

Arkansas Railroader



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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, January 10, 2010. It will be held at Curtis H. Stout, Inc., 2400 Cantrell Road, Suite 100, Little Rock, Ark. Peter Smykla will present a program titled, "Less Than Standard and Foreign."

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

The Louisiana & North West operated its first annual Santa Train from Gibsland, Arkansas to McNeil, Arkansas, on December 12, 2009. Here the crew of Utah Central No. 100 and No. 102 pickup Santa Claus at Mohawk, Arkansas for the trip to Emerson, Arkansas. Crewman Heath Harvey helps Santa aboard. Photo by David Hoge.



The Arkansas Railroad Club held its annual Christmas party at our regular meeting place at Curtis Stout in Little Rock, on Saturday, December 12, 2009. Photo by Doug Harley.

ARKANSAS RAILROAD CLUB NEWS

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

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

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

If you like your website listed, send the address to davidhoge@mac.com

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.

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

TRAIN SHOWS & OPEN HOUSES

ANNUAL RAILRODIANA & 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.

RAILROAD NEWS

THE NATIONAL ASSOCIATION OF RAILROAD PASSENGERS reported December 11, 2009, on its website, that Amtrak was to begin negotiations with Union Pacific on beginning daily, full-service Chicago to San Antonio to Los Angeles trains and a connector train from San Antonio via Houston to New Orleans. Also, during Thanksgiving, ridership on the Texas Eagle increase 10.3 percent over 2008.

INFORMATION NEEDED

ROCK ISLAND ORE JENNIES AND BARITE MINES AT MAGNET COVE. Tom Sandlin is looking for photos, tracks maps, and any other information on the Rock Island's operation at two barite mines near Magnet Cove, Ark. The barite was shuttled from the mines to a smelter at Malvern. Barite is used to make drilling mud. His address is PO 786, Krum, Texas, 76249. (940)395-4151

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 or 501-590-5172.

CONDUCTOR RECORD BOOKS WANTED. Bill Pollard would like to borrow and scan any conductor record books showing passenger train consists through Arkansas (Mopac, RI, SSW, Frisco or KCS). The original will be returned to owner, along with a CD containing images scanned from the book. Information from these books will assist in creating a database for future passenger train research. Bill Pollard, 3005 Baxter, Conway AR 72034 or email <arkrail@arkansas.net>

ITEMS FOR SALE

COAL BURNING LOCOMOTIVE AVAILABLE Nancy Baxter is looking to either donate or sell a 1" to 1 foot scale steam locomotive built by her grandfather. The coal burning locomotive includes the tender. The locomotive has not operated in over 30 years. Contact. Nancy at 501-753-3578 until May 5.

TABLE LAMP FOR SALE Tom Curtis, 90, retired Jenks Shops employee has for sale a nice table lamp made from a brass locomotive bell. Call Tom at 501-753-9449 for price and other information.

GEORGE CLIPPERT HO-SCALE TRAIN COLLECTION The 800 piece train collection of the late George Clippert is for sale. Contact his widow at 870-836-7920.

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. The Cairo & Fulton Railroad of Arkansas was chartered by the Arkansas General Assembly on January 12, 1853. The railroad was to build from the mouth of the Ohio River in Missouri through Little Rock, Arkansas to Fulton, Arkansas on the Red River. Construction was not begun at Argenta, opposite Little Rock until June 1870. By 1872, the railroad was under the control of Thomas Allen, who also controlled the St. Louis & Iron Mountain. The Cairo & Fulton of Arkansas built north to the Arkansas-Missouri border connecting with other railroads to establish a link from St. Louis to Little Rock which was completed in January 1873. Construction began south of Little Rock even before a bridge was completed across the Arkansas River. The last spike at Fulton, Arkansas on the Red River was driven at 11:22 a.m. on August 31, 1873, completing the railroad except for the bridge over the Arkansas River at Little Rock which was completed in December 1873. On May 4, 1874, stockholders of the St. Louis & Iron Mountain and the Cairo & Fulton met at Little Rock and voted to consolidate the two railroads as the St. Louis, Iron Mountain & Southern. The new railroad was incorporated in Arkansas in June 1874.

To Little Red River The Cairo and Fulton Railroad

Daily Arkansas Gazette, December 21, 1871

On Tuesday morning, at the invitation of Col. J.H. Morley, chief engineer of the above road, a large invited party took a trip to the end of the track, some forty-eight miles north of the capital. A temporary delay was occasioned at the landing by the sticking of the ferry boat on a bar, but the grand start was made at a quarter past ten. The engine was the “No. 3,” and manipulated by Charles Hovey, engineer, assisted by George Stanton, fireman. The conductor was John C. Weed, to whose care the excursion was indebted for much of its pleasure. The coach furnished the party belonged to the Fort Smith railroad, and was as good car as we have seen in Arkansas.

The excursionists, so far as we were able to get the names, were Alderman D.E. Jones, Gen. M. Brayman, Judge Ringo, M.Q. Townsend, Dr. J.W. Beidleman, Maj. W.E. Woodruff, J.M. Loughborough of St. Louis, ex-City Engineer S.W. McCormick, Maj. D.F. Shall, H.G. West, Horatio Lloyd, W.H. Walton, James A. Billings of St. Louis, the representatives of the Gazette, Republican, Journal, and others. The commissaries were under the charge of Thomas Watson, John Huntsley and Tom Williams, who were very attentive.

A flat car was attached to the locomotive for the convenience of (the) passengers along the line, and, with the engine rear end first, the start was made. The first twenty miles were found to be exceptionally smooth, and the firmness of the road bed was a wonder to all. At Jackson (sic), twelve miles out, a pause was made. Here Alderman Jones’ dog disembarked. Time made -- thirty minutes. The first twenty miles were made in one hour and five minutes. The scenery was

very monotonous, nothing being visible from the car windows but pools of standing water, and occasionally patches of unpicked cotton. Flocks of wild turkeys were scared up, and a fat mutton was run over just before reaching Bull Creek. The fortieth mile-post was reached at one o’clock. The excursionists all gazed at the stake, which marked an era in the history of the road--this being the end of the second twenty miles, which were to be completed by the 20th of December (yesterday) in order to obtain the land grant from congress (sic). However, as is seen, the road is completed eight miles beyond this post, and the end of the completed portion was reach in three and a half hours from leaving Little Rock by our excursionists.

Spikers, track-layers, tiemen, spike peddlers and teamsters were all busy, under the watchful eye of Superintendent Reese, a veteran railroad builder. After the party had watched the operations of the workmen, a call was made upon Capt. J.W. Hanson, who superintends the boarding and supplies department. He set out an elegant dinner for the party in one of his dining coaches, which was pushed up to the end of the track. Fully a quarter of mil was laid while the excursion was present. The return was made at quarter past three, and, with no exciting incident, Argenta was reached about six. The excursionists were ferried across the river in the yawl. “Colossus Junior,” and touched Little Rock’s shores shortly thereafter.

This was the first passenger train ever over the road, and the trip was taken to show the people of Arkansas that they will have a railroad ere long which will develop their wealth, and make their state one of the most powerful in the Union. There are few people, perhaps, that have considered the importance of this road, with regard to its southeastern connections and extensions already in contemplation. Not only is its construction even to the Missouri line of incalculable benefit to the city of Little Rock, but to the great north and east, and, in fact, to all the country east of the Mississippi, the Cairo and Fulton railroad must be the great national highway between (the) Atlantic states and the lower Pacific coast and the heart of the Mexican republic. And how will this be done? From Little Rock to Fulton is 140 miles; from Fulton to Laredo, on the Rio Grande, is about 550 miles, and only about 300 miles from that point to Mazatlan, on the Pacific coast. This route entire is 1333 miles--the shortest line across the continent.

The Gazette has written up the Cairo and Fulton road on several occasions, and it is not necessary at this time to go into details. It is sufficient to say that the work will be pushed forward as rapidly as possible, and on the 1st of next November complete connection with St. Louis and the north will be made.

First Wreck on the Little Rock & Fort Smith

Daily Arkansas Gazette, January 3, 1873

The following is from the *Lewisburg Empire* of the 27th ult.:

The up-train on the Little Rock and Fort Smith road ran off the track this side of Palarm on Wednesday, which is the first accident that has happened on the road. There was no damage done.



Arkansas Railroad Club members Ron Esserman (left) and Jim Wakefield (right) discuss the restoration of the St. Joe depot with St. Joe Mayor John Henley. Photo by David Hoge.



Arkansas Railroad Club president John Hodkin (left) talks with St. Joe Mayor John Henley and Arkansas Railroad Club member Jim Wakefield (right) after presenting \$500 donation to help restore the depot. Photo by David Hoge.

Arkansas Railroad Club Makes Donation to St. Joe Depot Restoration

The Arkansas Railroad Club made a donation to help fund the restoration of the St. Joe depot at St. Joe, Arkansas. On November 21, 2009, Arkansas Railroad Club president John Hodkin with help from Jim Wakefield presented a check for \$500 to St. Joe Mayor John Henley. The depot, which was built in 1902 by the St. Louis & North Arkansas, was last used as a depot by successor railroad Missouri & Arkansas in 1946. Since 1946 the depot has been used by several businesses including a feed store. The building has been empty for the past few years and had begun to deteriorate. Mayor John Henley has been leading an effort to restore the depot.



Santa Trains in Arkansas

The Arkansas Midland operated two Santa Trains in Arkansas, the first on December 5, 2009 from Malvern, Arkansas to Hot Springs. The following week it operated another Santa Train from Warren, Arkansas to McGehee, Arkansas. The Louisiana & North West also operated its first annual Santa Train on December 12, 2009 from Gibsland, Louisiana to McNeil, Arkansas. (Opposite page, top photo) Utah Central No. 100 and No. 102 operate as the LNW Santa Train bringing Santa Claus to Emerson, Arkansas. Utah Central is a sister railroad to the Louisiana & North West. (Opposite page, bottom photo) Santa Claus (aka Arkansas Railroad Club member Bob Still) has a little help adjusting his beard from Mrs. Claus (aka wife Suzy Still) on the Arkansas Midland Santa Train at Malvern. (Left photo) The Arkansas Midland's Santa Train stops on the I-30 overpass to wave at the passing traffic. (Bottom photo) Arkansas Midland No. 728 and Arkansas Midland caboose No. 101 at the Butterfield, Arkansas stop. The Kansas City Southern also operated its Holiday Express through two western Arkansas cities in early December. All photos David Hoge.



The Stout-Geer Lumber Company's sawmill was near the St. Louis Southwestern Railway Company's station at Thornton, Arkansas, the northern terminus of the Thornton & Alexandria Railway Company. The St. Louis Southwestern's depot at Thornton is shown in this circa 1970 scene. Russell Tedder collection.

TAP LINES IN ARKANSAS

The Thornton & Alexandria Railway Company, Part 1

By Russell Tedder

The Thornton & Alexandria Railway Company was owned by the same interests that controlled the Stout-Greer Lumber Company. About 1887, the lumber company built a sawmill at Thornton, Ark., to harvest and convert to lumber the timber on some 70,000 acres of timberland that it had acquired in Calhoun County, Arkansas. The sawmill was located just a few feet from the mainline of the St. Louis Southwestern Railway (the Cotton Belt). About 1897, after cutting out the timber close to the mill, Stout-Greer built a narrow-gauge logging railroad extending in a southwesterly direction 20 miles from the Cotton Belt connection at Thornton. Apparently the mill burned in 1904 or early 1905 as it was reported that rebuilding was completed on March 10, 1905. The mill had a daily capacity of 100,000 board feet of lumber.

Stockholders of the lumber company incorporated the Thornton & Alexandria Railway Company on May 13, 1904, under the laws of the State of Arkansas, for a period of 50 years. The officers of the T&A were stockholders or family members of stockholders of the lumber company. The stated purpose of the T&A was to construct, own, operate and maintain a railroad from Thornton, Calhoun County, Ark., southwesterly to a point in the northeast quarter of section 34, township 13 south, range 13 west, in Calhoun County, a total distance of about 20 miles. The route was the same as the lumber company's narrow gauge logging railroad. The proposed destination was later named Calhoun, Ark., about two or three miles from the county seat of Hampton, Arkansas.

The word Alexandria in the name of the railroad suggested that a major expansion was part of the plan for the future of the T&A. Adding the T&A mileage from Thornton to Tinsman to the Rock Island mileage from Tinsman to Alexandria, La., would have resulted in an impressive 197-mile line. It is not difficult to conjecture that the lumbermen believed that between Thornton and Alexandria there was an endless amount of timber waiting to be sawed into lumber. What they probably overlooked was that numerous other lumber companies were already establishing themselves along the timber-rich Rock Island artery to Alexandria and beyond. Even more obvious was the

fact that the Rock Island itself was steadily pushing south through the territory. Long before Stout-Greer cut out in Calhoun County, other lumbermen were also cutting on their assigned stakes in the South Arkansas and North Louisiana forests.

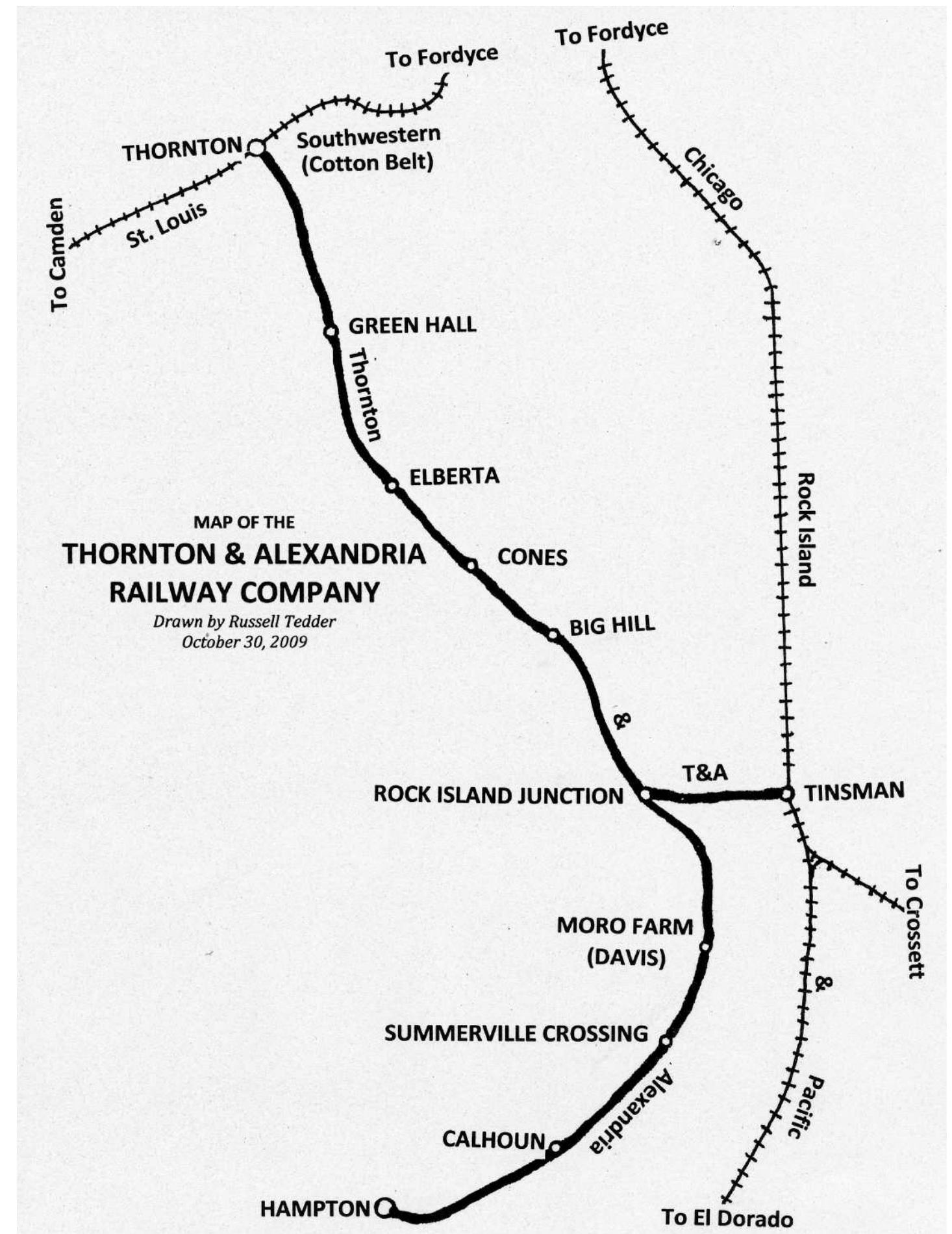
On the same day that the T&A was incorporated, the Stout-Greer Lumber Company declared a dividend to stockholders payable in stock in the new railroad company. At the same time, the lumber company turned over its 20-mile narrow-gauge logging railroad and equipment to the T&A. The T&A immediately commenced converting the narrow gauge line to standard gauge, using funds in the amount of \$80,000 borrowed from the lumber company.

By June 30, 1905, the road had been converted to standard gauge to Calhoun, 20 miles. Conflicting sources show the distance as only 18 miles to Calhoun. However, the official published distance appears to be 20 miles. By June 30, 1906, the T&A had completed a standard gauge extension of 2.93 miles to Hampton, Ark., which was to become the southern terminus of the road.

The T&A ran roughly parallel with and from two to six miles west of the line of the Chicago, Rock Island & Pacific Railroad Company (the Rock Island). For several miles near Tinsman, Ark., the two roads were only about two miles apart. However, the northern and southern ends of the T&A were about six miles west of the Rock Island.

In 1912, the T&A opened up a 1.804-mile branch from Rock Island Junction, 13 miles south of Thornton, to Tinsman, Ark., where it connected with the Rock Island. Although the actual length of the road after construction of the Tinsman Branch was 24.427 miles, the T&A rounded the 22.623 miles from Thornton to Hampton to 23 miles and the 1.804 miles of the branch to two miles. It also rounded the total distance to 25 miles by adding the two rounded segments. Additionally, the T&A owned yard and side tracks totaling 4.359 miles.

The route traversed by the T&A was comparatively flat with a sandy



829

THORNTON & ALEXANDRIA RAILWAY.

J. H. STOUT, President. J. J. DILLING, Auditor.
 B. E. HALPIN, Vice-President. Wm. M. TAYLOR, Master Mechanic.
 C. W. GREER, General Manager. General Offices—Thornton, Ark.

DALLAS BRADLEY
 UNION

No. 1	Mls	November 1, 1905.	Mls	No. 2
(Central time.)				
6:30 A M	0	lve. Thornton ¹ ..arr.	20	11:15 A M
6:50 "	3	Green Hall.....	17	10:55 "
7:00 "	5	Elberta.....	15	10:40 "
7:15 "	7	Cones.....	13	10:25 "
7:25 "	9	Big Hill.....	11	10:10 "
7:40 "	12	Newton.....	8	9:55 "
8:00 "	15	Davis.....	5	9:40 "
8:15 "	18	Summerville Crossing..	2	9:25 "
8:30 A M	20	arr. Calhoun.....lve.	0	7:15 A M

† Daily, except Sunday.
 Connection.—¹ With St. Louis South-western Ry.

Thornton & Alexandria Railway.

J. H. STOUT, President. J. J. DILLING, Auditor.
 B. E. HALPIN, Vice-President. Wm. M. TAYLOR, Master Mechanic.
 C. W. GREER, Gen. Manager. General Offices—Thornton, Ark.

General Offices—Thornton, Ark.

January 14, 1907.

	Mls.	No. 1	No. 3
[LEAVE]			
Thornton ¹	0	7:00 A M	10:45 A M
Green Hall.....	3.50	7:12 "	10:57 "
Elberta.....	5.53	7:20 "	11:05 "
Cones.....	7.00	7:24 "	11:09 "
Big Hill.....	9.42	7:32 "	11:17 "
Newton.....	12.00	7:40 "	11:25 "
Davis.....	15.00	7:50 "	11:35 "
Summerville Crossing.....	17.25	7:57 "	11:42 "
Calhoun.....	19.25	8:05 "	11:50 A M
Hampton.....	22.93	8:15 A M	12:00 Noon
[ARRIVE]			

	Mls.	No. 2	No. 4
[LEAVE]			
Hampton.....	0	1:50 A M	2:00 P M
Calhoun.....	3.68	9:05 "	2:10 "
Summerville Crossing.....	5.68	9:15 "	2:18 "
Davis.....	7.93	9:25 "	2:25 "
Newton.....	10.93	9:35 "	2:35 "
Big Hill.....	13.51	9:43 "	2:43 "
Cones.....	15.93	9:51 "	2:51 "
Elberta.....	17.40	9:57 "	2:57 "
Green Hall.....	18.43	10:05 "	3:05 "
Thornton ¹	22.93	10:15 A M	3:15 P M
[ARRIVE]			

† Daily, except Sunday; ‡ Sunday only.
 Connection.—¹ With St. Louis South-western Ry.

Schedules effective November 1, 1905 and a map of the Thornton & Alexandria Railway are shown in this listing in the Official Guide of the Railways. One round trip train was operated from Thornton to Calhoun return. The following year the line was extended three miles to Hampton. Russell Tedder collection.

clay soil. It passed through pine timber country and also a good farming district. The principal industries in the territory were logging and the manufacturing of lumber.

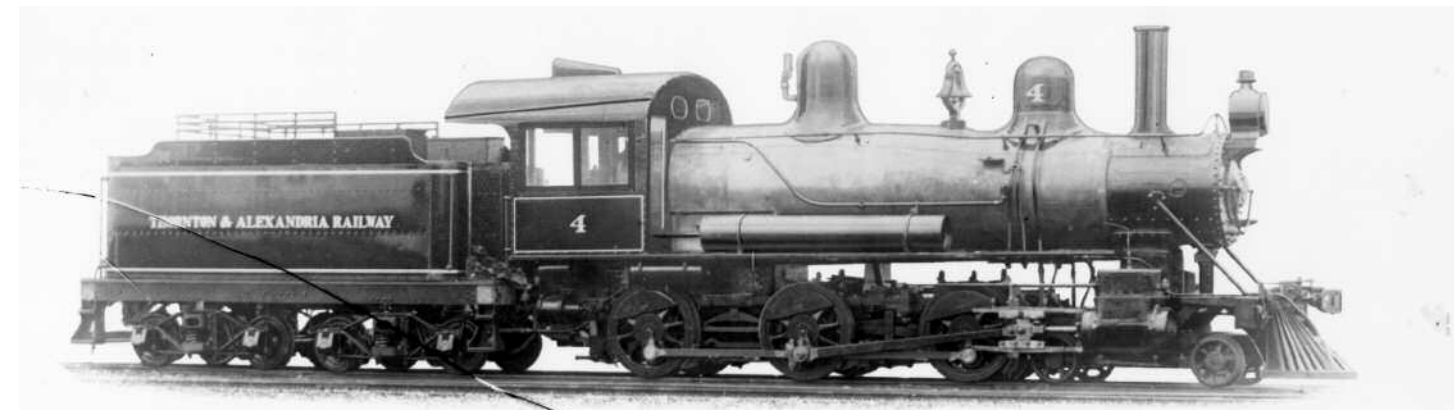
The largest percentage of the rail was 60-pound (weight per linear foot of rail, not track) with the balance being mostly 40-pound and a small amount of 35-pound rail, all of which was new when laid. One mile of rails in the T&A mainline and about 3.5 miles of the leased logging spur were leased from the Rock Island for 6 percent per year. Although the road was largely earth ballasted, there were several short stretches of gravel and cinder ballast.

The T&A's principal office was in Thornton, location of Stout-Greer's lumber operations. As with the case with many lumber and logging railroads, financial matters between the T&A and the lumber company were very closely intertwined. The company collected virtually all of the T&A's revenues and accounts and paid its expenses and current debts. The T&A leased from Stout-Greer a 7.5-mile logging spur extending northwest from Hampton. The road hauled logs from logging spurs in the woods to the mill and rendered other services. It charged the lumber company \$1.25 per 1,000 feet, log scale, for the service it provided on the company's logging spurs. Settlement between the two companies was mainly a matter of book-keeping.

Besides the regular daily-except-Sunday mixed train, the Thornton & Alexandria is operating a Sunday only train as shown in this January 14, 1907 Official Guide of the Railways listing. Russell Tedder collection.

When the T&A was completed and opened for business in 1906, it owned four locomotives, 60 cars and one McGiffert loader. The road operated one train in each direction, hauling logs from the loading points on the logging spurs and carrying passengers, U. S. Mail and Railway Express shipments. On January 14, 1907, the T&A also inaugurated a Sunday only train in each direction for the benefit of passengers. This train left Thornton at 10:45 a.m., arrived at Hampton at 12:00 noon, left Hampton at 2:00 p.m., and arrived at Thornton at 3:15 p.m., an average of one hour and 15 minutes each way. In 1911, the T&A was still operating four locomotives, one combination passenger-baggage coach (combine), three boxcars, seven flat cars, 53 log cars and one caboose, totaling 65 cars. However, no Sunday trains were running at that time.

Stout-Greer loaded its manufactured lumber into cars placed on the Cotton Belt tracks adjacent to the mill. Notwithstanding that the T&A did not handle the lumber loads, it received a division (a portion of the freight charges on the lumber from origin to destination) of one to two and one-half cents per 100 pounds. This constituted a joint rate between the T&A and the Cotton Belt and other railroads which handled the shipments which was the same as the Cotton Belt's through rate from the junction point at Thornton. This meant that the T&A division of revenue came out of the Cotton Belt's rate.



Thornton & Alexandria Railway's Ten-Wheeler (4-6-0) No. 4 is shown in this Lima Locomotive & Machine Works builder's photograph at Lima, Ohio in 1906. Russell Tedder collection.

On January 10, 1910, the Stout-Greer Lumber Company changed its name to the Stout Lumber Company.

In its investigation of taplines in 1912, based on 1910 traffic, the Interstate Commerce Commission found that since the T&A performed no service for Stout Lumber Company's shipments moving out on the Cotton Belt, its haul of the logs to the mill were considered a plant service for the Stout Lumber Company, the proprietary owner of the railroad. In 1910, the T&A was serving a number of independent shippers of staves, bolts, and heading. These shippers paid the T&A a local charge of five cents per 100 pounds in addition to the rates of the Cotton Belt. The T&A also had some joint class and commodity rates (on shipments other than lumber) out of which it received a division, or proportion, of 15% out of the through rate.

As shown on its annual report to the ICC, the T&A's total traffic for the year ending June 30, 1910 was 63,372 tons, of which 3,367 tons was miscellaneous freight and the rest lumber and other forest products. For the same year, T&A's revenue from passengers was \$2,648.96 which, added to \$1,396.83 for mail and express, made a total of \$42,995.92 for the year. There were a number of farmers and other producers of freight in the territory traversed by the road. The town of Hampton was said to have a population of nearly 1,000 and some 19 stores. However, about 95 percent of the T&A's tonnage was supplied by the Stout Lumber Company.

Part two of this article will appear in the February 2010 issue of the *Arkansas Railroader*.

(At right) The T&A's Tinsman Branch schedules are shown in this May 1914 listing in the Official Guide of the Railways. Russell Tedder collection.

1153

Thornton & Alexandria Railway.

W. C. RIBENACK, President, Thornton, Ark.
 J. H. BELAND, General Manager,
 B. E. HALPIN, General Superintendent,
 R. N. LYON, Secretary,
 J. J. DILLING, Auditor,
 W. M. TAYLOR, Master Mechanic,

May 16, 1914.

	Mls.	No. 1
[LEAVE]		
Thornton ¹	0	7:20 A M
Green Hall.....	4	6:27 "
Elberta.....	6	6:32 "
Cones.....	7	6:35 "
Big Hill.....	10	6:41 "
Rock Island Junction.....	13	6:47 A M
Tinsman ²arr.	15	6:55 A M
Tinsman.....lve.	15	7:20 A M
Rock Island Junction.....	13	7:26 A M
Moro Farm.....	17	7:35 "
Calhoun.....	20	7:42 "
Hampton.....	23	7:50 A M
[ARRIVE]		

	Mls.	No. 2
[LEAVE]		
Hampton.....	0	1:30 A M
Calhoun.....	3	8:38 "
Moro Farm.....	6	8:45 "
Rock Island Junction.....	10	8:54 A M
Tinsman ²arr.	12	9:00 A M
Tinsman.....lve.	12	9:30 A M
Rock Island Junction.....	10	9:36 A M
Big Hill.....	13	9:46 "
Cones.....	16	9:53 "
Elberta.....	17	9:56 "
Green Hall.....	19	10:04 "
Thornton ¹	23	10:15 A M
[ARRIVE]		

† Daily, except Sunday.
 Connections.—¹ With St. Louis Southwestern Ry. ² With Rock Island Lines.



(At Left) Kansas City Southern ticket stubs issued at Texarkana. The one on the left is for Horatio, Arkansas and the one on the right is for Alleene, Arkansas. Collection of Philip Moseley.

Arkansas Railroader



**Time To Renew Your Membership
In The Arkansas Railroad Club.
All Memberships Expire January 1.**

**Send Your Dues To The
Arkansas Railroad Club**

PO Box 9151

North Little Rock, AR 72119

Cost is still \$20 per year

**2010 UNION PACIFIC CALENDARS ARE NOW AVAILABLE.
THE CALENDARS ARE BEING SOLD AS A FUNDRAISER FOR THE CLUB.
ONLY 10 CALENDARS ARE LEFT. SEE PAGE 3.**

Kansas City Southern Holiday Express Schedule for 2009

Date	Time	City	Address
11/28	4PM	Shreveport, LA	Festival Plaza
11/29	4PM	Wylie, TX	Marble Street
11/30	4PM	Jefferson, TX	Downtown Between East Austin Street & Lafayette
12/01	4PM	Leesville, LA	KCS Yard, 901 South Third Street
12/02	4PM	Port Arthur, TX	Procter Street & Houston Avenue
12/03	4PM	Kendleton, TX	CenterPoint Intermodal Center-Houston Metro 11538 Gin Road, Beasley, TX
12/04	4PM	Victoria, TX	Business Highway 59 & Burroughsville Road
12/05	4PM	Edna, TX	Wells Street
12/06	4PM	El Campo, TX	Evans Park
12/07	4PM	Wharton, TX	Depot, 100 North Sunset Street
12/08	4PM	DeQuincy, LA	Railroad Museum, 400 Lake Charles Avenue
12/09	4PM	Vicksburg, MS	Levee Street Station 1000 Levee Street at the foot of Grove Street
12/10	4PM	Mena, AR	524 Sherwood Avenue
12/11	4PM	Heavener, OK	KCS Yard, 403 West First Street
12/12	4PM	Siloam Springs, AR	Jefferson Street
12/13	4PM	Pittsburg, KS	Monroe & Elm Streets
12/14	4PM	Blue Springs, MO	Main Street
12/15	4PM	Slater, MO	Depot
12/16	4PM	Roodhouse, IL	Old Depot
12/17	4PM	Mexico, MO	326 South Jefferson Street
12/18	4PM	Grain Valley, MO	East of Main Street
12/19	9:30AM-5:30PM	Kansas City, MO	Union Station
12/20	Noon-5:30PM	Kansas City, MO	Union Station