



ARKANSAS RAILROADER

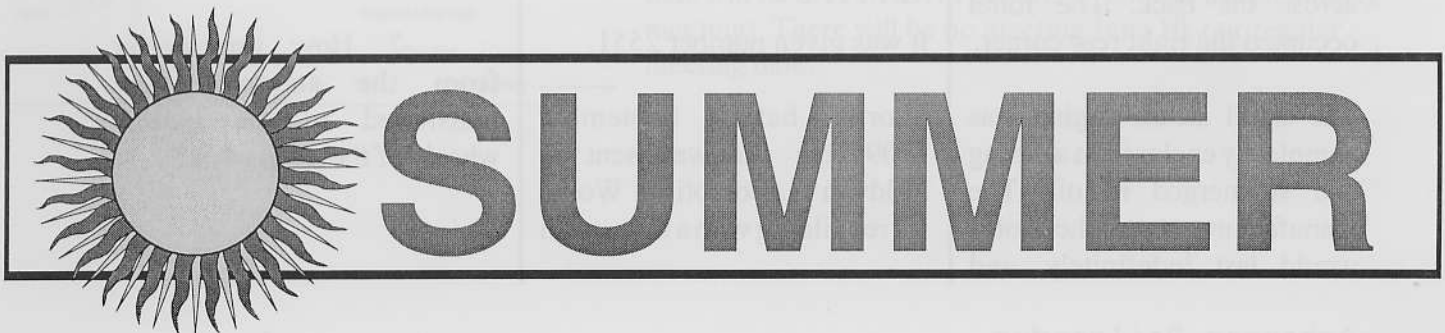


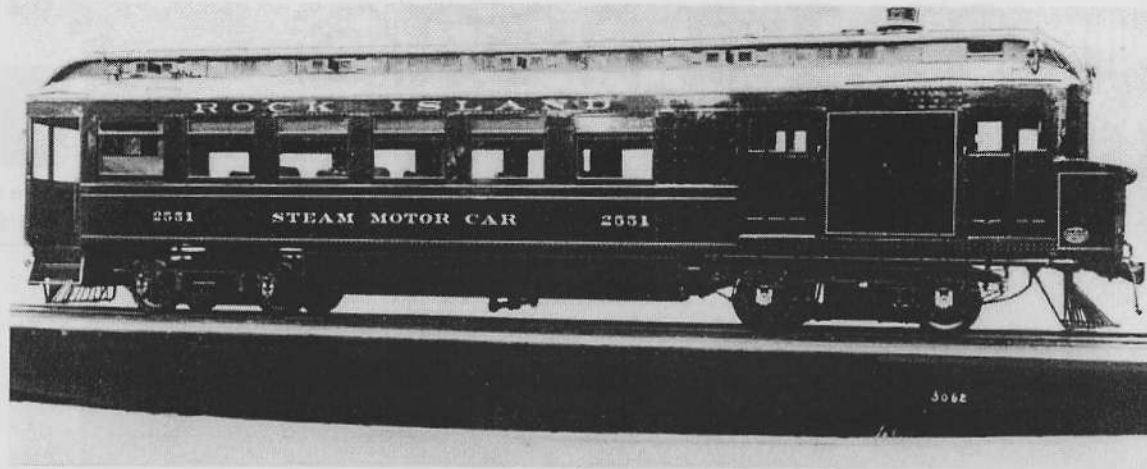
Little Rock Chapter
NRHS

VOLUME 32 NUMBER 6 JUNE 2001



Engine 1428, a 2-8-2, taken on the extreme north end of the White River Division at the Junction with the Joplin Division at Carthage, Missouri in 1943. The engine is about to occupy the junction switch. Ahead lies a bridge over the Frisco Railroad and Spring River and on to Nevada and Kansas City. (Mike Adams photo)





THE GANZ CAR

by: Gene Hull

For some of its lesser traveled passenger routes, in 1906 the Chicago, Rock Island & Pacific ordered a steam powered motor car from the American Locomotive Company. The engine was manufactured in Germany and the body was constructed by the Railway Auto Car Company of New York City. It was received in 1907.

According to a Rock Island specification sheet, the car was 56'-8 1/4" long over the drawbars; 9'-8 1/4" wide over the framing and 9'-0 1/2" inside. It had an 8'-0" baggage compartment and a 6'0" control compartment. It weighted 38 tons. There was a vestibule across the back. The toilet occupied the right rear corner.

The small steam engine was completely enclosed in a casing and submerged in oil. The manufacturer stated the motor would last indefinitely, and

developed 80 horsepower at 250 pounds per square inch boiler pressure. The steam engine was a two-cylinder cross-compound powered by a horizontal return tubular boiler. The car body was built with the end sill, center section of the front end framing and the floor ahead of the boiler removable so the motor and boiler could be removed from the car for servicing

The car was guaranteed to reach 35 miles an hour on level track, 24 m.p.h. on a 1 percent grade and 15 m.p.h. on a 1.5 percent grade. With a trailer car not exceeding 17 tons in weight it would run 30 m.p.h on level ground.

It was given number 2551.

Shortly before September 1909, the car was sent to Baldwin Locomotive Works for rebuilding with a new steam

engine with a lower operating pressure. Baldwin also added a new boiler and super-heater. It was renumbered as number 1st 9015.

In March 1917 the power plant was removed and the car was converted to a passenger-baggage car and renumbered as 1077.

When gasoline-electric cars appeared, the car was scrapped in December 1943.

Questions:

1. Was GANZ the name of the German builder of the steam engine?

2. How was power from the steam engine transferred to the trailing wheels of the front truck?

2001 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

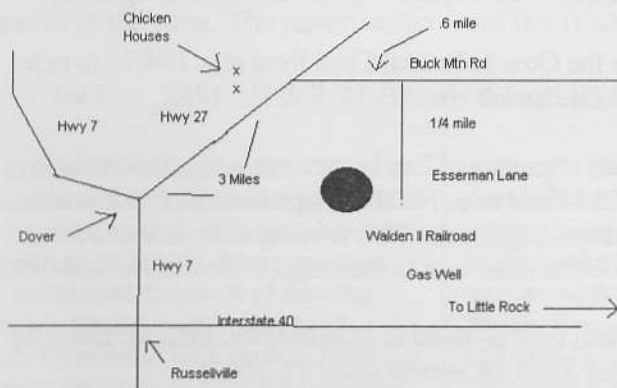
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BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)

NEXT MEETING/PROGRAM

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts 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. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *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 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, 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: trains@trainweather.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>



The next meeting of the Arkansas Railroad Club will be held **JUNE 9** at Ron Esserman's Walden Too railroad, close to Dover, Arkansas off I-40 near Russellville. It will be a picnic combined with rides on Ron's backyard railroad. Ron's phone number is 501-331-2030. A map is shown at left. Again, the date will be **SATURDAY, JUNE 9** (not our usual Sunday meeting). There will be no meeting June 10, our regular meeting date.

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.

Nothing this month....

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.

- MICHIGAN - GRAND TRUNK WESTERN** - To abandon the Flint Old Main from m.p. 267.5 to m.p. 269.98 in Flint, Michigan, a distance of 2.48 miles. Final decision by July 16, 2001. (STB Docket No. AB-31, Sub No. 39X, decided April 4, served April 17, 2001)
- TEXAS - UNION PACIFIC** - To abandon the Gatesville Industrial Lead from m.p. 685.90 to the end of the line at m.p. 686.60 at Waco, Texas, a distance of 0.70 miles. Final decision by July 18, 2001. (STB Docket No. AB-33, Sub No. 173X, decided April 11, served April 19, 2001)
- UTAH - UNION PACIFIC** - To abandon the Syracuse Industrial Lead from m.p. 1.10 to m.p. 2.182 near Clearfield, Utah, a distance of 1.082 miles. Effective May 22, 2001. (STB Docket No. AB-33, Sub No. 177X, decided April 10, served April 20, 2001)
- LOUISIANA - UNION PACIFIC** - To abandon a 2.27 mile line over the Goss Industrial Lead from m.p. 694.71 to m.p. 696.98 in Lake Charles, Louisiana. Effective May 25, 2001. (STB Docket No. AB-33, Sub No. 176X, decided April 18, served April 25, 2001)
- CALIFORNIA - NAPA VALLEY WINE TRAIN, INC.** - To abandon segments of line between m.p. 67.50 and m.p. 68.62, between m.p. 68.73 and m.p. 69.33, and between m.p. 69.44 and m.p. 70.00 in Napa County, California, a distance of 2.28 miles. Includes the stations of Napa and Rocktram, California. This is being done so that a flood control project can be started and the NVWT's line will be relocated at no cost to them. (STB Docket No. AB-582, decided April 20, served April 26, 2001)
- INDIANA - CSX** - To abandon a .20-mile line between m.p. B-40.60 and m.p. B-40.80 at Charlestown, Indiana. Effective May 29, 2001. (STB Docket No. AB-55, Sub No. 587X, decided April 18, served April 27, 2001)
- TENNESSEE - CSX** - To abandon the Athens & Tellico Branch between m.p. OKW-333.40 and m.p. OKW-334.24 in Athens, Tennessee, a distance of .84 mile. Final decision by July 27, 2001. (STB Docket No. AB-55- Sub No. 586X, decided April 23, served April 30, 2001)

ARKANSAS RAIL NEWS

GENERAL RAIL NEWS

GENETIC TESTING DEBATE

BNSF had been testing certain employees for DNA that could link them with a predisposition to Carpal Tunnel Syndrome. A federal lawsuit was filed and a settlement was reached in which BNSF said it would no longer conduct these blood tests (in which chromosome 17 deletion was searched for, which could be a marker for Carpal Tunnel). This made national news and stirred a debate nationwide about the use of genetic testing of any kind. BNSF stopped these tests in February. (*Kansas City Star, April 19, 2001, via Jim Johnson*)

COAL TRAIN CAPACITY

The railroads that serve Wyoming's Powder River Basin (UP and BNSF) has reached their capacity of 64 trains per day out of the mines, hauling more than 300 million tons of coal per year. Additional investment by the railroads are needed to increase capacity. This coal is being needed

more and more in the 24 states it now goes to, including Arkansas, because of the looming energy crisis and power shortages. Additional generating capacity is also sorely needed.

PUBLIC FUNDING OF RAILROADS?

CEO's of major U.S. railroads urged Congress May 9 to reject any re-regulation of railroads and called for public funding to help build and repair rail infrastructure, as the public does for highways and airports. James Valentine of the Wall Street firm Morgan Stanley said railroads spent more than \$50 billion in capital expenses over the last 10 years and generated only \$30 billion in net income. Union Pacific puts 20 percent of its revenues back into the system, Richard Davidson, CEO, said. Valentine also said that some subsidies to railroads could help put them back on a level playing field with truck and barge companies, which he said receive "substantial federal help.

100,000 COAL TRAINS

Union Pacific loaded its 100,000th coal train out of Wyoming's Powder River Basin in mid March. This was done since a special 107 mile line was built into the facility in 1984.

WHITE PASS & YUKON NEWS

Every since we visited Alaska and the Yukon Territories in June 2000, I've been keeping up with the White Pass & Yukon narrow gauge railroad. They were supposed to start scheduled service to Carcross, Yukon this summer, but has put off doing it indefinitely due to cruise ship departure times being changed. (Carcross is a quaint small town, looking much like an old-west town - it caters mostly to tourists). The railroad carried 300,000 passengers last summer.

CSX RUNAWAY FREIGHT!

Member David Briggs emailed me the following account of the recent (May 14) CSX runaway train in Ohio. It was from a first-hand account of the incident by Dave Williams, who was chasing an Operation Lifesaver train in the area at the time. The report came from the Bluewater Chapter NRHS:

Firsthand Account of the Ohio Runaway

I was up north chasing the CSX Operation Lifesaver Special today, which operated on the former Conrail Toledo Branch between Columbus and Toledo. After getting my last northbound shot north of Bowling Green, I decided to grab some lunch. After lunch, I proceeded back north to Trombley to await the return southbound Operation Lifesaver train. While on I-75, I heard some VERY UNUSUAL radio chatter, culminating in, "Well where is the

engineer?" "Right here in the crew room!" A train had somehow gotten out of Stanley Yard in Toledo and was running southbound with no one aboard. I saw the train at North Trombley running at about 30mph. It was a solo SD40-2 #8888, an ex-Conrail unit with about 47 cars. It tripped the detector at North Trombley with dragging equipment, but none of the others further south. I then heard the CSX "IE" Dispatcher call the maintainers along

the road that the train had run through the switches at CP 14 and were likely damaged. The pursuit by CSX employees, police, and myself began at this point. Folks, the Good Lord was watching over north central Ohio today!

Thankfully, due to the Operation Lifesaver Special, there was a very high police presence along the railroad. This was crucial! Almost every grade crossing was

protected when the train passed. Keep in mind, nobody was aboard to sound the horn and bell. The headlights were not on either. I caught up with the train again at Mortimer (North Findlay). Here, a CSX maintainer had placed a derail on the track to derail the train. Everyone was out of the way, expecting a horrific wreck. Amazingly, the train RAN THROUGH the derail, kicking it out of the way! Now, the city of Findlay lay ahead. By this time, all police and emergency personnel along the line had been alerted. NS & other CSX dispatchers had been alerted to prevent any intersecting lines from passing traffic through railroad crossings at grade (Galatea, Mortimer, Findlay, etc.). They were going to attempt to put the train in the siding at Whirlpool, just north of Findlay, but the fear of the hazardous material cars on the train nixed that move. It was then decided to put the train in the siding at Blanchard, south of Dunkirk. However, another idea arose. There was a northbound Q636 waiting at Dunkirk in the siding. Dunkirk has probably never seen so much excitement since the big wreck of some years ago. There was Q636 in the siding and an eastbound local on the PRR, waiting at the diamond with a clear signal. Thankfully the word had gotten out. The train accelerated going down the hill from the US 68 crossing to the diamond at Dunkirk. When the train passed, the great locomotive chase began.

The crew of Q636, in the siding at Dunkirk, had taken their lone SD40-2 off their train and through arrangement with the "IE" train dispatcher, prepared to pull

out of the north end of the siding after the runaway had passed and begin a pursuit. The train got by at about 45 mph, the dispatcher immediately threw the switch and 636's power got out on the main. After a few tense seconds, the switch lined and the chase began! The crew on 636 were incredible. Gung ho, they WANTED to catch that train by the sounds of their voices on the radio. They caught up with the runaway just south of Blanchard. The city of Kenton, with its sharp curves laid ahead. The lone SD40-2, now coupled to the runaway, kicked the dynamic brakes on full and got immediate results, bringing the train down to a curve safe 20mph and less. The dispatcher then arranged for the Kenton local, with a lone GP38 and a covered hopper, to get in front of the runaway, if necessary, to pace, couple up, and buffer the train to a stop. The Q636's crew and Kenton local were placed in direct contact. Q636 gave the train speed every few seconds and the Kenton local got in a tangent where they could get a jump and engage the runaway as safely as possible under the circumstances.

Finally, the runaway was slowed to 12mph. At State Route 31, a CSX trainmaster heroically, swung aboard and shut the throttle off on the errant locomotive and train. The Kenton local was just ahead and did not have to couple to the runaway. The situation in the cab reported by the trainmaster: run 8 throttle, 20lb reduction on the automatic, and full application on the independent.

Amazingly, NOBODY WAS INJURED in

this! The CSX folks deserve a tremendous pat on the back and congratulations for their handling of this extraordinary situation. I was there for almost the entire pursuit, never being more than 6 miles away and always in radio range. No one lost their cool and everyone was on the same page. There was some great crisis railroading being performed by the men out there today!

A few THANK GOD things worth mentioning:

1. The train had its brakes applied and was dragging along, preventing higher speeds from being achieved.
2. The derail at Mortimer did not work. A hazmat disaster would have likely resulted in a semi populated area, right next to I-75.
3. No one was involved in a collision with the train. Remember, nobody was aboard to sound the horn and bell.
4. The cities of Findlay and Kenton have some significant curves. The train did not derail!
5. There were ample personnel along the line thanks to the OLS special today.

As to how all of this got started, that is up for the investigators and I cannot speculate as I have no idea what happened in Toledo. What is typed above is my own account and any errors are mine alone. I have a recording of the radio traffic during the entire locomotive chase. I will make an mp3 tonight and post it someplace for all to hear. Will advise when it is complete.

AMTRAK NEWS

NEW FLORIDA SERVICE

Amtrak and the Florida East Coast Railroad signed an agreement to possibly begin new service to the east coast of Florida through St Augustine, Daytona Beach, Melbourne, to Miami (among other towns). After the needed improvements are made to the line, service could begin within a year. (*Amtrak press release, May 3, via Daryl Stout*)

INCREASED RIDERSHIP

The first half of 2001 saw Amtrak's ridership rise by 7 percent over last year, to over 11 million riders. Ticket revenue was up 12.2 percent, to \$564.3 million. Amtrak President George D. Warrington has said: "Americans want a transportation alternative, and they are increasingly turning

to Amtrak to avoid overcrowded highways and airports." (*Amtrak press release, April 29, via Daryl Stout*)

TOMMY THOMPSON STEPS DOWN

Former Wisconsin Governor Tommy Thompson has stepped down as chairman of the Amtrak board because he is now President Bush's Secretary of Health and Human Services. Transportation Secretary

Norman Mineta has temporarily taken Thompson's place on the board until Bush appoints a new director. Thompson has been a long-time supporter of Amtrak. Mineta was not too optimistic about Amtrak's financing, but urged Congress to keep funding it anyway, especially capital expenses. Amtrak says it needs \$1.5 billion in capital funding a year for the next 20 years (much less than the \$33.5 billion earmarked for federal highway spending this year alone!)

AMTRAK HISTORY

A recent Associated Press article gave an interesting history of Amtrak during its 30 year anniversary. Here are some of the highlights: 1) Began service May 1, 1971 with 184 trains serving 314 stations. Today it has 260 trains and serves 512 stations. 2) Took over passenger operations of all railroads except for the Rock Island, Southern and Denver & Rio Grande Western. All three of these ceased passenger operations by 1984. 3) Currently serves 45 states (not served are Alaska, Hawaii,

Maine, South Dakota and Wyoming). 4) Operates more than 22,000 miles of line, most owned by freight railroads. Amtrak owns 730 miles of track in the northeast corridor. 5) Five busiest train stations - New York (8.4 million/year), Philadelphia (3.8 million), Washington (3.4 million), Chicago (2.2 million), and Newark, NJ (1.4 million). 6) Carried a record 22,517,264 riders in 2000. The previous record was 22,186,300 in 1990. (Source: Amtrak, Congressional Research Service)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

WISCONSIN - JULY 15, 2001 - Circus World Museum will run its special collection of antique circus wagons from Baraboo to Milwaukee, Wisconsin for the annual "Great Circus Parade" on July 15, 2001. This type of train cannot be re-created anywhere else on earth, and you can ride in special coaches on this train, which is run on the Wisconsin & Southern Railroad. For tickets, call 608-241-9767 or go to their website at <http://www.wsorrailroad.com/circus2001>.

To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. **Annual dues are \$20** for local dues (plus \$17 for the national NRHS dues if you want to join the NRHS through our chapter).

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

Send check, made out to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is trains@trainweather.com.

Purchased Lines

tramway having wooden rails laid on a 3 ft. gauge. The rails were relaid with iron in 1880. The gauge was changed to standard during the year 1883.

Termini: From H.B. connection with main line at Hope, Arkansas, to center of depot at Washington. Mileage 9.32

~~From center of depot at Washington to end of track at Nashville.~~
By Ark. & La. Ry. Co.:

From the end of track at Washington to a point $2\frac{1}{2}$ miles west of Ozan, completed October 1, 1883, 7.99 miles; and to end of track at Nashville, 8.30 miles, completed October 1, 1884. Total mileage 16.29

Termini: From center of depot at Washington to end of track at Nashville.
~~From center of depot at Washington to end of track at Nashville.~~

Total mileage sold to St.L.I.M.& S. Ry.Co. 25.61

13. Arkansas Midland Railroad Company:

The Arkansas Midland Railroad Company was incorporated by articles of association filed in the office of the Secretary of State of Arkansas, November 7, 1853, under the general railroad laws of that State, which charter was amended and confirmed by acts approved January 20, 1855 (Acts of Arkansas 1855 p. 204), and January 9, 1857 (Acts of Arkansas 1857 p. 75).

The Little Rock and Helena Railway Company was incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, March 8, 1869.

Neither of these companies did any construction, and on January 20, 1871, they formed a consolidation under the general railroad laws of Arkansas and filed their articles of consolidation in the office of the Secretary of State on that date, taking the name

Arkansas Central Railway Company. This company placed a first mortgage on its road and 8 per cent bonds to the amount of \$720,000 were issued. Under its second mortgage 7 per cent bonds to the amount of \$480,000 were issued. The company also received aid from the State in the shape of 30-year 6% gold bonds to the amount of \$15,000 per mile, and levee bonds in the amount of \$500,000, also a grant of 200,000 acres of land. In addition to this aid the company also received subscriptions from the various counties along the line in bonds bearing 6 and 8 per cent interest, to the amount of \$750,000.

The State and Counties never paid the interest on their bonds, and on January 1, 1874, the company defaulted in the interest on its 1st and 2nd mortgage bonds. In March, 1876, a bill was filed in the U.S. Circuit Court for the Eastern District of Arkansas for foreclosure of these mortgages and a decree was rendered March 12, 1877, and the road sold July 22, 1877, to Sidney H. Horner (Deed of R.W. Nichols, Master in Chancery, to Sidney H. Horner, dated August 11, 1877), who in turn, by deed dated December 6, 1877, sold the property to the

Purchased Lines

Arkansas Midland Railroad Company, the company incorporated November 7, 1853, which was reorganized on May 15, 1878.

In August, 1889, this company acquired the capital stock of The Brinkley, Helena and Indian Bay Railroad Company, and after extending that line to Pine City operated the property until 1901, when the capital stock of both companies was acquired by the Iron Mountain Company.

The Iron Mountain Company having acquired control of a majority of the capital stock in 1901, operated the line as a subsidiary corporation until September 1, 1909, when the property was formally purchased by that company by deed of that date, executed and acknowledged February 2, 1910. The organization of the Arkansas Midland Railroad Company is still maintained for purposes of litigation.

Construction and Termini

The line of road extended from Helena to Clarendon, 47.57 miles. The first 25 miles (From Helena) was completed in 1872 and the road was opened for operation to Clarendon in 1873, all constructed by the Arkansas Central Railway Company. The first 25 miles was laid on a 3 ft. gauge, but this was changed to 3 ft. 6 in. in 1873, and the balance of the line was built on that gauge. The gauge was changed back to 3 ft. in 1883 and was changed to standard in 1887.

Termini: From north line of Philips Street, Helena, to end of track between Main and Water Streets at Clarendon. Total mileage 47.57

~~Arkansas Midland Railroad Company, No. 144.~~

14. The Brinkley, Helena and Indian Bay Railroad Company:

The Brinkley and Helena Railroad Company was incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, January 23, 1883. The stock of this company was owned by the Brinkley Car Works and Manufacturing Co., of Brinkley, Arkansas, and was used by that company as a logging road. The road was constructed from Brinkley to Glenwood (now Rich Station), 7.94 miles, in 1889.

The Brinkley, Helena and Indian Bay Railroad Company was incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, July 19, 1889. This company purchased the property of the Brinkley & Helena Railroad Company from the Brinkley Car Works and Manufacturing Company by deed dated July 22, 1889. Its capital stock was at that time owned by the officers of the Car Works, but about August, 1889, was sold to A.G. Ryley, who in turn transferred the stock to the owners of the Arkansas Midland Railroad Company, and the latter company operated the line (which was extended to Pine City, 15.07 miles, in 1890) until 1901, when the stock was acquired by the Iron Mountain Company. The Iron Mountain Company operated the road as of a subsidiary corporation until formally conveyed by deed dated September 1, 1909, executed and acknowledged February 2, 1910.

ARKANSAS RAILROADER

Purchased Lines

This line was built on a 3 ft. gauge and was operated on that gauge until November, 1899, when it was changed to standard.

Termini: From H.B. connection with Midland Branch 0.04 mile east of center of depot at Pine City to connection with B. & B. R.R. (Rock Island) at Brinkley, Arkansas. Mileage 23.01

~~Companying was done on 10/12/02 and 10/13/02~~

15. Arkansas Southwestern Railway Company:

The Southwestern Arkansas and Indian Territory Railroad Company was incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, June 15, 1884. This company constructed the line of road from Smithton to Pike City, completing same on the dates shown below:

From	To	Date Completed	Miles
Smithton	Okolona	9-28-85	14.16
Okolona	Antoine	12- 1-93	6.12
Antoine	Pike City	7-15-97	12.73
Total			33.01

Termini: From H.B. connection with main line 0.13 mile north of center of depot at Smithton to end of track at Pike City.

~~Companying was done on 10/12/02 and 10/13/02~~

The line from Smithton to Okolona was built on a 3 ft. gauge, which was changed to standard in 1891, and the balance of the line was built on standard gauge.

This company was owned and operated by the Smithton Lumber Company. In March, 1896, a Receiver was appointed and a decree was rendered by the United States Circuit Court for the Eastern District of Arkansas on November 4, 1899, ordering that the road and other property be sold, which was done on March 13, 1900, and Murray Carleton became the purchaser by deed of Charles C. Waters; Master in Chancery, to him, dated April 5, 1900. Carleton and his associates on April 28, 1900, filed a certificate of reorganization in the office of the Secretary of State of Arkansas, giving the new company the name

Arkansas Southwestern Railway Company. The capital stock of this company was acquired by the Grayson-McLeod Lumber Company in 1901, and by deed dated February 21, 1903, Murray Carleton and Wife conveyed the railroad and other property to the Arkansas Southwestern Railway Company.

From 1901 to 1903 this company operated the property of the Ultima Thule, Arkadelphia and Mississippi Railway (Incorporated December 7 1887, opened March

Purchased Lines

15, 1891), a non-stock company owned by the Grayson-McLeod Lumber Company, with a railroad line from Daleville to Washita, Arkansas, 28 miles.

The majority of the capital stock of the Arkansas Southwestern Railway Company was acquired by the St.Louis, Iron Mountain and Southern Railway Company in 1903 and the property, that is to say, the Arkansas Southwestern Railway proper, and not including the U.T.A. & M. Ry., which continued to be operated by the Lumber Company, was then operated by the St.Louis, Iron Mountain and Southern Railway Company as a subsidiary line until 1909, when the railroad and other property were conveyed by deed dated September 1, 1909, executed and acknowledged February 2, 1910. The organization of the Arkansas Southwestern Railway Company was thereafter no longer maintained and ceased to exist.

16. Coal Belt Railway Company:

Incorporated under the general railroad laws of Illinois by articles of incorporation filed in the office of the Secretary of State, March 27, 1903. The company was incorporated and line built by the Peabody Coal Company; construction was completed during the year 1904. The St.Louis, Iron Mountain and Southern Railway Company acquired a majority of the capital stock about December, 1904, and took over the operation of the property in January, 1905. The property was formally conveyed to the St.L.I.M. & S. Ry.Co. by deed dated September 1, 1909, executed and acknowledged February 2, 1910, and the organization of the Coal Belt Ry. was no longer maintained and ceased to exist.

Termini: From connection with Herrin Branch at "C.B. Connection" to H.B. east connection with Coal Belt Electric Ry. at East Carterville, 2.72 miles; East Carterville West Wye, 0.16 mile; west leg of Herrin Wye, 0.26, and Herrin North Spur, 0.61 mile. Total mileage 3.75

~~1910-1911-1912-1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100~~

17. Eldorado and Bastrop Railway Company:

Incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, February 17, 1902. The company was organized and its stock owned by the St.Louis, Iron Mountain and Southern Railway Company, and its line of road, which was completed March 31, 1904, was constructed with money furnished by that company, who also operated the line by virtue of stock ownership until formally purchased by deed dated September 1, 1909, executed and acknowledged February 2, 1910.

Termini: From H.B. connection with main line at El Dorado, Arkansas, to Arkansas-Louisiana state line (joining the rails of the N.O. & N.W. R.R. Co.). Total mileage 44.09

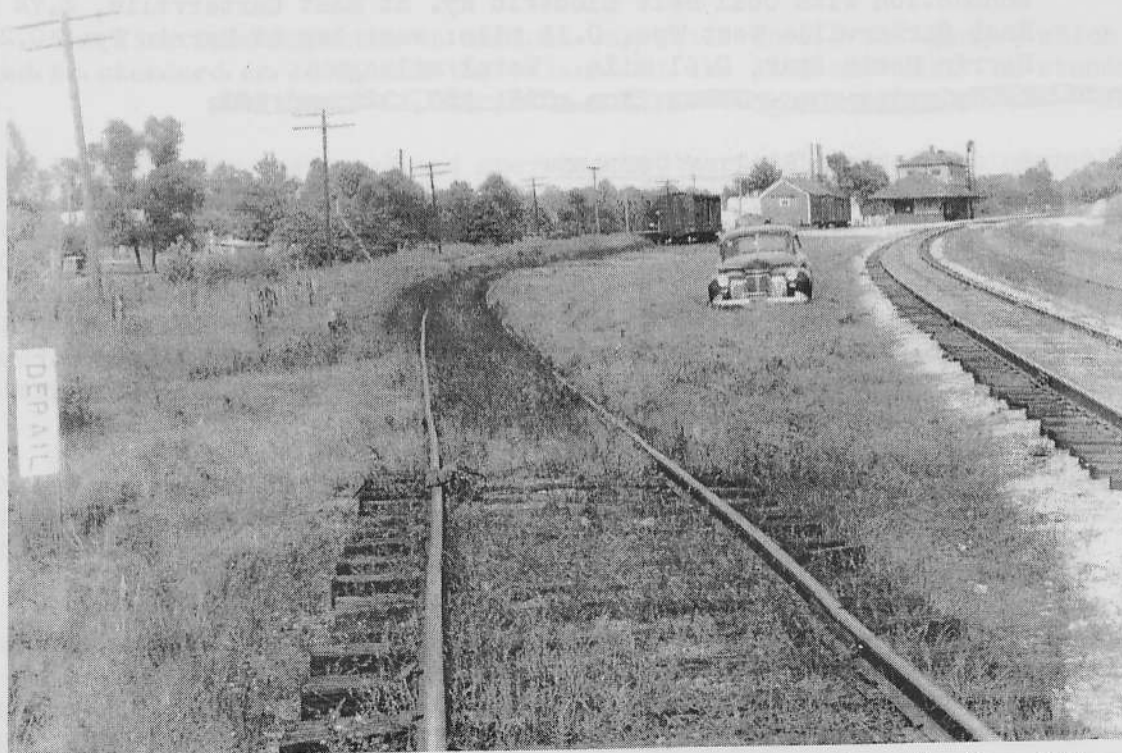
~~1910-1911-1912-1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100~~

18. Farmerville and Southern Railroad Company:

Incorporated under the general railroad law of Louisiana by charter filed in the office of the Secretary of State, July 31, 1903. The company was organized and its stock owned by the St.Louis, Iron Mountain and Southern Railway Company,

ARKANSAS RAILROADER

A Rock Island accident investigation photo taken at Hodge, Louisiana on September 9, 1942, between 3 and 4 p.m. looking south. They were investigating the September 6th death of a trespasser at a road crossing just north of the depot (seen just to left of center in the distance). (L. T. Walker collection)



MYSTERY LOCATION: A Rock Island accident investigation photo at an unknown location and date. Anybody know where this is? (L. T. Walker collection)