



# ARKANSAS RAILROADER



Little Rock Chapter  
NRHS

VOLUME 31 NUMBER 10 OCTOBER 2000



"Twentieth Century Limited" and "Broadway Limited" at Englewood station, both leaving for the east, 1946.  
(Eldon A. Behr photo)





*Cotton Plant, Arkansas Missouri & North Arkansas depot, 24 January 1977. Gene Hull photo.*

## **DEPOTS IN ARKANSAS - COTTON PLANT (Missouri & North Arkansas, Helena & Northwestern, Cotton Plant & Fargo)**

**by: Gene Hull**

Rails of the Missouri & North Arkansas reached Cotton Plant, in Woodruff County of the rich delta country of southeast Arkansas, about 1 May 1907. Cotton plantations were huge and prolific, hence the little town's name.

In 1948, when it was obvious the M&NA was doomed, a group of local citizens at Cotton Plant and the terminal town of Helena incorporated the Helena & Northwestern to run between the two towns.

There was no improvement and the H&NW was abandoned 2 November 1951. The depot at Cotton Plant saw infrequent travelers.

On 11 December 1951, the Cotton Plant-Fargo Railroad was incorporated to purchase six miles of the H&NW between those towns. No passengers rode this line, but the lonely little depot remained. It was the only depot of the M&NA with an integral platform.

Daily-except-Sunday first class passenger trains used the depot during M&NA days. The H&NW served occasional passengers in a box car.

*(In March, 1929, M&NA passenger train No. 203 southbound stopped here at 8:18 a.m. going toward Helena. The northbound train, No. 204, stopped here at 4:30 p.m. - editor) 🚂*

## 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)  
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**EDITOR** - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)  
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**BOARD '04** - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)

## 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 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.z.rw@ix.netcom.com](mailto:ken.z.rw@ix.netcom.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 SUNDAY, OCTOBER 8 at 2 p.m. at our usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive in Little Rock. The October program will be given by JOHN JONES, who will show railroad slides of the *California Zephyr* among other topics.

The November program will be given by Jim Wakefield.

**CHRISTMAS PARTY** will be held December 16, the same place as last year, the University Park Adult Leisure Center, 6401 West 12<sup>th</sup> Street, Little Rock. It will begin at 6 p.m.

**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.

## 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.

**WANTED** - In 1936, the Rexall Train, sponsored by the St. Louis based Rexall Drug Company, toured 47 states in eight months. The train stopped in Little Rock twice, once sometime between March and June on its way west, and then again in the fall on its way from Oklahoma City to Florida and termination in Atlanta on November 19. Photos and newspaper clippings of the Little Rock visits would be much appreciated and payment made. Send information to: TRRA Historical Society, PO Box 1688, St. Louis MO 63188-1688, 314-535-3101 (evenings). Email Larry Thomas, [thomas1@abcbs.com](mailto:thomas1@abcbs.com)

**WANTED** - Small lightweight flatcar - standard gauge. Could be cast steel trucks.

Contact Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754, 501-331-2030.

**WANTED** - History of wagons and railroads between 1860 and 1900 in the U.S., including drawings of trestles, wooden turntables, old-time buildings, engine sheds and signal towers. I'm building a G-scale layout using this time period. Contact Peter Folen Weimar in Germany, email: [p.john.weimar.de@t-online.de](mailto:p.john.weimar.de@t-online.de)

**FOR SALE** - The Arkansas Railroad Club's reprint of Gene Hull's classic *Shortline Railroads of Arkansas*, over 400 pages, hardbound, foil stamped, limited run, 6"x9" book. You can order from White River Productions, Inc., 24632 Anchor Ave, Bucklin MO 64631 or call 877-787-2467. Cost is \$24.95 plus \$5 shipping (or you can pick one up at a club meeting and save the postage).

**FOR SALE** - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad*

*Stations and Trains through Arkansas and the Southwest*. It was written by Clifton Hull with help from Tom Shook, among other club members. Kevin EuDaly of White River Productions did the graphic design and artwork. You can order from White River Productions, 24632 Anchor Ave, Bucklin MO 64631. Cost is \$29.95 plus \$4.50 postage and handling (total of \$34.45 if you're having it mailed). MasterCard or Visa accepted. You can call White River Productions at 877-787-2467.

**FOR SALE** - James R. Fair's book *The Louisiana & Arkansas Railway*. This 176-page clothbound book has 80 black and white illustrations and covers the Louisiana & Arkansas Railway from its beginning to the modern era. You can now order directly from Mr. Fair. He'll even autograph it for you. Cost directly from him is only \$34. His address is: James R. Fair, 2804 Northwood Rd, Austin, TX 78703-1630. Call 512-451-6194 or 512-471-3689.

## 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.

**TENNESSEE - CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RAILWAY CO** - To abandon the Crab Orchard Line between m.p. 141.5-H at Crab Orchard and m.p. 156.9-H at Rockwood, a distance of 15.4 miles. It includes the stations of Crab Orchard, Daysville, Ozone and Rockwood. This abandonment will allow conveyance of the line to its' sole shipper, Franklin Industries, for continued operation as a private industrial track. Decision by November

15, 2000. (STB Docket No. AB-290, Sub No. 208X, decided August 10, served August 17, 2000)

**MAINE - BANGOR & AROOSTOCK RAILROAD CO.** - To abandon 0.4 miles of line known as the St. Francis Line between m.p. 0.0 and m.p. 0.40 in Fort Kent, Maine. Effective September 19, 2000. (STB Docket No. AB-77, Sub No. 11X, decided August 11, served August 18, 2000)

**WEST VIRGINIA - STROUDS CREEK & MIDDLETY RAILROAD** - To abandon 12.4 miles of line between m.p. BUE-0.0 at Allingdale and m.p. BUE-12.4 at Muddlety Falls, West Virginia. Effective September 22, 2000. (STB Docket No. AB-571, Sub No. 1X, decided August 16, served August 23, 2000)

## ARKANSAS RAIL NEWS

## GENERAL RAIL NEWS

### TEST TRAIN

(*Albuquerque, New Mexico*) - The New Mexico Department of Transportation has applied for \$300,000 to study the feasibility of starting a passenger service between Albuquerque and El Paso. Amtrak would provide the service, which would connect Amtrak's *Sunset Limited* and *Southwest Chief*.

### SCENIC LINE ABANDONMENT?

(*Spalding, Idaho*) - The Camas Prairie Railnet wants to abandon the 67-mile scenic line between Spalding, Idaho and Grangeville, Montana due to it not having enough traffic. This line is a very scenic line, containing trestles and steep grades. Farmers along the route are trying to block the abandonment. (*Billings Gazette, August*

19)

Also three lines in Colorado could be abandoned over the next few years: The Valmont Branch line; the Tennessee Pass line, 223 miles from Dotsero near Glenwood Springs to Pueblo, going through Leadville; and the Fort Collins Branch, a 32-mile line between Fort Collins and Greeley.

### DALLAS RAPID TRANSIT

Voters in Dallas approved by an overwhelming margin \$2.9 billion in bonds to speed up expansion of the DART commuter system. Also, beginning in September, you can ride from Dallas to the DFW airport via rail, along the old Rock Island right of way.

### T&P TERMINAL TO BECOME HOTEL

(*Fort Worth*) - Owners of the Texas & Pacific Terminal building announced plans September 7 to turn the facility into a 4-star, railroad-themed hotel with a vintage steam train in the lobby. The \$50 million renovation is expected to be complete by early 2002. It will contain a railroad-themed gift shop, 12 1930s' era sleeping cars where guests could spend the night, and a full size stationary train where recorded steam sounds would be played in the lobby. The owners are working to dig up a vintage T&P steam engine that derailed into Village Creek in 1885 - this itself would cost \$1 million.

## AMTRAK NEWS

### NARP PRESIDENT DIES

John R. Martin, longtime president of the National Association of Railroad Passengers, died September 1. Mr. Martin was president of NARP since 1979.

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**JACKSONVILLE, ARKANSAS** - October , 2000 - Second annual Arkansas Valley Model Railroad Club's Train Show, Jacksonville Community Center, Jacksonville, Arkansas, 10 a.m. to 5 p.m. Admission is \$3, kids 12 and under free. For table reservations, contact Jerry Fussell, 412 W 51<sup>st</sup> St, North Little Rock AR 72118, 501-758-2590.

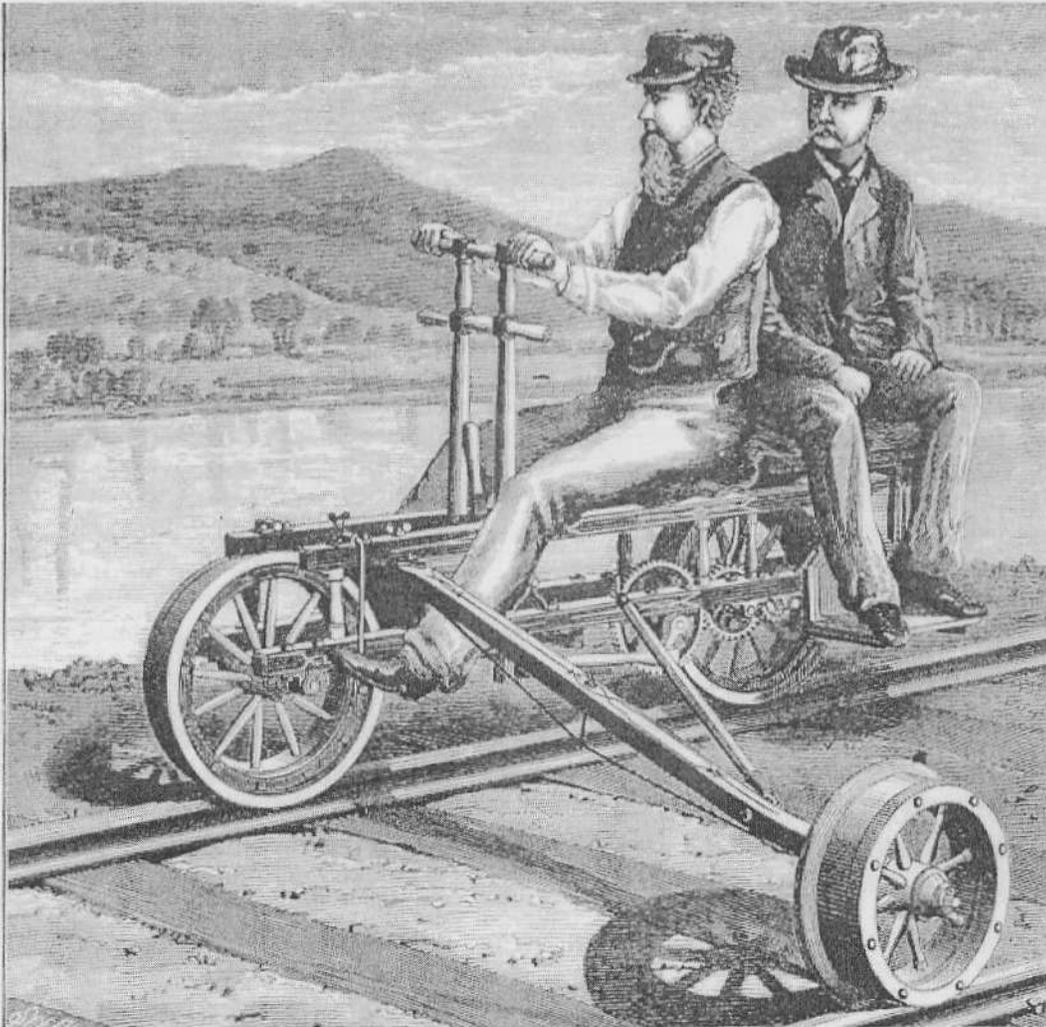
**HOT SPRINGS, ARKANSAS** - The Hot Springs White River Scenic Railroad is running excursions out of Hot Springs on Wednesdays, Fridays, Saturdays and Sundays. They leave from the Hot Springs Transportation Center. Prices are \$19.95 for first class, \$11.95 coach and \$6.75 for children. Call 888-824-1022 for tickets.

**WORLDWIDE** - Trains Unlimited Tours is again offering rail journeys worldwide (Russia - including a last Trans-Siberian all-steam trip for \$16,000, Africa, Mexico, South America, U.S., Canada, Peru, Alaska, Argentina, Copper Canyon. For a brochure and more information call 800-359-4870 or write Trains Unlimited Tours, PO Box 1997, Portola CA 96122.

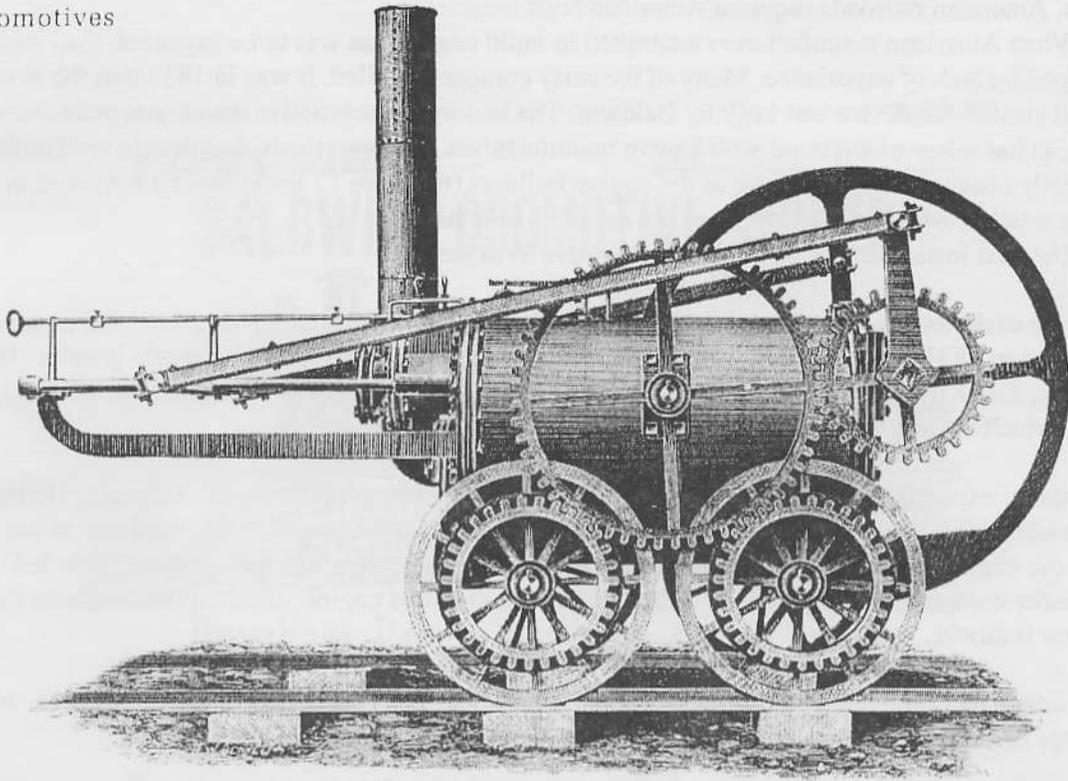
**EAST ELY, NEVADA** - Nevada Northern Railway Museum will operate many steam and diesel excursions in 2000 starting May 13 and running through September 16. Call them at 775-289-2085.

**ARKANSAS TOURIST LINES** - **(FLIPPIN, ARKANSAS)** - 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)*



ocomotives



*This is reported to be the first railway locomotive built in the world, operating on a tramway in England in 1804. It was built by Richard Trevithick. ("Early American Locomotives" by John H. White, Jr.)*

## WHO BUILT THE ENGINES?

### Part 1 - Baldwin Locomotive 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.

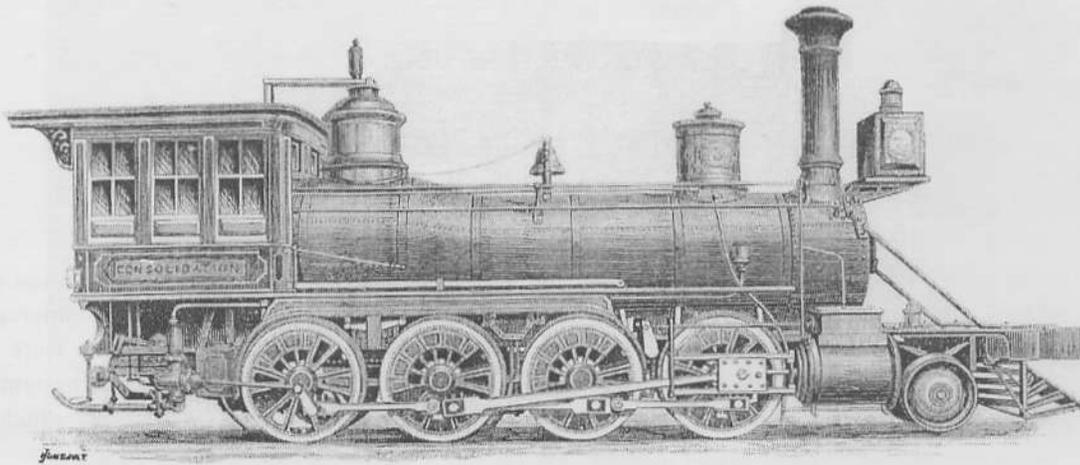
When American manufacturers attempted to build engines, as was to be expected, they were handicapped by lack of experience. Many of the early companies failed. It was in 1831 that the first successful steam locomotive was built by Baldwin. The history of locomotive development has been widely recorded, 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 first installment is **Baldwin Locomotive Works:**

Some of the early locomotives have been called "little jewels" with some justification. This company was founded in 1831 at Philadelphia, Pennsylvania by Matthias W. Baldwin, a former jeweler. His first engine, OLD IRONSIDES, made its first run on 23 November 1832. The next year he build a 4-2-0 type, which resulted in the 4-4-0, the famous national favorite.

This company expanded almost to its full growth under the leadership of Samuel Vauclain. He began in 1833 and became president in 1919. In 1889, Vauclain began the practice of compound re-use of steam in the engine's cylinders, gaining additional work from steam's expanding force. This led to the four-cylinder compound locomotive in 1902. The first cab-ahead engine, used on the Southern Pacific, came from Baldwin.

Baldwin acquired Lima-Hamilton in 1950 and expanded its diesel-electric locomotive business. Its last large order of steam engines was built in 1948. ~~and~~



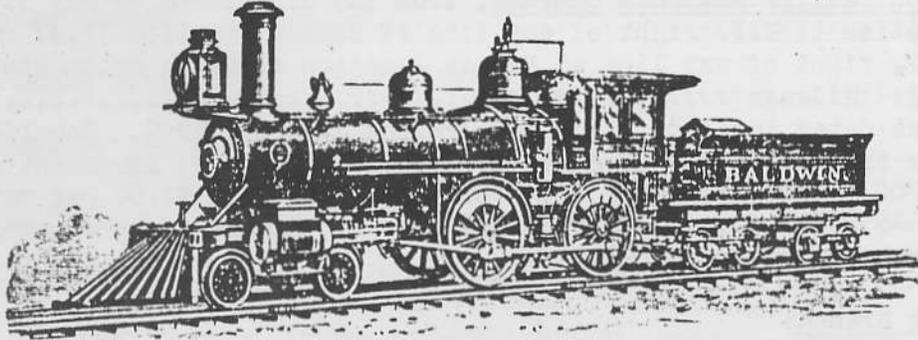
*2-8-0 Baldwin engine "Consolidation" was built in 1866. ("Early American Locomotives" by John H. White, Jr.)*

1890

ESTABLISHED 1831.

ANNUAL CAPACITY. 800.

## BALDWIN LOCOMOTIVE WORKS,



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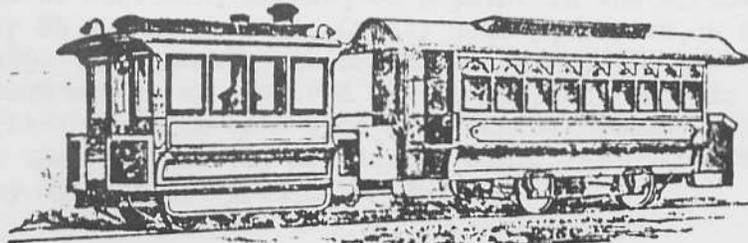
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## MISSOURI PACIFIC LINES - A CORPORATE HISTORY - Part 15 (Gene Hull)

## Trackage Rights

8. Kansas City to Omaha:

Union Pacific Railroad Company, from (a) U.P. right of way line at Gilmore Junction to U.P. right of way line at Summit Junction (5.47 miles), and from (b) U.P. right of way line at Summit Junction to Omaha Union Station (3.19 miles). Mileage ..... 8.66  
 (a) Agreement dated April 25, 1900, expiration June 30, 1949. Consideration 40 cents per train mile and 20 cents per engine mile. (b) Agreement dated April 25, 1900, expiration June 30, 1949. Consideration \$1.00 per revenue train mile, 25 cents per non-revenue train mile. ~~Indicated on accompanying map by double broken lines No. (C).~~

9. Pittsburg Branch:

Kansas City Southern Railway Company, from K.C.S. connection at Asbury, Mo., to K.C.S. connection at Pittsburg, Kansas, including Asbury Spur. Mileage ..... 11.39  
 Agreement dated August 1, 1901, and supplement of August 12, 1903, expiration on sixty days' written notice. Consideration 40 cents per train mile. ~~Indicated on accompanying map by double broken lines No. (F).~~

10. Kansas City Terminals:

Kansas City Terminal Railway Company, from Missouri Pacific connection at Rock Creek Jct. to Edgewater Terminal Branch "C" Connection. Mileage, 9.36  
 Agreement dated June 12, 1909, expiration June 11, 2109. Consideration 10% of interest on bonds and taxes and proportion of operating expenses on wheelage basis. ~~Indicated on accompanying map by double broken lines, No. (R).~~

Total mileage of trackage rights ..... 96.69

Summary of Mileage

Total mileage of lines consolidated in 1909 .....	3262.71
Total mileage of lines purchased .....	518.99
Other mileage changes .....	(Deduct) <u>4.05</u>
Total owned mileage .....	3777.65
Total mileage of lines controlled through stock ownership .....	3.01
Mileage leased .....	53.47
Mileage operated under trackage rights agreements .....	<u>96.69</u>
Total operated mileage of The Missouri Pacific Railway, December 31, 1915 .....	3930.82
	<u>3777.65</u>
	7608.47

THE WINFIELD, TEXAS AND GULF RAILWAY COMPANY

This company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, March 7, 1887, and constructed a line of road from a connection with the D.M. & A. Ry. 2.09 miles east of Winfield, Kansas, to a point in the Northwest Quarter of Section 2, Township 33 S., Range 4 E., Cowley County, Kansas, a distance of 1.76 miles, built in 1888. The company was organized by outside parties and the majority of the stock was later acquired by The Missouri Pacific Railway Company, which company operated the line as a side track until December 27, 1912, when the track was taken up and right of way abandoned, since which time the organization of The W.T. & G. Ry.Co. has not been maintained.

AGREEMENT BETWEEN THE MISSOURI PACIFIC AND ST. LOUIS,  
IRON MOUNTAIN & SOUTHERN RAILWAY COMPANIES,  
DATED DECEMBER 8, 1890.

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On the above-mentioned date these companies entered into an agreement, the preamble of which described in general terms the lines of both roads, their points of connection; the policy of close working relations between said roads; the desire of the Iron Mountain Company to refund its underlying and senior mortgage debt by issue of its general consolidated railway and land grant mortgage bonds; principal and interest of bonds thereafter issued and exchanged to be guaranteed by The Missouri Pacific Railway Company; the ownership of nearly all of the outstanding capital stock of the Iron Mountain Company by the Missouri Pacific Company, and the resulting interest of said company in effecting exchange of bonds as proposed, involving large reduction in interest charges.

In consideration of the premises, it was agreed that all lines of the Iron Mountain Company would be operated as one continuous line with the lines of railroad of the Missouri Pacific Company, without discrimination as to rates in favor of any other line; that the rates for all through business to and from terminal, common or competitive points upon the lines of both parties should, if required by the Missouri Pacific Company, be as low as by any other road; that all unconsigned business destined for points reached by Missouri Pacific lines should be turned over to the Missouri Pacific Company, and all through business which the Iron Mountain Company could control should also be turned over to the Missouri Pacific Company; that the Iron Mountain lines should be operated in close harmony with the lines of the Missouri Pacific Company, and never to the prejudice of said company; that the Iron Mountain Company should keep its road in good working order, and should operate same in close connection with the roads of the Missouri Pacific Company; that the Iron Mountain Company would apply its net earnings and income to the payment of the interest on its general consolidated bonds; that it would operate its road with the utmost practicable economy, and that in the event the Missouri Pacific Company should, under the guaranty provided by this agreement, pay all or any part of the principal or interest on its general consolidated bonds, the Missouri Pacific Company should be entitled to reimbursement of all sums so paid, and should have an equitable lien upon all the railroad and property of the Iron Mountain Company, and should, as against the Iron Mountain Company, be entitled to be subrogated to the rights of holders of bonds or coupons so paid by it; that the Missouri Pacific Company should have a joint and equal use of the railroad, tracks, terminal facilities and properties of the Iron Mountain Company in the city of St. Louis, including the right to run its locomotives, trains and cars over the said tracks, and to use said terminal facilities and properties in the usual and ordinary way jointly with the Iron Mountain Company; this agreement, however, not to modify existing agreements in regard to switching charges; that the portions of the Iron Mountain road so jointly used should be kept in repair by the Iron Mountain Company, exclusively, at its cost and expense; that the Missouri Pacific Company would guarantee to the holders of the general consolidated bonds of the Iron Mountain Company the payment by said company of the principal and interest thereon, according to their terms, and should cause this guaranty to be stamped upon the bonds so guaranteed and issued in exchange for bonds secured by senior and underlying mortgages; that this agreement should continue in force until April 1, 1931.

This agreement was authorized by directors of both companies December 8, 1890, and by the stockholders of said companies March 10, 1891.

## ST. LOUIS, IRON MOUNTAIN &amp; SOUTHERN RAILWAY COMPANY

## FOREWORD

The St. Louis, Iron Mountain and Southern Railway Company is a consolidation of the first two companies named below, which consolidation was effected in 1874. The company has at various times augmented its mileage by the construction of thirteen branches, extensions and connections, and the purchase of thirty-six lines. It controls and operates two lines by virtue of ownership of all the capital stock, leases three lines and has trackage rights over 133.22 miles of foreign lines. The histories of the constituent companies have been grouped under the chapters enumerated below:

- I. ST. LOUIS AND IRON MOUNTAIN RAILROAD COMPANY
- II. CAIRO AND FULTON RAILROAD COMPANY (of Arkansas)
- III. MILEAGE CONSTRUCTED BY ST. L. I. M. & S. RY. CO.
- IV. PURCHASED LINES.
- V. OTHER MILEAGE CHANGES.
- VI. LINES CONTROLLED THROUGH STOCK OWNERSHIP.
- VII. LEASED LINES.
- VIII. TRACKAGE RIGHTS OVER LINES OF OTHER RAILROADS.

I. ST. LOUIS AND IRON MOUNTAIN RAILROAD COMPANY

The St. Louis and Iron Mountain Railroad Company:

(a) The St. Louis and Iron Mountain Railroad Company was incorporated by an act of the Missouri legislature approved March 3, 1851 (Laws of Missouri 1851 p. 479), which revived for the most part the charter of the "St. Louis and Bellevue ~~Mineral~~ ~~General~~ Railroad Company," approved January 25, 1837 (Laws of Missouri 1836 p. 266), for the purpose of constructing a railroad from St. Louis to Pilot Knob and, if desired, to extend the same to the Mississippi River at or below Cape Girardeau within the State of Missouri, or to extend same to the southwestern part of the State. The act of March 3, 1851, was amended by special act of the legislature approved February 17, 1853 (Laws of Missouri 1853 p. 296), which prescribed the liabilities of the stockholders and laid down certain rules for the capitalization of the company and the conduct of its affairs; also by a special act approved March 3, 1857 (Laws of Missouri 1857 p. 159), authorizing the company to extend their line to connect with the Cairo and Fulton Railroad, or to construct the line of that railroad or to unite or consolidate with them.

Accordingly this company constructed a railroad from St. Louis to Pilot Knob, 70 miles (remeasured in 1896 and found to be 86.81 miles), and the Potosi Branch, 69 miles (3.72 miles by remeasurement of 1896). The main line was completed to Plumbur Springs, 22.95 miles, in June, 1857; to Pevely, 4.45 miles, in July, 1857; DeSoto, 14.83 miles, in September, 1857, and to Pilot Knob, 44.58 miles, in the ~~early~~ ~~spring~~ spring of 1858. The Potosi Branch was constructed during the summer of 1858.

Termini: From end of track 97 feet north of north line of Plum Street at St. Louis to a point 0.05 mile south of center of depot at Pilot Knob; and from H.B. connection with main line 382 feet north of center of depot at Mineral Point to end of track at Potosi. Total mileage ..... 90.53  
~~for on accompanying map - Green; Nos. 122 and 132.~~

A report of the President of The St. Louis and Iron Mountain Railroad Company, dated January 1, 1874, gives the total cost of this portion of the line, including rolling stock, discounts and interest to October 1, 1860, as \$5,519,948.51 (about \$1,000 per mile).

The company received from the State of Missouri from time to time loans of State bonds amounting to \$3,501,000, for which the State took a statutory first mortgage. The company having failed to pay the interest on the bonds, the legislature passed an act approved February 19, 1866 (Laws of Missouri 1865 p. 107), authorizing the Governor to foreclose the State's lien and offer the road for sale. Accordingly the Governor advertised the road for sale and sold it at public auction on September 27, 1866, bidding it in for the State for the amount of the principal and interest due to the State; deed of St. L. & I. M. R. R. Co. by the Governor to the State of Missouri, dated October 12, 1866.

(b) The State of Missouri, by three Commissioners appointed under the act of February 19, 1866, above referred to, took possession of the road and managed it until January 7, 1867, when it was sold to Messrs. Andrew McKay, Samuel Simmons and

## St. Louis and Iron Mountain Railroad Company

John C. Vogel; deed of State of Missouri to Andrew McKay, Samuel C. Simmons and John C. Vogel, dated January 7, 1867. Under the provisions of the act above referred to, the purchasers were to pay one-fourth cash and the balance in five equal annual installments with six per cent interest payable annually; to enter into a contract and give bond in the sum of \$500,000 to complete the road to the Mississippi River opposite to or below Columbus, Ky., in five years after date of sale; and to expend \$500,000 per year "in the work of graduation, masonry and superstructure on said extension." Messrs. McKay, Simmons and Vogel held momentary possession only and transferred their title to

(c) Thomas Allen and Associates by deed dated January 12, 1867, who operated the road without incorporating until July 29, 1867, when they formed themselves into a corporation by filing articles of association in the office of the Secretary of State of Missouri on that date under authority of an act of the legislature approved March 20, 1866 (Laws of Missouri 1865 p. 101), which was general in its nature, the new corporation being given the name of

(d) The St. Louis and Iron Mountain Railroad Company. The Attorney General of Missouri had filed a suit in April, 1867, to set aside the sale of the road by the State on January 7, 1867, and on January 15, 1868, the Governor again seized the road on the grounds that the company had not made the expenditures required by the act of February 19, 1868, as hereinbefore outlined.

(e) The State of Missouri again operated the road until March 18, 1868, when it was restored to the owners by virtue of an act approved March 17, 1868 (Laws of Missouri 1868 p. 95), which confirmed the title to the property to

(f) The St. Louis and Iron Mountain Railroad Company (the corporation of July 29, 1867), who operated the road until consolidated with The Cairo, Arkansas and Texas Railroad Company, April 30, 1874 (~~See page 66~~).

This company then proceeded with the construction of the extension to Columbus, Ky., and completed same to Belmont, Mo., opposite that place, on August 14, 1869, a mileage of .119.89, or, by remeasurement of 1896 ..... 120.30

Termini: From H.B. connection with main line at Bismarck to end of track at Belmont, Mo.

~~Color on accompanying map - Green, No. 154~~

Authority to operate in Kentucky was conferred by act of Kentucky legislature approved January 18, 1871 (Session Acts of Kentucky 1871, Volume 1, page 21), and ordinance of the city of Columbus, Ky., of May 16, 1879. Under this act and ordinance the company and its successor, the St. L. I. M. & S. Ry. Co., operated trains into Columbus until January 1, 1912, on which date the railroad in the city was abandoned and has not since been operated. The trackage, comprising the incline and partial belt line connecting with the Mobile & Ohio R.R., 2.43 miles, was always considered as terminal property and was never carried in main line mileage.



A Rock Island accident investigation photo taken in Lonoke, Arkansas May 23, 1940 in connection with a crossing accident. Camera is facing west. (*L. T. Walker collection*)



A Rock Island accident investigation photo taken at the Hulbert West Memphis Rock Island depot in eastern Arkansas. They were investigating a pedestrian fatality when he was hit by an eastbound train walking on these tracks. Photo was taken January 12, 1949. (*L. T. Walker collection*)