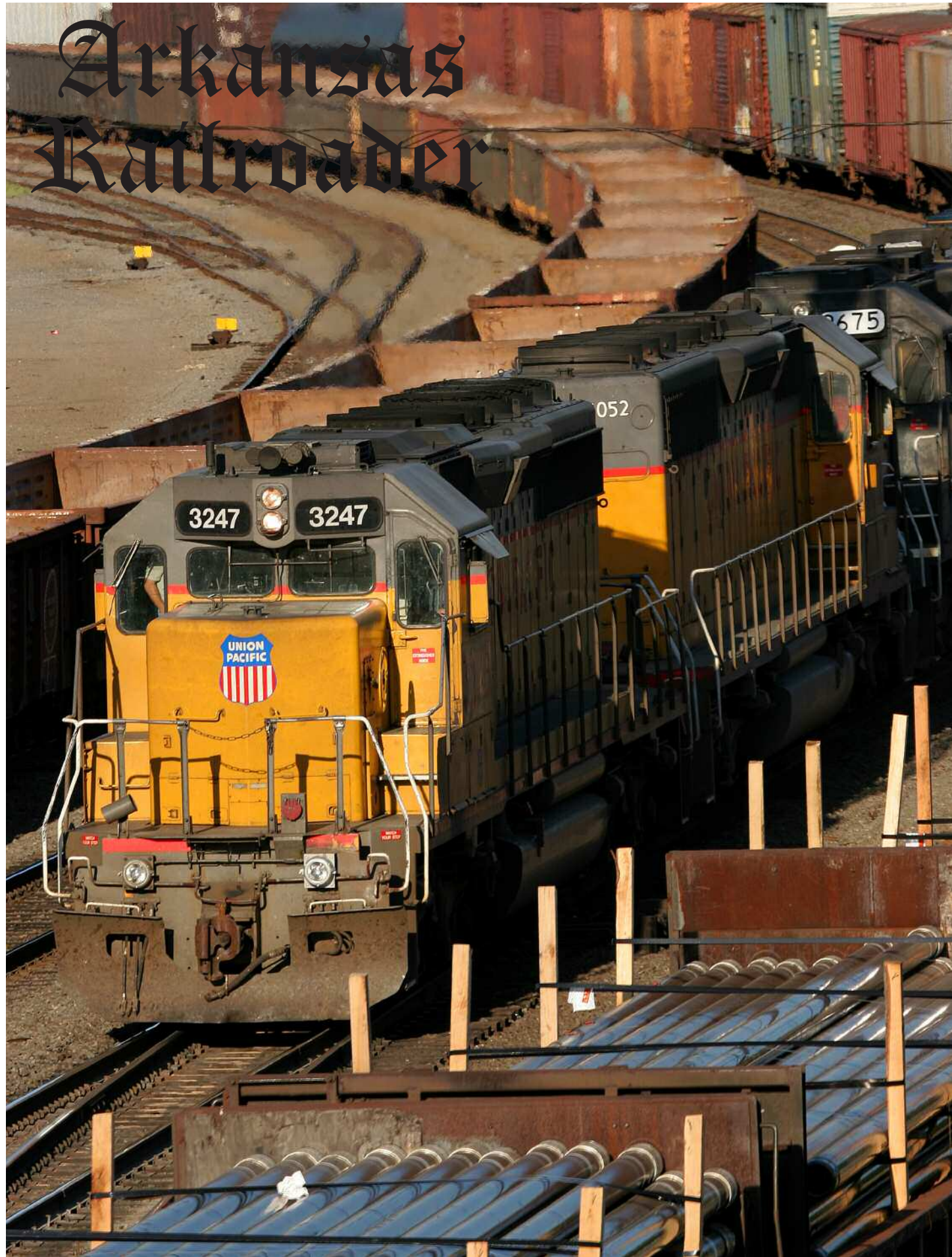


# Arkansas Railroader



## 2010 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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**Have a problem with the Club? Need a question answered?**

**Then contact one of your officers or board members listed above. That's why we are here.**

## JOINING THE ARKANSAS RAILROAD CLUB

The **ARKANSAS RAILROAD CLUB** is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We meet on the second Sunday 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.

ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information.

### NEXT MEETING

The next regularly scheduled monthly meeting of the Arkansas Railroad Club will be 2 pm, SUNDAY, April 11, 2010. It will be held at Curtis H. Stout, Inc., 2400 Cantrell Road, Suite 100, Little Rock, Ark.

### BACK ISSUES ONLINE

Past issues of the *Arkansas Railroader* are online at: <http://www.thundertrain.org/road>. All issues from 1970-March 2008, are available. If you're reading the past issues online, you might want to consider becoming a member. Membership dues help keep the *Arkansas Railroader* going.

## COVER PHOTO

**Union Pacific No. 3247, a SD40-2 leads a manifest northbound at the Van Buren wye on September 4, 2005, as it heads into the Union Pacific yard at North Little Rock, Arkansas. Photo by David Hoge**

## ARKANSAS RAILROAD CLUB MEETING MINUTES FOR MARCH 14, 2010

The meeting of the Arkansas Railroad Club began at 2:00 p.m. March 14, 2010. Peter Smykla, Jr reported that the April 10 show and sale at the Arkansas Railroad Museum in Pine Bluff sold a lot of tables and invited all to attend. UP REPORT by John C. Jones: John brought large decals with MoPac's Screaming Eagle and Buzzsaw that UP will put on another red MoPac caboose they are painting. He also said the White Bluff sub will be having tie work done in the weeks ahead. UP 4141, the Bush unit, and 2010, the Boy Scout unit which is still shrink-wrapped, are still sitting at Jenks Shops in North Little Rock. John also had a short digital slide show showing a 350-ton generator on UP at Hope, Ark. It had to be put on a 48-tire truck for movement

to a new coal generating plant. The UP car it was on was MMAX 1001. Old Business: UP 844 will run a steam special train from Cheyenne, Wyoming to South Texas and then north to Arkansas in April. It will be in North Little Rock April 21-22-23. – The Arkansas Collectors Show will be held in Jacksonville, Ark. April 30. Robin Thomas said Railroad's Illustrated's Day in North America will be April 17, 2010 and that he is organizing a photo shoot that day going to the BNSF in northeast Arkansas. All should meet at Union Station before dawn to carpool. Business meeting adjourned at 2:16 p.m. Presentations by Bill Bailey on telegraph insulators and Ed Painter on Norfolk Southern in West Virginia.

**May meeting will be held on May 16, 2010, due to Mother's Day.**

## ARKANSAS RAILROAD CLUB NEWS

**2010 UNION PACIFIC CALENDARS FOR SALE.** The 2010 calendar is now available for order. However, we only have 5 copies remaining, so order soon before they sell out. Member Ken Ziegenbein has a photo in this year's calendar. The cost is \$10 plus \$3 for shipping. Order from the Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

**SHORTLINE RAILROADS OF ARKANSAS** by Gene Hull is still available for \$15 plus \$2 postage per book. Orders may be sent to the Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

**A CROSSETT LUMBER COMPANY HISTORY** by O.H. "Doogie" Darling is for sale. The book is titled *A History of the Mills, Logging Camps, And Early Forestry Operations of the Crossett Lumber Company*. Cost is \$15 plus \$5.00 S&H per copy. Mail orders with payment to O. H. Darling, 1203 Chestnut Street, Crossett, Arkansas 71635.

## TRAIN SHOWS & OPEN HOUSES

**ANNUAL RAILROADIANA & MODEL TRAIN** meet will be held Saturday, April 10, 2010, at the Arkansas Railroad Museum. Adults \$5.00, children 6-12, \$2.00 and under 6 free. The Arkansas Railroad Museum is located in Pine Bluff, Arkansas at 1700 Port Road. Model train layouts, door prizes and railroad memorabilia. Call 870-535-8819 for more information.

**ARKANSAS ANTIQUE COLLECTORS EXTRAVAGANZA** will be held at the Jacksonville Community Center on April 30 and May 1, 2010, in Jacksonville, Arkansas. Items available include railroad memorabilia, Civil War relics and post cards. Hours are 3 to 8 p.m., on Friday and 9 a.m. to 3 p.m. on Saturday. Admission will be charged.

**CENTRAL ARKANSAS MODEL RAILROAD CLUB** will be hosting its first open house at the McGee Sports Center at 3800 College Avenue in Conway, Arkansas, from 9 a.m. to 3 p.m. on March 20, 2010. The group will have five model train layouts. For more information contact Daniel Gladstone at 501-269-3030 or by e-mail: [ca\\_mrc@yahoo.com](mailto:ca_mrc@yahoo.com) or visit the group's website: [www.artrains.org](http://www.artrains.org)

**JACKSON RAILFEST** will be held from 9 a.m. to 3 p.m. Saturday, October 9, 2010, at the Casey Jones Museum in Jackson, Tennessee. The event is sponsored by the Gulf, Mobile & Ohio Historical Society and the Casey Jones Village. For more information see [www.gmoah.org](http://www.gmoah.org).

## INFORMATION NEEDED

**THE ARKANSAS MIDLAND RAILROAD** is looking for photos of the Missouri Pacific's Delta Eagle at the depot at Helena, Arkansas. If you would like to share the photo with the railroad, contact David Hoge at [davidhoge@mac.com](mailto:davidhoge@mac.com) or 501-590-5172.

**BRIAN WALLER WITH THE E.S. & N.A. R.R. HISTORICAL & RESTORATION SOCIETY** is looking for plans or blue prints for a trestle on the old Missouri & North Arkansas line, 1.5 miles east of the present-day wye north of Eureka Springs, Arkansas. Also, Brian is trying to schedule work days on the trestle in April and May. And Brian is also attempting to purchase a small building in Berryville for use as an office. If you have any information, would like to work on the trestle or donate money for the building please contact Brian at [elsax3@juno.com](mailto:elsax3@juno.com).

## RAILROAD NEWS

**UNION PACIFIC IS SCHEDULED** to operate steam locomotive Union Pacific No. 844 on a trip to Harlingen, Texas, in April 2010. As of March 2010, the locomotive will return via North Little Rock, Arkansas. It should travel from Longview, Texas, on Wednesday, April 21, 2010, layover at North Little Rock on Thursday, April 22, 2010 and depart Friday, April 23, 2010. At this time it is not known what route it will take leaving North Little Rock. However, scheduling is subject to change.

**HIGH-SPEED RAIL CARS ARE TO BE BUILT AT THE AMERICAN RAILCAR** facility in Marmaduke or Paragould, Arkansas. The decision to build the cars is part of investor Carl Icahn's partnership with US Railcar, a startup company building high-speed trains. Icahn Enterprises LP owns 54 percent of American Railcar. Federal funds totaling \$8 billion were awarded in January 2010, to fund 13 high speed rail corridors in the United States. Production of the cars could begin within the next year, depending on orders received.

**FORDYCE, ARKANSAS: A HISTORY OF THE TOWN, AND ITS FORESTS, TIMBER AND MILLS**, by O. H. "Doogie" Darling is for sale. The 135 page book contains maps, railroad logging history and photos. Price is \$25.00 plus \$5.00 S&H per copy. Mail orders with payment to O. H. Darling, 1203 Chestnut Street, Crossett, Arkansas 71635.

**MEMBER WEB SITES** Fred Fillers website on Arkansas streetcars at: <http://www.fredstreetcars.com>.

Paul Cales' website on the Missouri & North Arkansas [http://www.eurekaspringshistory.com/nw\\_arkansas\\_rr.htm](http://www.eurekaspringshistory.com/nw_arkansas_rr.htm)

Ken Ziegenbein's website at <http://www.trainweather.com>

David Hoge's website at: <http://www.trainweb.org/arkansastrains>

Daniel Gladstone's website at: [www.artrains.org](http://www.artrains.org)

If you like your website listed, send the address to [davidhoge@mac.com](mailto:davidhoge@mac.com)

**MEMBERSHIP LISTS OF THE ARKANSAS RAILROAD CLUB** are available. Either write David Hoge at the club's address or email David at [davidhoge@mac.com](mailto:davidhoge@mac.com)

## First in Arkansas Railroading

Over the next few months we will be reprinting articles from the *Arkansas Gazette* and its predecessors which document some of the “first” in Arkansas railroad history. Since your editor was not alive 150 years ago, we’ll have to rely on the original reporters as to whether these were some of the first. Most of this month’s selection of articles are very short, sometimes only a single sentence. The Searcy Branch railroad was incorporated on July 25, 1871. On June 19, 1882, the Searcy & West Point was incorporated as successor to the Searcy Branch Railroad. The Searcy & West Point and the Des Arc & Northern consolidated in 1899, with the Choctaw, Oklahoma & Gulf taking over in 1902.

### To Malvern and Back

#### The Cairo and Fulton Railroad South of Little Rock.

*Daily Arkansas Gazette*, June 17, 1873

(Date of excursion would have been Sunday, June 15, 1873.)

Quite a party from our city went on an excursion south over the Cairo and Fulton railroad Sunday as far as Malvern, the present terminus of the road. Although the iron is laid some five or six miles beyond, trains run no further south. Mapelvale (sic Mabelvale) and Benton are the principal stations between Little Rock and Malvern. Depot buildings are being erected at both places, and much enterprise is shown. At Malvern quite a number of new buildings are going up. At present the cars go beyond this place about a quarter, stopping at the crossing of the main road from Hot Springs to Arkadelphia. At this point is an excellent spring of water, bubbling out of the side of a hill, from which our town-bedusted visitors took copious draughts during their stay, and under the shade surrounding it eat (sic) heartily of a lunch prepared for the occasion. The cars remained at this place about three and a half hours, starting on the return at 2:50 p.m.

On arrival at Malvern the train is met by coaches of the accommodation hack line of Capt. W.S. Davis, and the stages of the El Paso company, ready to convey passengers to the Springs, a distance of twenty-three miles. Dinner is taken at Rockport and supper at the Springs.

The road between Little Rock and Malvern is as smooth as any new road over which we ever traveled. This was the general expression on

## Truckers teaming up with railroads

Laurie Whalen *Arkansas Democrat-Gazette*

As the transportation industry works its way out of a multiyear recession, fourth-quarter shipments of consumer goods moved nationally by a combination of rail and highway continue to show signs of gradual improvement.

Arkansas trucking outfits have partnered with rail interests as a way to benefit from shipper preferences to use the often more inexpensive intermodal option as the historically competitive relationship between truck and rail changes.

State-based truckers such as J.B. Hunt Transport Inc. have pioneered the relationship with rail, whereas other outfits such as USA Truck Inc. are part of a more recent wave of trucking businesses that are seeking out rail partnerships.

“Shippers don’t care how it [freight] is moved so much as how effi-

ciency it’s moved,” said Eric Starks, president of freight transportation forecasting group FTR Associates in Nashville, Ind.

Intermodal refers to any transportation combination in which at least one part of the delivery involves a railroad. Goods transported intermodally are generally consumer products.

And domestic and global intermodal loads in the fourth quarter represented 13 percent of the long-haul freight market, or lengths of haul of more than 550 miles, according to FTR data.

#### Mule power on Searcy branch

*Daily Arkansas Gazette*, June 24, 1873

The Record says:

Wednesday, June 18th, was the opening day of the Searcy Branch railroad. At least it was the first time any passengers were brought over it. Eleven came from Kensett to Searcy, among them one lady, and all seemed delighted. The car is a common one, but we will have a sure enough coach on it ere long; also a dummy engine. As yet the car is propelled by mule power.

#### First Regular Freight Train South of Little Rock

*Daily Arkansas Gazette*, July 23, 1873

(Editor’s Note: Union Pacific still operates a Malvern local, which carries traffic taken from the Arkansas Midland at Malvern to North Little Rock.)

The freight traffic has become so heavy on the southern division of the Cairo and Fulton railroad that a regular freight train has been placed on the road. It leaves the city at 7 o’clock a.m., and is run by Capt. M.L. Cullison, as far as Malvern, where Conductor Noon (sic) takes charge and runs it through to Curtiss (sic), twelve miles below Arkadelphia. On its return, it reaches Little Rock at 2 o’clock p.m.

“Over the last 10 years, railroads have realized that truckers can be valuable partners that can deliver profitable intermodal business to the rail for longdistance movement between cities,” Starks said in an e-mail. “And truckers are finding that the railroads can be efficient suppliers that can help them provide their customers with a valuable

low-cost option for moving an increasing portion of their freight.”

FTR contributed research used in fourth-quarter and full-year data released late last month from the Intermodal Association of North America. The association forecasts intermodal growth in the 1.5 percent to 2.5 percent range for 2010. And it points to rail investments as helping spur further growth.

However, in the short term, the transportation industry saw intermodal post strong domestic volumes in comparison with the lessened demand generated from international shippers.

Inventory reductions along with modest diesel fuel prices helped movement of domestic containers, the Arlington, Va.-based intermodal trade group said in its fourth-quarter report.

Data for domestic containerized freight showed the most amount of growth, whereas trailers on rail cars showed the least.

In Arkansas, intermodal freight when ranked beside other modes of transportation such as rail, truck, air and water, made up less than 1 percent of traffic in 2008. “Intermodal is a minor segment” in the transportation industry, said Lane Kidd, president of the Arkansas Trucking Association in Little Rock. “Those companies that are involved with utilizing intermodal rail, it represents a niche within the freight world that has a great return on investment.”

While there may be little demand for the service from instate shippers, at least two publicly traded trucking companies are directly contributing to the national intermodal trends. The effect of the national shipping trends translated into a 15 percent increase in intermodal traffic for J.B. Hunt Transport Services Inc., which specializes in shipping container freight.

The trucker reported owning 8,046 trucks and as many as 12,262 trailers in 2009, according to company data. J.B. Hunt has been building up its container fleet since 1989 when it secured a special shipping status with the Burlington Northern Santa Fe railroad. Intermodal represented 56 percent of the Lowell carrier’s fourth-quarter revenue.

And these days J.B. Hunt’s 40,170 containers have been hastening the national conversion of truck traffic to rail, which increased 2.9 per-

cent in the fourth quarter. Investments in rail infrastructure are also contributing to the push of consumer-goods cargo to the rail. Norfolk Southern Corp. in the fourth-quarter announced investments to rail lines clustered in the eastern half of the country.

J.B. Hunt, a Norfolk Southern rail partner, heralded the railroad’s announcement as furthering the movement of traffic away from highways “to a more efficient, cost-effective, safer and more environmentally friendly services that we jointly provide.”

Over the past 10 years, the trucking industry has seen container- and trailer-on-flatcar freight replace 800-mile to 1,200-mile lengths of haul, according to transportation experts and USA Truck Inc., which began offering its customers the option of shipping by rail at the end of 2007.

“Intermodal is going to grow faster than over-the-road,” said Cliff Beckham, president and chief executive officer of the Van Buren-based carrier that operated 2,328 tractors and more than 7,000 trailers at the end of 2009.

USA Truck offers its customers trailer and container intermodal options, but sends more cargo on trailers. National trailer shipments, however, fell 15.4 percent in the fourth quarter.

But because the fledgling intermodal service’s footprint is so minimal, the national trend had little impact on USA Truck, Beckham said. In terms of sales, USA Truck’s fourth-quarter rail freight totaled \$2.3 million and represented a modest 2.2 percent of its total sales of \$100.32 million. And intermodal sales were tougher in 2009 compared with 2008, said Beckham, who mentioned the absence of record-setting diesel-fuel prices, which in 2008 helped move highway traffic to the rail.

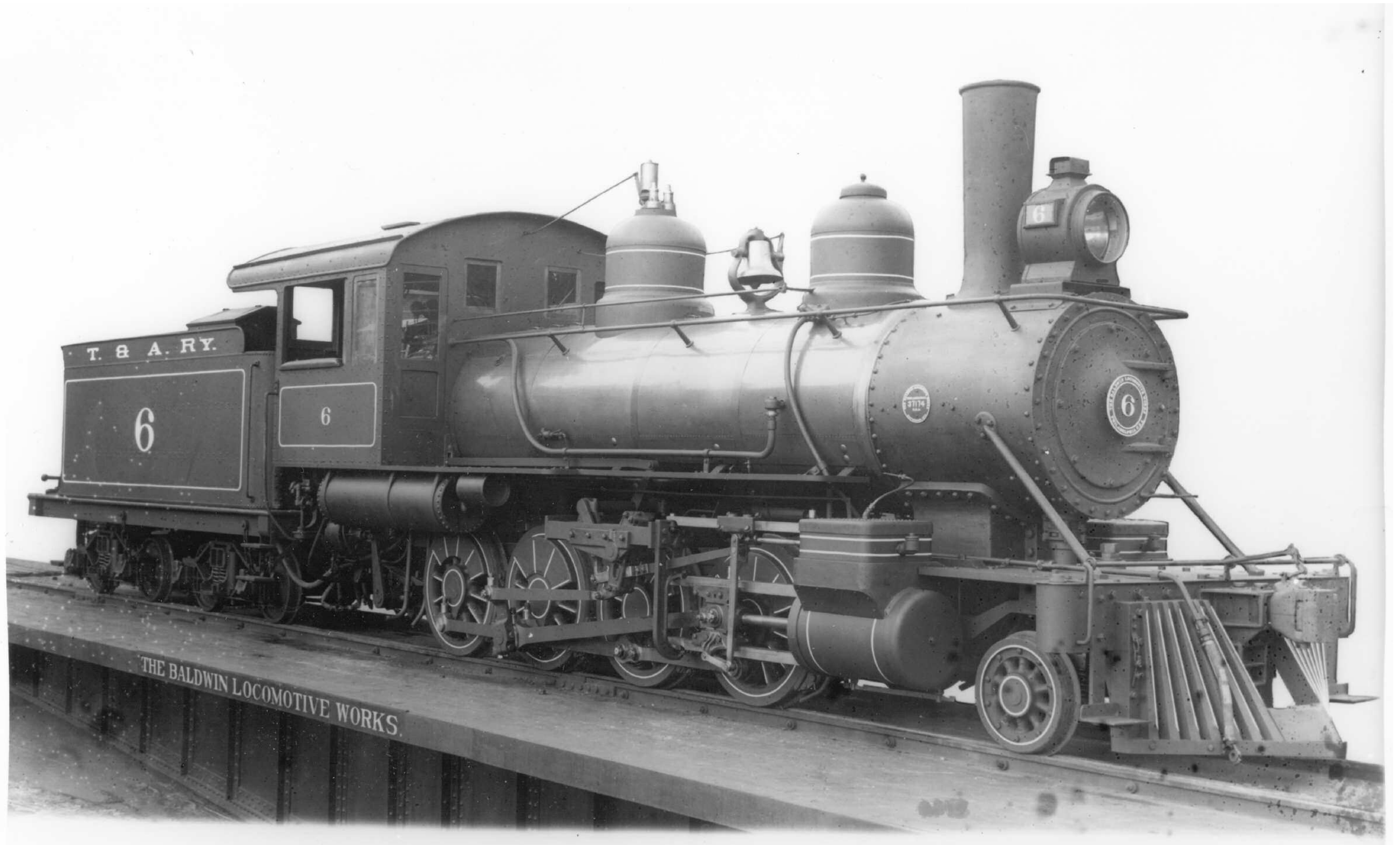
More and more truck companies realize that intermodal is going to be a necessary part of their service offering, but many in the industry will have to overcome real hurdles to make that kind of relationship happen, Beckham said.

“Truckers like trucks,” he said.

This article was first published in the *Arkansas Democrat-Gazette* on March 7, 2010. Reprinted by permission.



To help the Boy Scouts of America celebrate their 100th anniversary, the Union Pacific Railroad's Jenks Shop at North Little Rock, Arkansas, recently repainted a locomotive in a commemorative paint scheme. The locomotive sits out Jenks shop next to No. 4141, the Bush unit. The locomotive will be unveiled elsewhere. March 3, 2010 photo by John C. Jones.



Baldwin Locomotive Works builder's photo of Thornton & Alexandria No. 6. Russell Tedder collection.



Photograph by Gene Hull in July 1964, after rails had been removed on former Little Rock & Hot Springs Western line at Interstate 30, south of Benton, Arkansas.

## A Short History of the Little Rock & Hot Springs Western

Editor's Note: One hundred ten years ago on April 9, 1900, the Little Rock & Hot Springs Western operated its first passenger train from Little Rock, Arkansas to Hot Springs, Arkansas. Frank Dawson purchased the ticket for the trip, which was number "0". What follows is a short history.

For many years, Little Rock had desired a competing route to Hot Springs. The Hot Springs Railroad, built by Joseph "Diamond Jo" Reynolds in 1875, connected at Malvern, Arkansas, with the St. Louis, Iron Mountain & Southern. The St. Louis, Iron Mountain & Southern and its owners, the Goulds had managed to keep competing railroads away from the lucrative Hot Springs traffic.

Over the decades several railroads had been formed to build between Hot Springs and Little Rock but little work had been done and no track had been laid. Several companies including the Little Rock & Hot Springs (there were several companies with this name), the Memphis, Hot Springs & Pacific, the Memphis, Little Rock & Indian Territory, the Memphis, Little Rock & Pacific just to name a few. On December 12, 1893, Uriah Lott incorporated the Little Rock, Hot Springs & Texas to build between the two cities. Lott expected to have the railroad completed and operating by June 1894. There was even a rumored extension to Paris, Texas. Both Little Rock and Hot Springs raised money, some \$55,000, to help finance construction of the railroad, but payment would not come out if and when Lott completed the railroad. Citizens' groups in towns and cities donating money to railroads were not unusual in the late 1800's, but almost all the agreements carried a clause stating that the railroad actually had

to build, complete and operate before they received any money. On the other hand, some railroads had to "remind" their donors to pay up after they finished building the railroad.

Almost immediately, rumors began to circulate that Lott would simply build the railroad to Benton and then sell out to the St. Louis, Iron Mountain & Southern, defeating the whole purpose of the project which was to build a competing line between Hot Springs and Little Rock outside the grasp of the "Gould interests." By March, city fathers in Little Rock were becoming upset, having raised the necessary funds for the railroads, they had not seen "a spade full of dirt had been thrown." Lott blamed the poor economy (the Panic of 1893) and the expense of obtaining property for the terminals in Hot Springs had apparently soured him on the project. Also, a reporter for the *Arkansas Gazette* had learned of a rumor to begin the railroad at Benton and build south to Hot Springs, another thing that did not endear Lott to anyone. By now there were even rumors of extending the railroad to Wister in the Indian Territory.

Lott was also worried by this time, that the Goulds would simply purchase the Little Rock & Memphis, his only favorable outlet once he built to Little Rock, and then simply shut him out.

By April 1894, things began to look up. Surveys had been completed and a contract had been awarded for the construction, which like the rumors had stated would begin at Benton. Grading began at Benton on April 21, 1894, with another crew beginning to grade at Hot Springs soon afterwards. Lott expected the railroad to be finished by



Undated photograph of Missouri Pacific train No. 38 or No. 37 on the run between Hot Springs and Little Rock. The train made its last run on January 20, 1964. Photo by Gene Hull.

August 1894. Even though an *Arkansas Gazette* article in May 1894, stated that Little Rock felt better about the railroad since it had recently announced several extensions, the good feelings did not last.

In August 1894, several companies, including C.F. Penzel Grocer and Dickson Arms & Hardware sued the Little Rock, Hot Springs & Texas for non-payment of some \$6,000. Although the railroad had completed five miles, south from Benton, the troubles had begun. Various *Arkansas Gazette* articles over the next few months had the construction on the verge of beginning again. By February 1895, there were rumors that Lott would sell to the St. Louis, Iron Mountain & Southern, but these did not prove to be true at the time. The money that Little Rock and Hot Springs raised was never paid to him. People who purchased stock or sold equipment and materials on credit lost money.

The Little Rock, Hot Springs & Texas entered receivership on February 25, 1896, with John G. Lonsdale appointed receiver. Even the court permitted Lonsdale to make an estimate for the cost of completing the railroad, but nothing came of this.

On January 4, 1899, a syndicate led by recently retired St. Louis Southwestern president S.W. Fordyce (and builder of the its predecessor the Texas & St. Louis, in the 1880's) purchased the Little Rock, Hot Springs & Texas, later renaming the railroad the Little Rock & Hot Springs Western. By April 9, 1900, the first train was operating over the "Fordyce Road" from Little Rock to Hot Springs. Instead of the Little Rock & Memphis as an outlet, the new railroad made connection with the new Choctaw & Memphis which was operating from Memphis (over the former Little Rock & Memphis) west into the Indian Territory (over newly constructed track). Within a short time the Choctaw & Memphis would be absorbed by its parent company, the Choctaw, Oklahoma & Gulf.

The status quo rocked along for a while. Both the Choctaw, Oklahoma & Gulf and the St. Louis, Iron Mountain & Southern made

arrangements to institute through connections from Chicago. The Little Rock & Hot Springs Western operated from the Choctaw, Oklahoma & Gulf station in east Little Rock.

In late 1900, the status quo changed. On December 23, 1900, the Little Rock & Hot Springs Western announced that it would begin operating trains in conjunction with the St. Louis, Iron Mountain & Southern, taking over Hot Springs-bound cars at Benton. This change, fueled rumors that the new railroad had been purchased by the Iron Mountain, a rumor denied by both companies' officials.

The rumors however were true and in May 1901, the St. Louis, Iron Mountain & Southern purchased the Little Rock & Hot Springs Western. The hard evidence: new sign painting at Little Rock's Union Depot adding the Little Rock & Hot Springs Western to a list of railroads operating from the depot.

So where did this leave the original partner, the Choctaw, Oklahoma & Gulf? After several months of rumors, they purchased the Hot Springs Railroad in May 1901, for \$500,000. The Hot Springs Railroad, which had been left out in the cold by the new LR&HSW-StLIM&S partnership after 25 years of operating trains from the Iron Mountain at Malvern, had found a new partner. The Choctaw, Oklahoma & Gulf immediately announced a new extension from Little Rock to Malvern to connect with their new purchase. Suddenly that Little Rock & Hot Springs Western track from Little Rock to Benton was pointless.

The Iron Mountain which thought it had pulled a trick on the Choctaw, now suddenly decided (after several offers from the Choctaw) that it would lease the Little Rock to Benton portion of the Little Rock & Hot Springs Western. An agreement was reached in July 1901, with control to pass in September 1901. Until then, the Iron Mountain allowed the Choctaw to use its tracks to Malvern.

With the Choctaw's acquisition of a portion of the Little Rock & Hot



Portion of 1922 Rand-McNally map showing what had been the Little Rock & Hot Springs Western line from Little Rock to Hot Springs. Line ran east or south of the St. Louis, Iron Mountain & Southern then crossed the line at Benton, continuing through Slocomb, Lonsdale and Thorburn into Hot Springs.

When the Little Rock & Hot Springs Western, it became redundant for the Choctaw, Oklahoma & Gulf to build another line from Little Rock to Malvern. Instead in December 1901, the stockholders of the Hot Springs Railroad approved a plan to construct a line from Butterfield to Benton. The line began operating in May 1902.

Again the situation settled into a status quo. The Little Rock & Hot Springs Western operated as a subsidiary of the St. Louis, Iron Mountain & Southern, with a portion leased to the Choctaw until around September 1909, when the St. Louis, Iron Mountain & Southern dissolved the Little Rock & Hot Springs Western. By 1910, the Choctaw, Oklahoma & Gulf was owned by the Chicago, Rock Island & Pacific. That year the Rock Island purchased the leased portion of the Little Rock & Hot Springs Western from the St. Louis, Iron Mountain & Southern and in 1911 merged into its subsidiary the Rock Island, Arkansas & Louisiana.

By the 1950's, the Interstate Highway system was being built and Interstate 30 south of Benton crossed over the former Little Rock & Hot Springs Western line. However, by the 1960's the automobile and airlines were winning the passenger war with railroads. What had been the Little Rock & Hot Springs Western existed until 1964, when the last Missouri Pacific passenger train, No. 38, departed the Hot Springs depot on January 20, 1964. By July 1964, the line from Benton to MP Junction at Hot Springs was torn up. The section from MP Junction outside Hot Springs into Hot Springs still exist and is used by the Arkansas Midland which also operates what was the Hot Springs Railroad. The line to Mountain Pine which was not part of the original Little Rock & Hot Springs & Western, being built by the

Missouri Pacific in the 1920's, is also still in use by the Arkansas Midland.

With the bankruptcy and the abandonment of the Chicago, Rock Island & Pacific, the Missouri Pacific took over the former Little Rock & Hot Springs Western line from Little Rock to Benton. Today only a short section of that line from Biddle Yard to Dixon Road in Little Rock is used to service a 3M facility and other business.

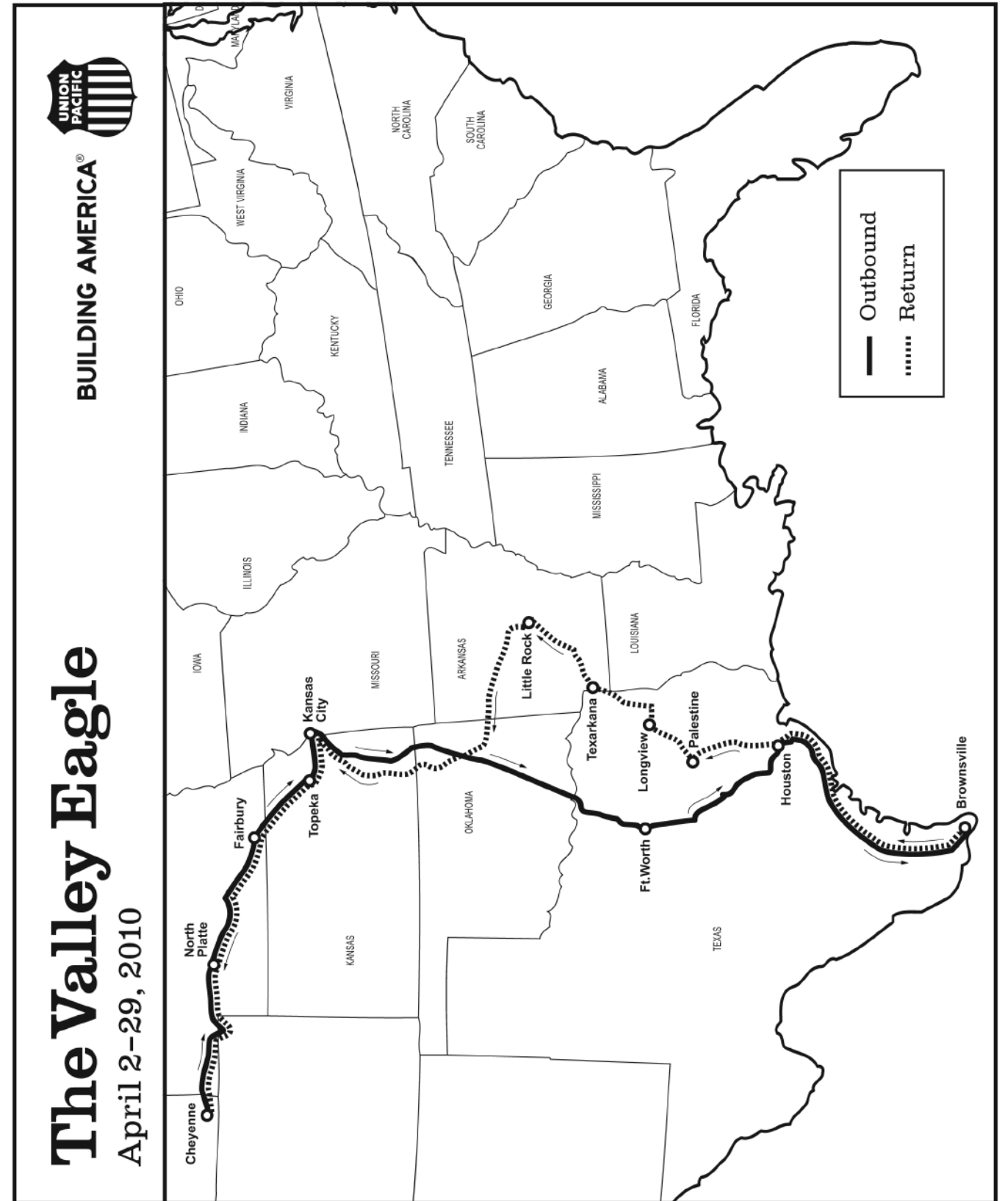
Uriah Lott's fears that the Iron Mountain would take his railroad proved true. Just in a somewhat round about way.

**Postscript**  
When the Little Rock & Hot Springs Western published its first timetables in April 1900, a station named Lott was listed at milepost 35.5, just south of Benton.

The Little Rock, Hot Springs & Texas faded from the scene, the corporation lingering in receivership until at least 1902. This does not mean that the company was operating or attempting to build a railroad. It simply means its receiver, John G. Lonsdale was paying off its debts. In 1902, Lonsdale was successful in suing the original stockholders and requiring them to pay the remainder due on their original stock subscriptions. In 1893, they had only paid five percent, but a court in June 1902, forced each to pay the remaining \$950. Interestingly, Lonsdale as both an original stockholder and the court appointed receiver, was both a plaintiff and a defendant.

Gene Hull contributed to this article.

Union Pacific steam locomotive No. 844 will operate the Valley Eagle Heritage Tour in through south Texas in April 2010. The locomotive will leave Cheyenne, Wyoming on April 2, arriving at Harlingen, Texas on April 14, 2010. The train will depart and return through North Little Rock, Arkansas, laying over for a day behind the Union Pacific office at 1000 W. 4th Street in North Little Rock on April 22, 2010. For full details of the schedule go to [www.uprr.com/about/up/excurs/schedule.html](http://www.uprr.com/about/up/excurs/schedule.html).



# Arkansas Railroader



The City of Warren and the Bradley County Chamber of Commerce are attempting to raise \$12,000 to cosmetically restore Southern Lumber Company No. 123, a steam locomotive on display in Warren City Park, Warren, Arkansas. The 103-year old locomotive has been on display at the park since 1955 and it is beginning to show the effects. Plans include patching rust spots, repairing wood work and painting the locomotive. Chamber of Commerce president David King hopes to begin the work this summer and finish in the fall. The steam locomotive, a 4-6-0, was built at Baldwin Locomotive Works in 1907, for the Morelia & Tacambaro Railway Company in Guanajunto, Mexico. It was sold to the Southern Lumber Company sometime after World War I. The locomotive worked for the lumber company until it was retired and set out in the lumber company's junk pile. In November 1955, the Warren Kiwanis Club worked with Southern Lumber to move the locomotive to the park. Track was laid into the park and the Arkansas National Guard used bulldozers to push the locomotive into the park. Initial restoration work on the locomotive by the Kiwanis Club was completed on August 8, 1956. (via *Warren Eagle-Democrat*, Tom Stuart and Lynn Gaines) 2009 photo by David Hoge



As part of Gibsland's Jonquil Jubilee, the Louisiana & North West Railroad displayed two of its locomotives UCRY 100 and UCRY 102 on March 6, 2010. The locomotives are from sister railroad, Utah Central. The LNW, now part of Patriot Rail, was also one of the sponsors of the event. Photo by David Hoge