

# ARKANSAS RAILROADER



Little Rock Chapter  
NRHS

VOLUME 32 NUMBER 3 MARCH 2001



Crab Orchard & Egyptian 17 at Highway 13 crossing, March 11, 1981. (*Peter Smykla, Jr photo*)

## 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 (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 *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 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: [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 next meeting of the Arkansas Railroad Club will be Sunday, March 11 at 2 p.m. at our usual location, Pulaski Heights Presbyterian Church in Little Rock. The program will be given by BARTON JENNINGS about "East Tennessee and Other Adventures." Refreshments will be served and the public is invited. Other programs in coming months: Fred Fillers will have a program on electric/traction/streetcars in April, Mike Condren will have a program in May, and John Jones will have a program in the future.

NRHS NATIONAL CONVENTION - As you know, the annual convention of the NRHS will be held in St Louis June 18-24, 2001. Registration is \$25. Send check to St Louis Chapter NRHS, 2129 Barrett Station Rd, PMB 271, St Louis MO 63131-1638. Their website, as taken from the February 2001 *Gateway Railletter* of the St. Louis Chapter, is <http://www.stlouisnrhs.org>

2001 RAILCAMP REGISTRATION is being taken. This is a summer camp for kids wanting to learn about railroads. It is held in Pennsylvania from July 22-28 and August 12-18, 2001. For information call 215-557-6606. Reservations are required.

THE MISSOURI PACIFIC HISTORICAL DATA being published in the *Railroader* will cover the history of the

Missouri Pacific up to 1917. Although it is rather "dry" reading at times, nonetheless when all sections are published, one can sit down and have a chronology of the MoPac to 1917 (when the whole system was named the Missouri Pacific). By reading these copied sheets, you can often see towns mentioned that no longer exist and maybe find some old abandoned right of ways that used to be the mighty MoPac.

This issue of the *Railroader* will have the 20<sup>th</sup> installation of this material gathered by Gene Hull with several more months to go. While some have stated that it should not take up space in our newsletter but be made available as a separate publication, others, including Joel Boucher, editor of the *Mixed Train* newsletter of the Camerail Club of Omaha, has written to say "thanks for the reproduction of MP history. Much appreciated. My collections of the MP are a bunch of hits and misses and the *Arkansas Railroader* will help me organize these a bit more carefully." Mr. Boucher was honored on April 21, 2000 for his 50 years of service to the Missouri Pacific/Union Pacific, where he still works today in Omaha. Joel works nights by choice and has said he plans to write a book when he retires called "One Thousand Sunrises," since he's seen every one over the past few years (from the August 2000 edition of the Council Bluffs Service Union newsletter of the Union Pacific).

Anyway, these will continue to be published until finished, but in no case will they take the place of regular news or features - I will simply make the newsletter a little longer with these reproductions included - you won't miss anything else (i.e., a normal 16 page newsletter might become a 20 page one with the MoPac information included).

**2001 DUES ARE DUE** - Use the forms mailed out to you late last year to submit your 2001 dues if you haven't done so. If you've lost the form, just send you renewal checks to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Look at your address label...it will say "THRU2001" if you've paid.

### 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** - "*A Century of Passenger Trains - and then some*" - a study of 100 years of passenger service on the Denver & Rio Grande Railway. Included is the *Silverton's* last years of service. Cost is \$39.95 plus \$4 shipping. Send orders to: Rocky Mountain Railroad Club, PO Box 2391, Denver CO 80201-2391.

**WANTED** - Track diagram showing the layout of trackage of the Missouri Pacific and Missouri & Northern Arkansas in Kensett, Arkansas. I'm trying to stage MoPac traffic from Little Rock to St. Louis and then run an upper level of my layout on the M&NA from Kensett to around Marshall. Contact Bob Bourbina at [bbboub@hotmai.com](mailto:bbboub@hotmai.com)

### 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.

**NORTH CAROLINA - CAMP LEJEUNE RAILROAD CO.** - To abandon 5.5 miles from m.p. CK-2.5 at Camp Lejeune to m.p. CK-8.0 at Marine Junction, North Carolina, Effective March 4, 2001. (STB Docket No. AB-290, Sub No. 209X, decided Feb 1, served Feb 2, 2001)

## ARKANSAS RAIL NEWS

### GENERAL RAIL NEWS

#### NEW \$12 BILLION BID FOR RAIL

The US Senate now has a bill before it to fund \$12 for high-speed rail projects as part of the Department of Transportation budget. There are already 51 co-sponsors. This would allow Amtrak and other rail companies to issued tax-free bonds over 10 years to fund rail corridors.

*(Daily Court Review, Feb 1, 2001 via Dan Barr)*

#### NEW MEXICO DEPOTS REFURBISHED

*(Las Vegas, New Mexico)* - During the last 5 years, many communities in New Mexico have been buying and refurbishing old

depots to serve a variety of needs. Of the total of 64 stations across New Mexico, a dozen have been or are undergoing refurbishing and another two dozen are available. *(Dallas Morning News, January 14, 2001 via Jim Johnson)*

Commentary on the "Streamliners - America's Lost Trains" special on PBS:

Burlington president Ralph Budd stepped off the Burlington Zephyr after its record-breaking run and proclaimed, "It was a sweet ride." Most Americans agreed. Marjorie Wigton, who worked as a "Zephyrette" hostess on the Burlington from 1936 to 1941, described the impact of the streamliners:

*"If you are brought up in a small town, small towns are close to railroad tracks, you are used to steam engines. Here are these beautiful white puffy clouds and panting trains going by and their special whistles. It was just a part of everyday life...a dozen times a day you would see a puffer going by. And then...all of a sudden here is this shiny beautiful thing...The whole town was out...thousands of people. It was like a butterfly coming out of a cocoon. It was this beautiful...silver train...not dirty...just...whoosh. It was a beautiful thing."*

#### O. WINSTON LINK DIES

O. Winston Link died January 30 of a heart attack. He was 86. Link was the famous black and white photographer who used a series of flash bulbs to illuminate steam locomotives in action during the last years of their rein. There has been talk of creating an O. Winston Link museum in the old N&W passenger station in Roanoke. Link died one day after the former passenger station of the Virginian Railway burned.

#### CIRCUS TRAINMASTER WANTED

The owners of the Ringling Brothers & Barnum and Bailey Circus are asking for people to work as trainmaster/assistant trainmaster for their two circus trains (often 54-56 cars long). Each train spends two years traveling the country. The job includes working with the railroads, supervising mechanical forces, being sure the trains are loaded properly. Anyone interested call Barton Jennings at 865-974-8945.

#### UNION PACIFIC LAYOFFS

Due to falling shipments of autos and chemicals, Union Pacific plans to lay off 2000 employees this year. They took a loss of \$70 million to buyout 4 percent of their workforce. *(Via Dan Barr)*

#### CN/WISCONSIN CENTRAL MERGER?

Canadian National may Wisconsin Central, which owns track in Wisconsin and Minnesota, for \$800 million.

## AMTRAK NEWS

**NEW TRAIN PLANNED**

Amtrak has picked the route of the new *Crescent Star* passenger train that would connect Dallas directly with Atlanta and Washington, DC via the *Southern Crescent* at Meridian, Mississippi. The route would run from Meridian to Jackson to Vicksburg, Mississippi to Monroe, Ruston and Shreveport, Louisiana to Jefferson, Pittsburg, Sulphur Springs, Greenville, Garland, and Dallas Texas. It would use the KCS line much of the way. No start date has been announced. (*Dallas Morning News, February 7, 2001 via Dan Barr*)

**AMTRAK ENGINEERS HAVE FIGHT**

(*Needles, California*) - As the *Southwest Chief* stopped at Needles, California January 24, local police were there to meet the train and arrest the assistant engineer. Both engineers ended up in jail. Apparently, they had a fight in the cab over smoking and other things. The altercation had its roots in a growing irritation between the two men, which may have begun when the assistant engineer refused to take a turn running the locomotive. The assistant (a non-smoker) said he did not know the line well enough. The regular engineer smoked. Officers tried not to arrest the men, but each insisted on making a "citizen's arrest" of the

other and both were taken to jail. (*Washington Post, February 2, 2001*)

**TO RESUME SINGLE ROUTE**

Amtrak will once again have single route service between Texarkana and Big Sandy, again serving Marshall, Longview and Mineola in both directions. They started have directional running May 21 when the southbound train went through Gilmer, Texas instead and buses passenger between Gilmer and Longview.  
other clubs

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**TIMONIUM, MARYLAND** - April 7-8, 2001 - The Great Scale Train Show in the Cow Palace at the State Fairgrounds, 2 miles north of the Baltimore Beltway (I-695), Exit 17E. Over 700 dealer tables. Hours are 9 a.m. to 4 p.m. Saturday, and 10 a.m. to 4 p.m. Sunday. Admission \$6. For more information, call Howard Zane at 410-730-1036 or their web site: <http://www.gsmts.com>

**PINE BLUFF, ARKANSAS** - April 7, 2001 - Annual Railroadiana Show and Sale,

9 a.m. to 4 p.m., sponsored by the Cotton Belt Rail Historical Society, 870-535-8819. Proceeds go to the Arkansas Railroad Museum. Working layouts. Admission: \$2.00. See SSW #819 and #336.

**COUNCIL BLUFFS, IOWA** - June 10, 2001 - Union Pacific steam locomotive No. 3985 will pull an excursion train from Council Bluffs, Iowa to Sergeant Bluff, Iowa and return. Contact the Camerail Club, "Sioux City & Pacific Excursion," 6307 Seward St, Omaha NE 68104-4761.

**URBANA, ILLINOIS** - July 7, 2001 - The Illinois Central Historical Society will have its 20<sup>th</sup> annual Railroadiana and Model Railroad Show from 9 to 4 p.m. at the Holiday Inn in Urbana, Illinois. Dealer tables are \$25 each. Dealers should contact Terry McMahon, 865 Gen George Patton Rd, Nashville TN 37221, 615-646-4646 evenings. The annual meeting will be held July 5<sup>th</sup> through 8<sup>th</sup> with the show on July 7.



## **THE OLD DEPOT**

by: Gene Hull

Down aroun' the deepo when th' keers come in,  
 What a hustle an' a bustle an' a clatter an' a din!  
 Engine kinder puffin' an' a-blowin' off its steam;  
 Drayman sorter fussin' an' a-cussin' at his team;  
 Boys sellin' papers an' a-shoutin' out th' news;  
 'Nother one wantin' fer to blacken up your shoes;  
 Aint like any other place 'at I have ever bin,  
 Down aroun' th' deepo when th' keers come in!

Author Unknown

There always has been a mysterious, nostalgic attraction associated with old railroad depots. They have different meanings for different people.

One such depot was at Conway, Arkansas on the Missouri Pacific until about 1965. Most people did not know the significance of the rough, weathered and worn old building. This included the author, who was familiar with it while working as a brakeman during the early 1940s.

The LITTLE ROCK & FT. SMITH RAILROAD was chartered by the state on 12 April 1869 to build to Ft. Smith. The company purchased eleven complete city blocks of the new town of Argenta, plotted 25 March 1866, on the north side of the Arkansas river opposite Little Rock. This land lay between the present streets of Main on the west, Magnolia on the east, Second on the south and Seventh on the north. There also was a part of a block north of Seventh Street as well as a tract of land outside the town limits on the northwest. The town now is North Little Rock.

Ground was broken 4 August 1869 and rails were pointed north.

Rails reached Conway Station in the summer of 1870 and the company gave Chief Engineer Asa P. Robinson a deed for one square mile (640 acres) of land surrounding the station site. This was the beginning of the town of Conway, named for the county in which it was located. (Faulkner County wasn't formed until 12 April 1873). After rails were laid at Conway, one of the first structures built was a fine wood depot and telegraph station, which was in charge of agent Captain F. H. Petway.

As the rails were laid westward, train service brought economic growth to the communities on line. The railroad and communities provided growth for each other. In 1871, the Little Rock & Ft. Smith made a small expansion at the Conway depot.

*Arkansas Railroader*

On 1 January 1890, the LR&FS was leased to the ST. LOUIS, IRON MOUNTAIN & SOUTHERN and on 26 March 1906 the Iron Mountain took possession by payment of debts of the LR&FS.

In 1912, the railroad decided to honor the town of Conway with a new depot. City officials had been trying to get the railroad to clean up its property around the depot. There was a large platform where farmers brought bales of cotton for shipment. This caused a confusing congestion. Even worse, the railroad had a stockyard with pens and chutes for loading cattle. The aroma was far from pleasant.

In January 1913, city officials grew tired of waiting. An ordinance was enacted giving the railroad FIVE MONTHS to complete the new depot and clean up the place. In February plans were revealed for a new RED BRICK depot with a RED TILE roof! It would be on the site of the existing wood depot.



*Missouri Pacific depot (right) and freight house (left) at Conway, Arkansas in 1961. Wood building was the original Little Rock & Fort Smith depot built in 1870 where brick station is shown. Was moved in 1914, when brick station was built. (Gene Hull photo)*

The new depot would be 25 feet wide and 180 feet long. A breeze way would separate the passenger waiting rooms from the baggage-express area. There were two waiting rooms, each seating about 30 passengers. A telegraph office with a bay window was between them. The Wells Fargo Express office and baggage room were on the south end. Surrounding the depot was a brick platform.

The new depot began operation when southbound passenger train No. 119 arrived on time at 11:59 a.m. on 30 March 1914. The structure gleamed in the sun like a fine ruby.

To make room for the new depot, the 40-year-old wood building was raised by jacks and rollers were placed under it on 25 July 1913. The HOT SPRINGS-KANSAS CITY EXPRESS departed at 3:37 p.m. and 25 men began the slow, laborious task of moving the old station to the west side of the main track. Heavy timbers must have been needed to cross the rails. The old depot continued in service about eight months until the new one was completed.

The old LR&FS depot was remodeled inside to provide offices in the north end and it became the Iron Mountain freight house.

On 1 June 1917, the St. Louis, Iron Mountain & Southern was absorbed by the Missouri Pacific. In December 1940 the author became a brakeman on the Van Buren sub-division (illegally, by the way, because I wasn't 21 years old until the next June) and during the early 1940s I made many switching movements at the old freight house without knowing about its early interesting history.

On 31 July 1949, passenger train SOUTHERNER was discontinued, leaving only the RAINBOW SPECIAL. The latter lost its name 23 May 1954 and it was just train No. 125 and 126. With the blessing of the ICC the trains were discontinued 28 March 1960. The brick depot was remodeled for freight service only. The old wood building was sold and used for storage until it was torn down about 1965. It was about 95 years old.

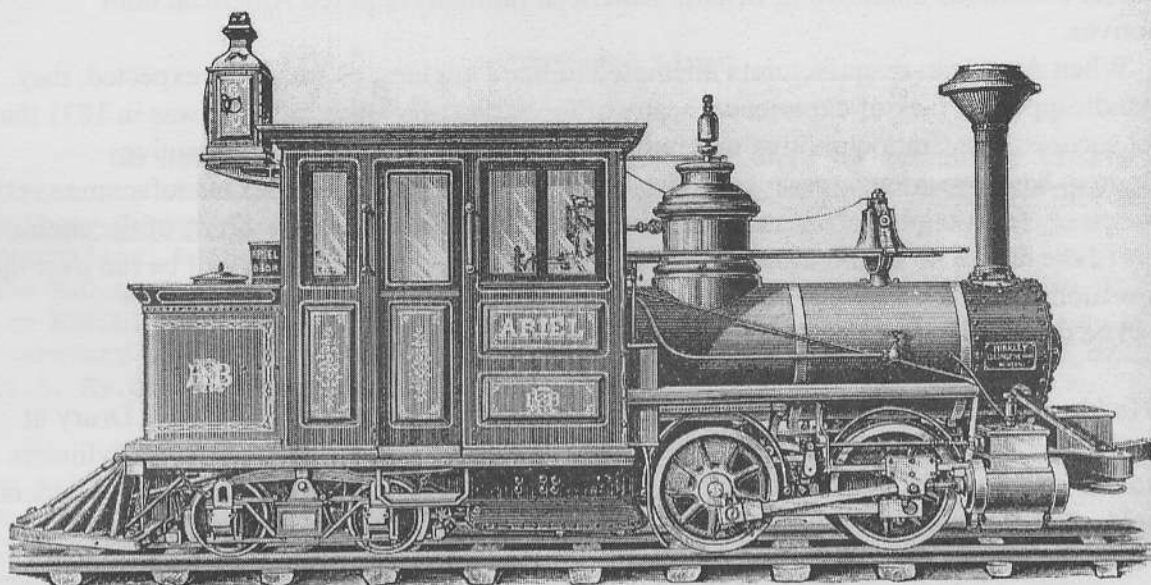
The Missouri Pacific decided to sell the brick depot and in 1972 set a price of \$185,000. The city of Conway bought it and demolished it in 1975 to provide more parking for automobiles.

Passenger trains and two depots had disappeared. In 1982, the Missouri Pacific disappeared to become Union Pacific.

What is next?

*(Most of this historic data is from RAILROADING IN FAULKNER COUNTY by Bill Pollard.)*





*The first two-foot gauge locomotive built in the U.S. It was built in 1877 by the Hinkley Locomotive Works in Boston and was named "Ariel," later to be called "Bo-peep." It was used on the Billerica and Bedford Railroad. ("Early American Locomotives" by John H. White, Jr.)*

## WHO BUILT THE ENGINES?

Part 3 - Hinkley Locomotive Co.

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.

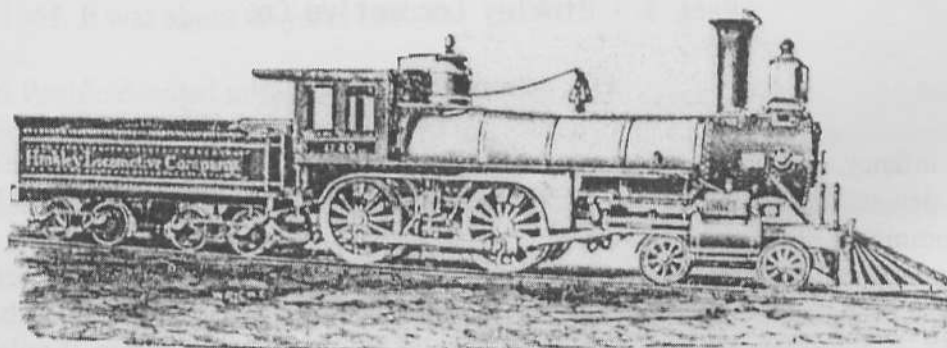
The third installment is **Hinkley Locomotive Co.**

Isaac Hinkley founded his locomotive works in 1841 under the name of Hinkley & Drury at Boston, Mass. The standard design of engines was the inside connected 4-4-0, with cylinders beneath the boiler. Railroad shop forces and engine crews could not easily reach the cylinders, resulting in lack of maintenance. Manufactures were forced to place cylinders outside the frame near the pilot of the engine.

This company produced engines in 1890, buy mostly as an "also-ran," since they had very little influence on design. 



## Hinkley Locomotive Co.



ESTABLISHED IN 1841.

OFFICE : 439 Albany Street, Boston.

C. L. PEIRSON, Treasurer.

## MISSOURI PACIFIC LINES - A CORPORATE HISTORY - Part 20 (Gene Hull)

### Purchased Lines

On November 23, 1893, the A. & St.L. Ry.Co., by authority of its board of directors, executed and delivered to the Houston, Central Arkansas and Northern Railway Company a deed of conveyance of all its railroad and other property and franchises, being the same 144.59 miles of railroad acquired April 29, 1893, from The H.C.A. & N. R.R. Co. The purchase was duly authorized by the stockholders of the H.C.A. & N. Ry.Co. and certificate of purchase filed in the office of the Secretary of State of Arkansas, December 12, 1893. The organization of the A. & St.L. Ry.Co. was no longer maintained and ceased to exist.

The Houston, Central Arkansas and Northern Railway Company was incorporated by articles of association filed in the office of the Secretary of State of Arkansas, January 1, 1890, under the general railroad laws of that State. It constructed its line of road from a junction with the St.L.I.M. & S. Ry.Co. at McGehee, Arkansas, to the Arkansas-Louisiana state line, with connections at McGehee and Dermott, completed June 25, 1890. Mileage ..... 45.89

Termini: From H.B. connection with main line at McGehee Junction to Arkansas-Louisiana state line (joining the rails of The H.C.A. & N. R.R. Co.), 45.26 miles; McGehee East Wye, 0.21 mile; and East and West Wyes at Dermott, 0.42 mile. Total, 45.89.

~~Color on accompanying map - Violet; Nos. 188, 189, 190 and 191.~~

This mileage, together with that purchased from the A. & St.L. Ry.Co. (See above), an aggregate of 190.48, comprised a continuous line of road from McGehee, Arkansas, to Alexandria, Louisiana.

By deed dated December 13, 1893, the company conveyed its railroad and other property and franchises to the St.L.I.M. & S. Ry.Co. The sale was authorized by the boards of directors of both companies and certificate of sale was filed in the office of the Secretary of State of Arkansas, January 4, 1894. The organization of the H.C.A. & N. Ry.Co. was thereafter no longer maintained and ceased to exist.

Total mileage purchased by St.L.I.M. & S. Ry.Co. .... 190.48

#### 7. The Little Rock and Fort Smith Railway:

(a) The Little Rock and Fort Smith Branch of the Cairo and Fulton Railroad Company was organized under the general railroad laws of the State of Arkansas (Acts of Arkansas 1851 p. 65) and charter was filed with the Secretary of State of Arkansas, November 23, 1853. An act of the legislature approved January 19, 1855 (Acts of Arkansas 1855 p. 169), fixed the line of the Little Rock and Fort Smith Branch of the Cairo and Fulton Railroad Company and granted lands to that company which had been donated by act of Congress approved February 9, 1853 (10 U.S. Stats. at Large, p. 155); see also act of Congress approved July 28, 1866, reviving and extending land grant (14 U.S. Stats. at Large, p. 338). A special act of the legislature of Arkansas, approved January 22, 1855 (Acts of Arkansas 1855 p. 241), changed the name of this company to

## ARKANSAS RAILROADER

### Purchased Lines

(b) Little Rock and Fort Smith Railroad Company.

An act of the legislature approved November 26, 1856 (Acts of Ark. 1856 p. 4), granted to this company the lands granted by Congress to aid in the construction of the road. An act of the legislature approved March 22, 1867 (Acts of Ark. 1866-7 p. 514), amended the charter to fix domicile at any point on the route and reduced the number of directors from eighteen to nine. Acts of the legislature approved February 1, 1859 (Acts of Ark. 1859 p. 62), and March 28, 1871 (Acts of Ark. 1871 p. 289), fixed the price of lands to actual settlers at \$2.50 per acre. An act of the legislature approved April 12, 1869 (Acts of Ark. 1868-9 p. 159), renewed the charters of the Little Rock and Fort Smith Branch of the Cairo and Fulton Railroad Company and the Little Rock & Ft. Smith Railroad Company under the corporate name of the latter and confirmed the grant of lands to aid in construction of the road, with all rights, powers, privileges and franchises.

### State Aid Bonds

On April 28, 1869, the State Board of Railroad Commissioners awarded aid for the construction of the Little Rock and Fort Smith Railroad in bonds of the State for a distance of 150 miles, at the rate of \$10,000 per mile, under the provisions of an act of the General Assembly approved July 21, 1868 (Acts of Ark. 1868 p. 140). Of said bonds there were issued and delivered to the company 1000 bonds of \$1,000 each. Later the State repudiated said bonds and one Wm. H. Tompkins, holder of certain of the bonds, filed suit in the Circuit Court of the United States for the Eastern District of Arkansas against the Little Rock and Ft. Smith Railway, which had acquired the property of this company, as hereinafter set forth (See page 81), for the purpose of enforcing a lien against the property under the provisions of the act of 1868, under which the bonds were issued. The case was dismissed in the Circuit Court by decree rendered October 6, 1883 (Chancery Record D, pp. 737-8), and on appeal of the complainant the judgment was affirmed by the Supreme Court of the United States (125 U.S. 109). See also State vs. L.R.M.R. & T. Ry., 31 Ark. 701, holding similar bonds void. In the month of January, 1887, W.B. Worthen brought suit in the Circuit Court in Chancery in Conway County, Arkansas, and later in the Circuit Court in Chancery of Pulaski County, Arkansas, on certain coupons clipped from these bonds. By agreement of Counsel the first mentioned suit was to abide the result of the suit last named. On June 27, 1894, the Chancellor rendered his decision dismissing the complaint; the plaintiff appealed to the Supreme Court of Arkansas, but early in the month of January, 1903, he dismissed his appeal and threatened to institute suits of like character on other bonds. On February 28, 1903, the Little Rock and Fort Smith Railway and the St. Louis, Iron Mountain and Southern Railway Company filed their separate bills of complaint in the United States Circuit Court at Little Rock, Arkansas, against the Knickerbocker Trust Co. and John R. Dos Passos, holders of state aid bonds; the purpose of these bills being to enjoin and restrain any further suits against the complainant companies, on the ground that such suits cast a cloud upon the title, were vexatious in character and that a multiplicity of suits would follow unless the complainants were granted the relief prayed for. A restraining order was granted and afterwards demurrers to these bills were filed, and up to the present time (December, 1915) these demurrers remain undisposed of, but the restraining order remains effective.

## ARKANSAS RAILROADER

### Purchased Lines

#### Mortgages and Foreclosures

On December 22, 1869, this company executed a mortgage to Henry W. Paine and Samuel T. Dana, as Trustees, upon its railroad and branches thereof, to secure an issue of \$3,500,000 of bonds.

On June 22, 1870, the company executed a mortgage to Henry W. Paine, Samuel T. Dana and William B. Stevens upon all lands theretofore acquired or thereafter to be acquired, including the Congressional land grant, to secure an issue of \$5,000,000 of bonds.

On May 26, 1874, bills were filed by C.W. Huntington, S.H. Gookin and Elisha Atkins, successors to said trust, in the United States Circuit Court for the Eastern District of Arkansas, to foreclose these two mortgages. The suits were consolidated and a decree of foreclosure was entered November 6, 1874 (Chancery Record B, p. 547), under which the road and all the property embraced in the mortgages were sold on December 10, 1874, to George O. Shattuck, Francis M. Weld and George Ripley, for the benefit of the bondholders under said mortgages; deed of Chas. P. Redmond, Special Commissioner, to The Little Rock & Ft. Smith Ry., dated December 19, 1874. The sale was confirmed December 19, 1874 (Chancery Record B, p. 552). Subsequently a bill was filed in the same court to review and set aside said decrees, sale and confirmation, by Frank Shaw and David S. Groenough as holders of bonds issued under said mortgages, which bill was dismissed by the court, and on appeal of complainants, the decree of dismissal was confirmed by the United States Supreme Court (See Shaw vs. Railroad Company, two Cases, Vol. 100, U.S. Rep., pp. 605-13).

#### Reorganization

Under the provisions of an act of the legislature approved December 9, 1874 (Acts of Arkansas 1874 p. 57), which was supplemental to the general railroad laws, the purchasers of the property reorganized under the name of

Little Rock and Fort Smith Railway, and certificate of reorganization was filed in the office of the Secretary of State, June 12, 1875, which completed the organization.

#### Coal Hill Branch

In 1884 the company desired to construct a spur to serve the Deming coal lands in the vicinity of Coal Hill, but the charter of the company did not permit such construction. Accordingly the board of directors formed a new corporation under the name, "Coal Hill Branch of the Little Rock and Fort Smith Railway," under the general railroad laws of Arkansas, and filed articles of association in the office of the Secretary of State on December 26, 1884. By deed dated January 12, 1885, the property, rights and franchises of the company were purchased by the Little Rock and Fort Smith Railway, under the conditions of which deed the grantee company agreed to construct the line, which was done.

ARKANSAS RAILROADER

Purchased Lines

On January 1, 1890, the Little Rock and Fort Smith Railway leased the railroad and other property of the Kansas and Arkansas Valley Railway, from Van Buren to the Kansas-Indian Territory line, together with its Fort Smith Branch, for a period of forty years, the consideration being the payment of interest on its First Mortgage Bonds, taxes and a sum not exceeding \$1,000 per annum for organization expenses.

On the same day, January 1, 1890, the company executed a lease to the St. Louis, Iron Mountain and Southern Railway Company of all its railroad and other property, including that leased from the K. & A.V. Ry. for a period of fifty years, for the consideration of the payment of the interest on the lessor's 7 per cent bonds, and maintenance and taxes.

Purchase by St.L.I.M. & S. Ry. Co.

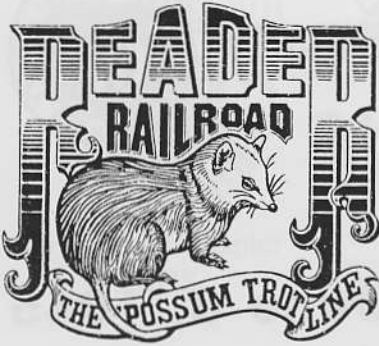
At a special meeting of the stockholders of the St.L.I.M. & S. Ry. Co., held March 26, 1906, resolutions were adopted ratifying and confirming the action of their directors taken at a meeting held January 17, 1906, in acquiring all the railroad and property, rights, privileges and franchises of the L.R. & Ft.S. Ry. for and in consideration of the cancellation by the St.L.I.M. & S. Ry.Co. of all the outstanding mortgage bonds of the said L.R. & Ft.S. Ry. and the cancellation of the mortgage securing the same, and the satisfaction and discharge of all other indebtedness of the L.R. & Ft.S. Ry. owing to the St.L.I.M. & S. Ry.Co., and of all the legal duties and obligations resting upon said Railway. Certificate of sale was filed in the office of the Secretary of State of Arkansas, April 18, 1906.

Construction

By L.R. & Ft.S. R.R. Co.: From a connection with Little Rock Junction Ry. on township line 0.70 mile south of St.L.I.M. & S. main line crossing at Argenta, Arkansas, to Preston, 24.09 miles, in 1870; to London, 57.97 miles, in 1871; to Knoxville, 8.12 miles, in 1872, and to Clarksville, 10.47 miles, in 1873; a total of ..... 100.65  
~~Color on accompanying map - Orange; Nos. 161.~~

By L.R. & Ft.S. Ry.: From end of track at Clarksville to Ozark, 23.27 miles, in 1877; to St.L. & S.F. crossing at Van Buren, 34.94 miles, in 1879; to Fort Smith, 4.16 miles, in 1879. Quita Branch, 0.42 mile, and connection with St.L.I.M. & S. Ry. at Argenta, 0.18 mile, in 1880; Wards Branch, from Wards (2.47 miles west of Morrilton) to Zeb, 1.25 miles, in 1881; Coal Hill Branch, 2.66 miles, in 1885. On August 1, 1893, 0.07 mile at end of track of Coal Hill Branch was taken up and an extension of 2.67 miles was constructed, making a net addition of 2.60 miles. Total mileage constructed by this company ..... 69.48  
~~Color on accompanying map - Green; Nos. 158, 159, 160, 161 A, 162, 163 and 164.~~

Total, including mileage built by L.R. & Ft.S. R.R. Co. .... 170.13



TELEPHONE 425-1547  
AREA CODE 318

T. W. M. LONG PRESIDENT AND GENERAL MANAGER  
MARGARET J. LONG SECRETARY - TREASURER  
HULON S. GARNER TRAFFIC MANAGER AND AUDITOR

819 ROBINSON PLACE P. O. BOX 6049 SHREVEPORT, LOUISIANA  
71106

24 December 1971

From: President & General Manager

To: (a) Paul F. Moon, Agent-Dispatcher  
(b) C. H. Ost, Conductor

Subject: Special Trains (Extras) Thursday, 30 December 1971,  
Instructions in regard thereto.

1. Train Order authorizing movement of subject named extra trains (Reader to Waterloo and return) will by clearance slip order Extra Train South not to depart Reader, Arkansas, prior to 1030 Hours.
2. Extra North from Waterloo to Reader may depart from Waterloo Depot as soon as passengers and crew are fed.
3. Extra North may depart from refinery of Berry Petroleum Company at Waterloo as soon as all work is done and the train finally made up.
4. Roadmaster will supply man to act as crossing flagman. In the event the porter is not needed on the trains and serves as crossing flagman the man supplied by the Roadmaster will be carried aboard Extra South and let off said train where the Roadmaster and his forces are working.

T. W. M. LONG

cc: Richard Walker, Roadmaster,  
Reader Railroad,  
Bluff City, Arkansas, 71722

Courtesy of Bill Bailey



# Warren & Ouachita Valley Railway Company



## Time Table No. 64

**Taking Effect at 12:01 A. M. Sunday, June 3, 1945**

SUPERCEDING ALL PREVIOUS TIME TABLES AND SPECIAL INSTRUCTIONS RELATING THERETO

**For the Government and Information of Employees only**

THE COMPANY RESERVES THE RIGHT TO VARY THEREFROM AT PLEASURE

WEST BOUND TRAINS			Miles From Warren	STATIONS	Miles From Banks	Capacity of Siding in Feet	EAST BOUND TRAINS	
FIRST CLASS							FIRST CLASS	
	1 MIXED TRAIN DAILY	Symbols					2 MIXED TRAIN	
	A. M. 10:30	W-N-T R-	0.0	Warren	16.0	2130 Yard	P. M. 1:25	
	f 10:35	T-Y-C W-R-S	1.5	1.50 Cloquet	14.5	2862 Yard	f 1:15	
	f 10:40		4.0	2.50 Carey Jct.	12.0		f 1:10	
	f 10:45	T	6.0	2.00 McKinney	10.0	750	f 1:05	
	f 10:52	T	9.1	3.10 Lacy Spur	6.9	750	f 12:59	
	f 11:00	T	12.6	3.50 Glynn	3.4	446	f 12:51	
	11:10 A. M.	T-Y-O R-	16.0	3.40 Banks	0.0	Yard	12:45 P. M.	
	DAILY 1						DAILY 2	

EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS  
NO. 1 HAS RIGHT OVER NO. 2 WARREN TO BANKS

### Symbols

T—telephone    W—water  
N—dispatcher   R—register  
O—operator     S—scales  
C—coal          Y—Wye

**W. R. WARNER,**  
General Manager

**M. H. GILL,**  
Chief Dispatcher