pilot Knob, and the Potosi Branch, were originally built on a 5 ft. 6 in. gauge, which was changed to 5 ft. in 1868, at a cost of \$85,862.24. The line to Belmont, the Arkansas Branch and the lines of the C. & F. R.R. (of Ark.) in Arkansas and the C.A. & T. R.R., from Bird's Point to Poplar Bluff, were built on a 5 ft. gauge (except about 60 miles from Russell to

## Cairo and Fulton Railroad Company (of Arkansas)

Argenta, which was built on a 4 ft.  $8\frac{1}{2}$  in. gauge and later changed to 5 ft.), and this gauge was maintained until 1879. A car hoist and transfer was built and maintained in Texarkana, where the trucks of passenger cars (and occasionally of freight cars) were changed to the 4 ft.  $8\frac{1}{2}$  in. gauge of the Texas and Pacific Ry. Co., with whom, as well as its International & Great Northern connection, our road operated through trains to Texas points. The change of gauge to standard was advocated for several years, but it was not accomplished until June 28, 1879. The cost was given as \$195,169.92. The work was done in a few hours and the passenger trains were run into the Union Depot at St. Louis the same day. The records do not show which rail was shifted to make the change, but the testimony of old employes who were in the service at that time establishes the fact that the west rail was moved in.

*ARKANSAS RAILROADER*

III. MILEAGE CONSTRUCTED BY ST.L.I.M.& S. RY.CO.

1. Little Rock River Track:

From connection with main line south of Baring Cross Bridge to west line of Main Street on river bank at Little Rock, Arkansas, completed in 1880.  
 Mileage ..... 0.82  
~~Color on accompanying map - Orange; No. 139.~~

2. Louisiana Branch (Now Camden Branch):

From H.B. at Camden Branch Jct. (Gurdon, Ark.) to a point 0.14 mile south of center of depot at Camden, Arkansas, joining the rails of The Camden & Alexandria Ry.Co. (See page 74), completed December 1, 1881. Mileage ..... 33.65  
~~Color on accompanying map - Carmine; No. 144.~~

3. Crowley's Ridge Branch (Now Helena Branch):

From connection with main line 0.11 mile north of center of depot at Knobel to center of depot at Forrest City, Arkansas, completed as follows:

From	To	Date Completed	Miles
Knobel	Gainesville	3-1-82	12.80
Gainesville	Parmlee	4-1-82	7.00
Parmlee	Harrisburg	5-1-82	38.40
Harrisburg	Wynne	6-1-82	23.50
Wynne	Forrest City	7-1-82	15.50
Remeasurement of 1893 adding ...			.04
Total .....			97.24

~~Color on accompanying map - Carmine; No. 141.~~

4. White River Branch:

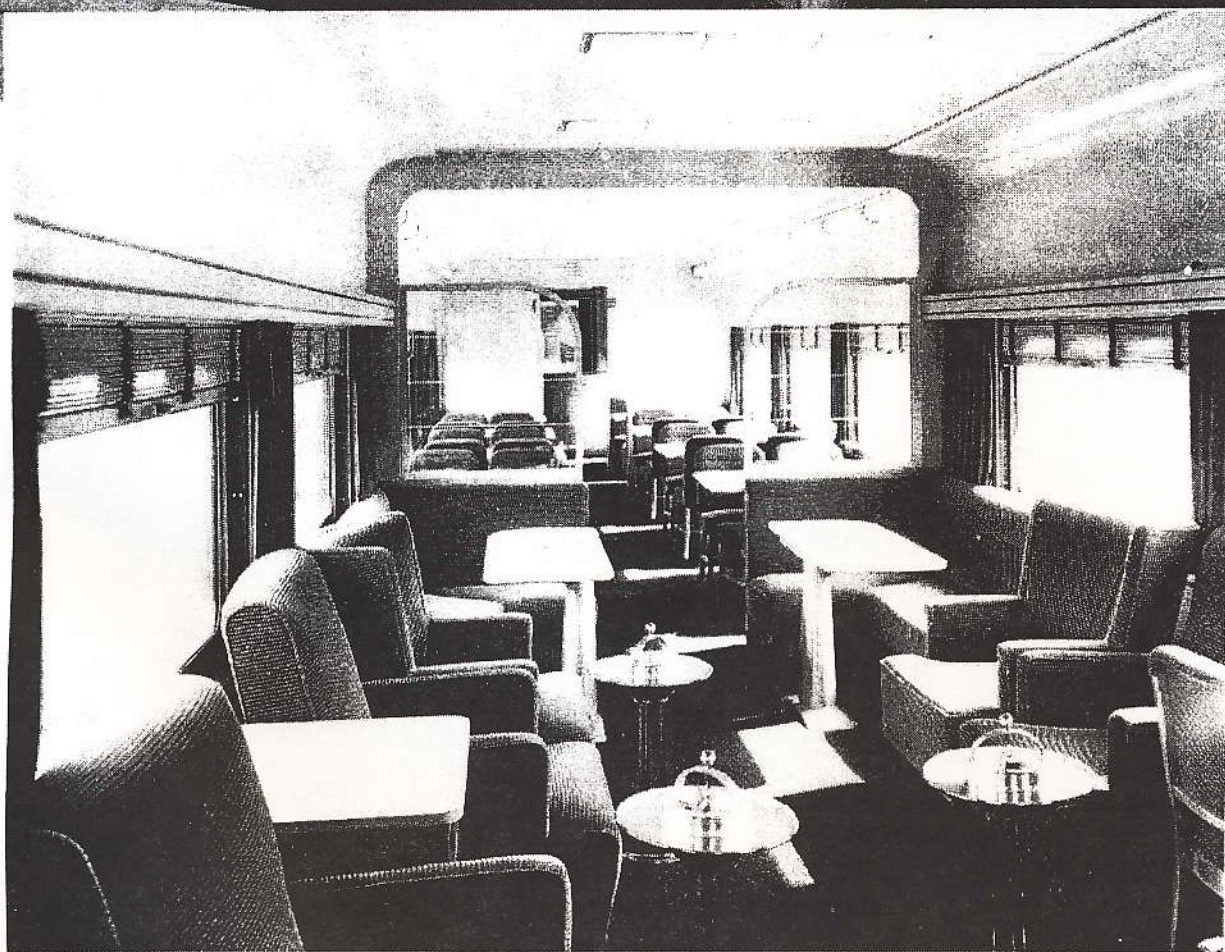
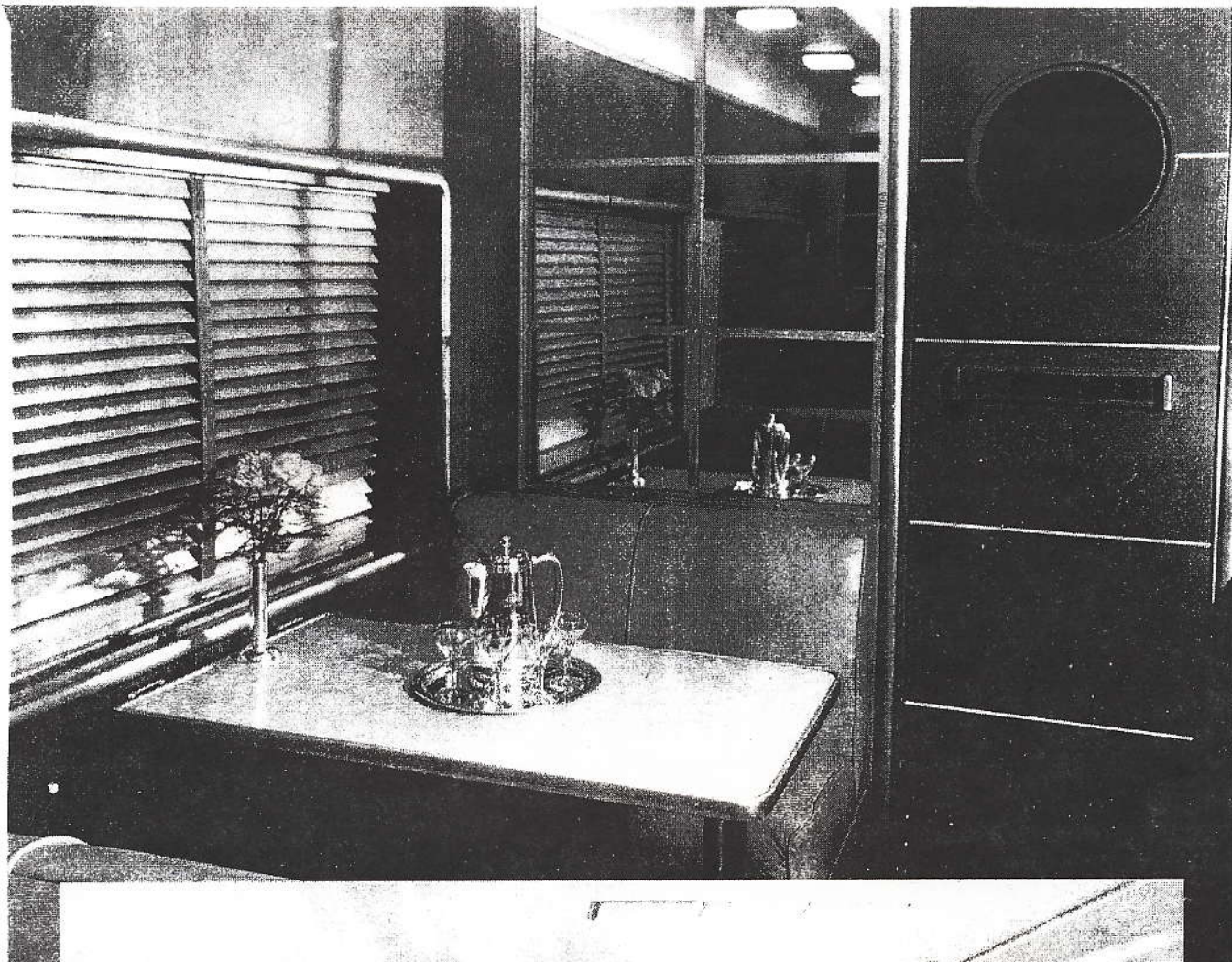
From connection with main line at Diaz to end of track on "Batesville Spur," completed November 22, 1863. Mileage ..... 27.48  
~~Color on accompanying map - Carmine; part of No. 142 and No. 143.~~

5. White River Branch Extension (Now Cushman Branch):

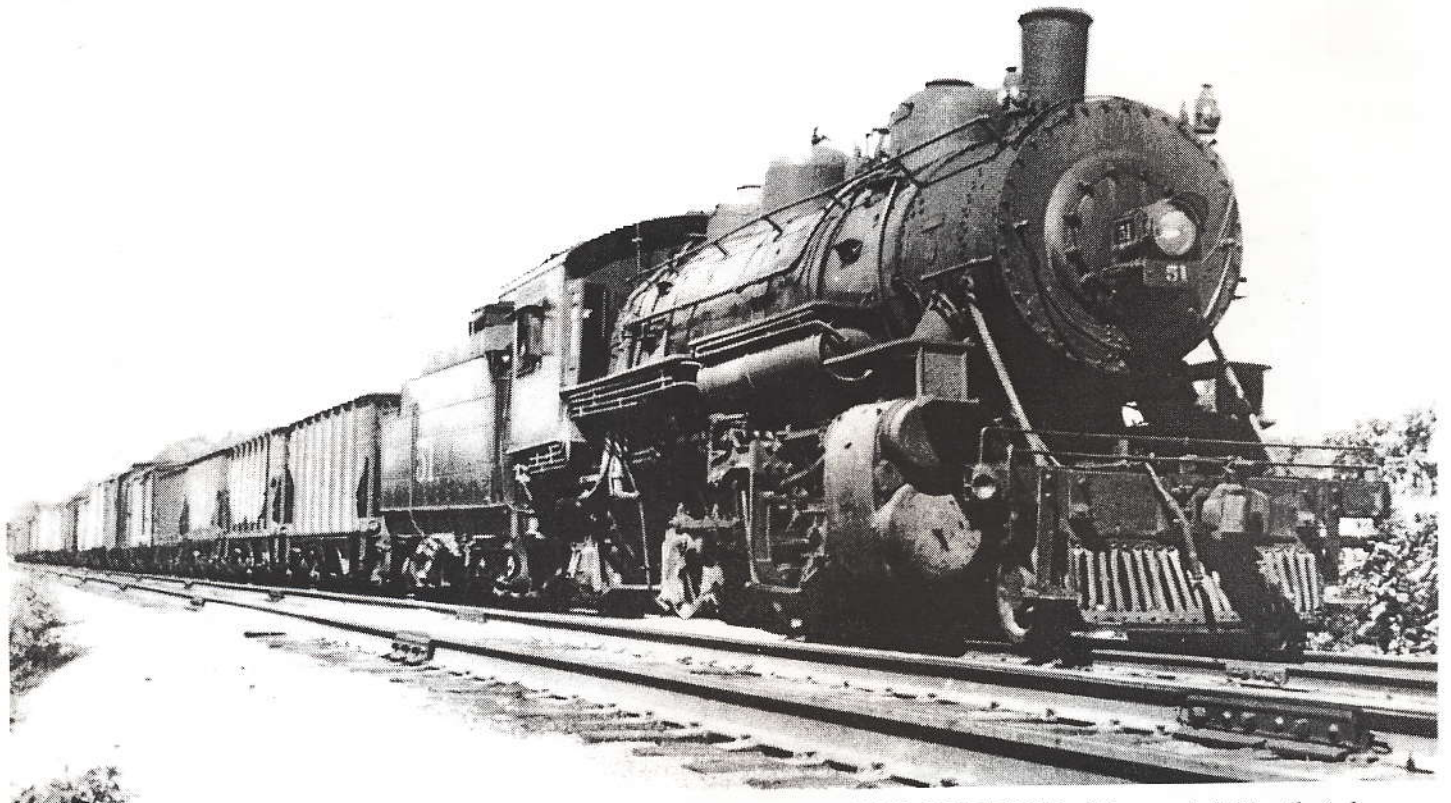
From connection with Batesville Spur (at Batesville) to end of track at Cushman, completed December 29, 1886. Mileage ..... 11.91  
 Note:- That part of this line from Batesville Spur connection to Cushman Branch Jct., 2.10 miles, is now a part of the White River Division main line.  
~~Color on accompanying map - Carmine; part of No. 142.~~

6. Memphis Branch:

From connection with main line 0.43 mile south of center of depot at Bald Knob to connection with Frisco main line at Bridge Junction, Arkansas, including "West Memphis Spur," completed as follows:



**TOP** - Missouri Pacific Eagle's Cocktail Lounge from the bar section. **BOTTOM** - Diner-Lounge on the Missouri River Eagle. (Both photos probably from the builder, taken in the late 1940s, Ken Ziegenbein collection)



*TOP - Missouri & North Arkansas depot at Harrison, Arkansas, 1936. BOTTOM - Missouri & North Arkansas freight at Tipton Ford, Missouri, September 1939 with engine #51. (Harold K. Vollrath collection)*

**ARKANSAS RAILROADER**

# Missouri Pacific Lines Magazine



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Magazine cover courtesy of RANDY TARDY



# REMEMBERING

Although we're far away from yesterday,  
And miles from a railroad track,  
Our thoughts go back,  
To the click-and-clack of the telegraph  
In that old depot of the long ago.

To that Christmas day, on the right-of-way,  
When snow came swirling down.  
When a passenger train, adorned with snow,  
Made a grinding stop at the old depot.

There in that crowd, with greetings loud,  
Friends and kinfolk got together.  
Amid the chatter, it didn't matter  
That snow dominated the weather.

Today we old-timers are far away  
From the rush and dash of an earlier day.  
But the railroad grows dearer  
As our end-of-the-line draws nearer,  
And we fade from the right-of-way.

*P. B. Wooldridge*