



ARKANSAS RAILROADER



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The Leslie, Arkansas Missouri & North Arkansas depot is still used for storage. It is almost exactly 100 years old. *(Photo taken Saturday, December 9, 2006 by Ken Ziegenbein)*

2007 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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BOARD '10 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
BOARD '11 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly Arkansas Railroader newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$22 a year more, bringing the total to \$42 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: trains@trainweather.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next regularly scheduled monthly meeting of the Arkansas Railroad Club will be **SUNDAY, JANUARY 14, 2007**. It will be held at our NEW MEETING PLACE - Curtis H. Stout, Inc. off Cantrell in Little Rock, in the same complex that has Cajun's Wharf. Time will be 2 p.m. Our new treasurer, David Hoge, has scheduled a meeting with David Stricklin head of the CentralArkansas Library's Butler Center to speak to us at the January 2007 meeting. Mr. Stricklin is in charge of donations to the Butler Center and will speak to our Board of Directors and the membership at large about the ins and outs of railroad-related donations.

Our new meeting place is located off Cantrell Road in Little Rock in the row of buildings that has Cajun's Wharf Restaurant. To get there: 1) Turn right off Cantrell and cross the LRWN tracks. 2) Curve slightly right, then left, and go straight between Buildings 2 and 3 to the Cajun's Wharf parking lot. 3) Go right through the parking lot to the end of the row of buildings. 4) Our meeting place is located in Building 4. Park to the right (east) of this building. You'll see the Arkansas River and you'll be right in front of the entrance.

If you have trouble, call John Hodkin on his cell phone: 501-993-0616. I put some maps below. The physical address is 2400 Cantrell Rd Suite 100, Little Rock.

FUTURE MEETINGS: The February 11, 2007 program will be given by Peter Smykla, Jr and will be slides of his 2006 rail adventures around the world and in the U.S. This will be Peter's 21ST YEAR of giving this annual program.

EDWARD LEWIS BUBNIAK

BORN: February 1, 1929 DIED: December 9, 2006

Longtime Arkansas Railroad Club member EDWARD LEWIS BUBNIAK, age 77, born Feb. 1, 1929, in North Little Rock, Ark., died Dec. 9, 2006. He is survived by his wife of 54 years, Nina Earnest Bubniak; and a special cousin, Elizabeth Prause of North Little Rock. Also surviving Edward are sisters-in-law, Eva Lea Ivy, Freda Blalock, and Betty Dunn all of Hampton, Ark.; and numerous nieces, nephews and cousins. Edward was preceded in death by his parents, Frank and Pearl Oliphant Bubniak.

Ed was a third-generation railroad employee. He retired with 42 years of service with the Missouri Pacific and Union Pacific Railroads. He was a member of the Brotherhood of Railway Carmen TCU, and the Arkansas Railroad Club. His hobby was collecting Model Trains (he had a large O-scale collection). Ed was an U.S. Army, Korean War veteran.

Funeral service was at 10 a.m. Tuesday, Dec. 12, 2006, in the Roller-Owens Funeral Home Chapel, 5509 JFK Blvd., North Little Rock. Interment was at 2 p.m. December 12 in Earnest Cemetery, Tinsman, Ark. Our thoughts and prayers go out to his family. They can be reached at 7 Christopher Dr, Sherwood AR 72120, email:

JOHN C. JONES OLDEST SON DIES OF HEART ATTACK – Club member John C. Jones’ eldest son died November 25 of a heart attack while visiting Memphis. He was only 47. Our condolences to John and his family. John Jones is our club's official photographer. John's address is: 117 Cottonwood Sherwood AR 72120-4011

DEADLINE FOR FEBRUARY 2007 RAILROADER is January 8, 2007, our next meeting date.

P. B. WOOLDRIDGE BOOKLET IS READY! - I’ve put together a 62-page booklet of many short Cotton Belt stories written by the late P. B. Wooldridge. It is in a spiral binder-type booklet and include a few of his photos from the 1930s through 1970s (Mr. Wooldridge didn’t take that many photos and some are not that good a quality since his print sizes were 2 x 3, but still rare). The booklet will be mostly text and photos will be black and white. Many of his stories are his familiar “Remembering” series that have been published in the *Arkansas Railroader* for years.

The cost will only be \$10 per booklet if you pick them up in person. If you want it mailed, add \$3 postage (which averages \$2.35 each plus .99 cents for the mailing envelope). I’m paying for it entirely myself so make payment out to Ken Ziegenbein, NOT the Arkansas Railroad Club. There’s a separate sheet ad in this month’s *Railroader* which you can mail in. (Ken Ziegenbein)

RANDY TARDY RAILROADER OF THE YEAR 2006 – Longtime member and former transportation writer for the *Arkansas Democrat* and *Democrat Gazette* was given the Arkansas Railroad Club’s “Railroader of the Year” award at our December 9 Christmas party. He also received a check from the club. Congratulations Randy!



WANTED - FOR SALE OR TRADE

FOR SALE – “I have reproduced the M&NA Locomotive Herald. It is cast aluminum with polished reveals and dark inserts. It is 10” tall and 12” wide for \$75. This item is something that I produce only on demand so it takes several months to get some”. Russell Hughes, 12 Willow Lake Ridge, Cabot AR 72023, 501-941-1038. (Mr. Hughes just joined the Arkansas Railroad Club).

WANTED (to purchase or copy): Dispatcher train sheets for Missouri Pacific or Rock Island trackage in Arkansas, pre-1970. Also want to buy or copy pre-1970 conductor timebooks from MP and RI. Bill Pollard, 3005 Baxter Dr, Conway, AR 72034. <arkrail@arkansas.net> or 501-327-7083.

FOR SALE - ARKANSAS RAILROAD CLUB BOOKS STILL AVAILABLE – Our reprint of Gene Hull’s book *Shortline Railroads of Arkansas* and *Railroad Stations and Trains through Arkansas and the Southwest*, are still available. They cost \$20 each plus \$2 postage (total \$22). Send orders to Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119 and say which book you want.

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. Also remember that there are sometimes many

follow-ups on these first-time notices so if you want to keep up with any particular abandonment, check the Surface Transportation Board's site and use the Docket Numbers to search.

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.

ILLINOIS – BNSF – To abandon a 0.04-mile line of railroad that extends between milepost 3.53 and milepost 3.57, at Nifa, in Kane County, IL. Effective on December 21, 2006. (STB Docket No. AB-6 (Sub-No. 447X), decided November 8, served November 21, 2006) (My comment: 0.04 mile? I think that's the shortest abandonment request I've seen. Must be some sort of connection? – KZ)

TENNESSEE - THE CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RAILWAY COMPANY - To abandon an approximately 1.10-mile line of railroad extending from milepost 156.9-H to milepost 158.0-H in Rockwood, Roane County, TN.[1] The line traverses United States Postal Service Zip Code 37854 and serves the station at Rockwood, where CNOTP will continue to provide rail service. A final decision will be issued by February 23, 2007. (STB Docket No. AB-290 (Sub-No. 280X), decided November 15, served November 24, 2006)

MINNESOTA – UNION PACIFIC – To abandon a 0.81-mile line of railroad known as the Stillwater Industrial Lead, extending from milepost 4.69 to milepost 5.50 near Stillwater in Washington County, MN. Effective on January 3, 2007. (STB Docket No. AB-33 (Sub-No. 234X), decided November 21, served December 4, 2006)

CALIFORNIA – UNION PACIFIC - to discontinue service over an approximately 4.77-mile line of railroad known as the Pearson Industrial Lead, extending from milepost 133.29, near Alicia, to milepost 129.91, near Pearson, and milepost 0.00 to milepost 1.39, near Pearson, in Yuba County, CA. The line traverses U.S. Postal Service Zip Code 95901, and serves stations at Pearson and Reed. A final decision will be issued by March 9, 2007. (STB Docket No. AB-33 (Sub-No. 238X), decided December 1, served December 8, 2006)

INDIANA – NORFOLK SOUTHERN - The City of South Bend, IN (the City), the Brothers of Holy Cross, Inc. (the Brothers), and the Sisters of the Holy Cross, Inc. (the Sisters) (collectively, applicants), filed an application under 49 U.S.C. 10903, requesting that the Surface Transportation Board authorize the third-party or adverse abandonment of approximately 3.7 miles of railroad lines (the Lines) owned by Norfolk Southern Railway Company (NSR).\1\ The Lines are located between milepost UV 0.0 and milepost UV 2.8 and between milepost Z0 9.6 and milepost Z0 10.5, and include an industrial spur that extends from milepost Z0 9.6 to the University of Notre Dame (the University), all in St. Joseph County, IN.

According to applicants, the Lines traverse properties owned by the Brothers and the Sisters. The Brothers' property is the site of Holy Cross College, Holy Cross Village (a retirement community), and other improvements and uses furthering the Brothers' charitable mission. The Sisters' property is the site of a motherhouse, the international headquarters of the Congregation of the Sisters of the Holy Cross, and the Inn at St. Mary's, and it is adjacent to St. Mary's College, which the Sisters sponsor.

Applicants state that there has been no rail service or requests for service on the Lines for at least 10 years and claim that there is no foreseeable need for rail service. Additionally, applicants claim that sections of the Lines have been paved over and removed at numerous locations and that the Lines are physically severed from the national rail system as a result of previous abandonments. Applicants state that the line between milepost UV 0.0 and milepost UV 2.8 crosses 17 streets in the City, two of which carry significant vehicular traffic, creating a public nuisance and significant safety and environmental concerns. They add that the City plans to acquire or condemn the portion of the right-of-way within its jurisdiction for public use in the form of a sewer system and a trail. Additionally, applicants claim that a portion of that line and of the line between milepost Z0 9.6 and milepost Z0 10.5 are adversely affecting the Brothers' ability to plan for the future because they run through the heart of its property. The Brothers and the Sisters also assert a claim under Indiana law to a reversionary interest in this section of the right-of-way. (STB Docket No. AB-290 (Sub-No. 286, decided December 5, served December 11, 2006)



ARKANSAS RAIL NEWS



33 PROPERTIES NOMINATED TO NATIONAL REGISTER OF HISTORIC PLACES

The Arkansas State Review Board of the Arkansas Historic Preservation Program nominated 33 properties in 24 Arkansas counties to the National Register of Historic Places when it met Dec. 6, 2006, AHPP Director Ken Grunewald announced.

The newly nominated properties are:

* Joseph T. Robinson Memorial Auditorium at Little Rock in Pulaski County, a classically inspired Art Deco structure built in 1939

* Old Benton-Sardis Road Bridge near Bauxite in Saline County, a ca. 1919 single-span concrete deck truss bridge

* **St. Louis Southwestern Railway (Cotton Belt Route) Steam Locomotive #336 at Pine Bluff in Jefferson County, a 1909 Class D3 2-6-0 Mogul-type steam engine**

* United States Army Snow Plow #SN-87 at Pine Bluff in Jefferson County, a 1953 locomotive designed to clear snow from railroad tracks

* Immanuel High School at Almyra in Arkansas County, a ca. 1948 school for African-American children

- * Fredonia Cemetery near Bald Knob in White County, containing burials dating to ca. 1839
- * Bradley-Bowling House at Clinton in Van Buren County, a ca. 1854 structure modified in 1921 to reflect the Craftsman style of architecture
- * Mt. Zion Methodist Episcopal Church South Cemetery at Wynne in Cross County, containing burials dating to 1857
- * Washburn House at Guy in Faulkner County, a ca. 1953 Ranch-style house with a Mixed-Masonry veneer by Silas Owens Sr.
- * School Addition Historic District at Batesville in Independence County, featuring buildings constructed between 1850 and 1957
- * U.S. 67 Bridge over the Little Missouri River near Prescott in Nevada and Clark counties, a 1931 Parker pony truss bridge
- * Cotter Water Tower at Cotter in Baxter County, built by the Public Works Administration in 1935
- * Bunch-Walton Post #22 American Legion Hut at Clarksville in Johnson County, a Normanesque building constructed in 1934
- * Clarksville National Guard Armory at Clarksville in Johnson County, built in 1930 and designed in a restrained interpretation of the Art Deco style
- * Mulberry River Bridge near Pleasant Hill in Crawford and Franklin counties, a 1929 Pratt through-truss structure
- * Mulberry River Bridge near Turner's Bend in Franklin County, a Parker Pony truss bridge built in 1935
- * Marianna Waterworks at Marianna in Lee County, a 1937 Public Works Administration project
- * Marianna National Guard Armory at Marianna in Lee County, a 1929 Art Deco-influenced building
- * Phillips County Penal Farm Historic District near Poplar Grove in Phillips County, a ca. 1937 complex of concrete buildings erected by the Works Progress Administration (WPA)
- * St. Mary's Catholic Church at Helena-West Helena in Phillips County, a 1936 Late Gothic Revival-style design by noted architect Charles Eames
- * Helena National Guard Armory at Helena-West Helena in Phillips County, a 1937 WPA building reflecting the Art Deco style of architecture
- * Warren Brick Streets at Warren in Bradley County, historic brick roadbeds constructed ca. 1927
- * Tinsman School at Tinsman in Calhoun County, a 1920 Craftsman-style structure
- * Parkdale Baptist Church at Parkdale in Ashley County, Late Gothic Revival building constructed in 1910
- * Horace Mann School Historic District at Norfolk in Baxter County, containing four buildings erected by New Deal agencies between 1936 and 1940
- * Harrison High School at Harrison in Boone County, a 1912 building remodeled to a Prairie/International-style appearance in 1954
- * Zinc Swinging Bridge at Zinc in Boone County, a 1927 pedestrian footbridge
- * Mullins Court at Texarkana in Miller County, a 1928 Colonial Revival design by the Witt, Seibert and Halsey architectural firm

- * Coon Creek Bridge near Cherokee City in Benton County, a 1930 Warren Pony truss bridge
- * Keiser Water Tower at Keiser in Mississippi County, a 1936 Public Works Administration project
- * **Delta Valley & Southern Railway Locomotive #50 at Delpro in Mississippi County, a 1954 diesel-powered locomotive**
- * Widner-Magers Farm at Dell in Mississippi County, containing agricultural structures erected between 1912 and 1939
- * Linwood Mausoleum at Paragould in Greene County, a 1920 Classical Revival-style structure.

J. B. HUNT DIED DECEMBER 7

(Goshen, Arkansas) - Johnnie B. Hunt, who built a nationwide freight-hauling empire after calculating that driving a single transport truck was rather less profitable than owning and managing thousands of them, died December 7, 2006 at 79. A family spokesman said Mr. Hunt had been in critical condition at a hospital since December 2, when he slipped on ice at his home in Goshen, Ark., and fell, striking his head.

The son of a sharecropper, Mr. Hunt had little formal education, having dropped out of school in the sixth grade to help support his family. But he had a keen entrepreneurial sense. In 1961, after nine years behind the wheel of his own truck, he founded the cargo hauling enterprise that grew to become J. B. Hunt Transport Services. Today, it is the nation's largest publicly traded trucking company. The fleet of five trucks and seven trailers he purchased to start the company has grown to 11,000 and 47,000, respectively, all of them electronically tracked from the company's sprawling headquarters in Lowell, near Fayetteville, in northwest Arkansas.

In 1989, in partnership with Burlington Northern Sante Fe Railway, the company created an intermodal division in which freight containers could be hauled interchangeably by truck or rail. The venture proved enormously profitable - "the envy of the industry," Thom S. Albrecht, a transportation analyst for Stephens Inc., said.

In the quarter that ended Sept. 30, 2006, J. B. Hunt reported earnings of \$58 million on revenues of \$858 million. It employs more than 16,000 people.

Mr. Hunt was a colorful figure in Arkansas. Unfailingly polite, he stood more than six feet tall and almost always wore a Stetson hat and cowboy boots. Gold dollar signs secured his French cuffs, and from a gold money clip he dispensed \$100 bills to the needy, explaining that his memories of childhood as a poor sharecropper's son were still vivid. He was born on Feb. 28, 1927, in rural Heber Springs, Arkansas. He was not yet a teenager when he began gathering up wood shavings from his uncle's sawmill, where he worked, and selling them to chicken farmers for use in their coops.

SHORTLINE RAILROADS IN ARKANSAS DECEMBER 2006

The following list of 20 lines in Arkansas is from Union Pacific Railroad's website, up.com. If anyone has any corrections or additions, let me know and I'll update the data. Send updates to Ken Ziegenbein, Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119 or email me at trains@trainweather.com.

1) Arkansas Louisiana & Mississippi Railroad Company ALM

ALM operates freight service from Crossett, AR to Monroe, LA (53 miles). ALM connects with KCS at Monroe, LA and F&P at Crossett, AR. ALM connects with UP at Fordyce, AR via haulage provided by F&P. Traffic consists of lumber, paper, forest products and chemicals.

On July 20, 1906 the Arkansas Louisiana and Gulf Railway was chartered to build a line from Monroe, LA to Pine Bluff, AR. The line was completed from Monroe to Hamburg, AR (56.2 miles) and from Rolfe Jct. to Crossett, AR (5.3 miles) and opened October 1, 1908. On May 29, 1913 the company was placed in receivership and reorganized in December 1915 as the Arkansas & Louisiana Midland Railroad. The Arkansas & Louisiana Missouri Railway was organized July 31, 1920 as successor to the A&LM and the assets of that company were sold to Arkansas Louisiana & Mississippi on September 27, 1991. Genesee & Wyoming, Inc bought the line in January 2004.

Arkansas Louisiana & Mississippi Railroad Company
P.O. Box 757
Crossett, AR 71635
Web Site - www.gwrr.com
Company Affiliation - Genesee & Wyoming, Inc.
Interchange Points - Fordyce, AR

2) Arkansas Midland Railway Company, Inc. AKMD

AKMD operates 99 miles of railroad in Arkansas over four disconnected lines. One runs from Mountain Pine through Hot Springs to a UP connection at Malvern, AR (33.3 miles). Another runs from Helena to a connection with UP at Lexa, AR (12 miles). The third is two lines that connect with the UP at North Little Rock, AR. One runs 6.6 miles to Galloway and the other is 7.4 miles, consisting of the Carlisle Industrial Lead. The final line is from Warren to Dermott, AR (39.4 miles), with 5.6 miles of trackage rights to interchange at McGehee, AR. Traffic consists of forest and grain products, aggregates, building materials, cottonseeds and chemicals.

The Mountain Pine line was built by the Hot Springs Railroad and opened January 25, 1876, as a 3-foot gauge line, Hot Springs Railroad was sold to the Choctaw, Oklahoma & Gulf (Rock Island) in 1902. The Helena branch was built by the Iron Mountain & Helena Railroad chartered in 1879 and purchased by the St. Louis & Iron Mountain in 1882. The Galloway to North Little Rock line was a former Rock Island Line. These three lines were purchased from the MP by the current operator on February 23, 1992. The Carlisle Industrial Lead which is a former Rock Island line was leased to the current operators by the UP on August 11, 2000. The Warren branch was leased to the current operators on December 13, 2004.

Arkansas Midland Railway Company, Inc.
314 Reynolds Road, Bldg 41
Malvern, AR 72104
Web Site - www.pinsly.com
Company Affiliation - Pinsly Railroad Company, Inc.
Interchange Points - Malvern, Lexa, North Little Rock and McGehee, AR

3) Arkansas & Missouri Railroad Company AM

AM operates freight service from Fort Smith, AR to Monnett, MO (139.5 miles). AM makes connections with the UP at Van Buren, AR, KCS at Fort Smith, AR, and with BNSF at Monnett, MO. Seasonal excursion trains operate between Springdale, Van Buren and Winslow, AR. AM leases and operates 3.2 miles of track in Van Buren (known as "the Bottoms") from UP. AM also provides haulage of UP traffic between Van Buren and FT Smith. Traffic includes grain and feed supplements, paper products, sand, plastic, food products, scrap steel, lumber, aluminum and bauxite.

The line from Ft. Smith to Monnett was part of a route built by the St. Louis, Arkansas & Texas Railway between 1880 and 1882. The company was affiliated with the St Louis-San Francisco (SLSF). By 1887 the line extended to the coal fields at Paris, TX and was SLSF's main route to Texas until 1902 when the Tulsa line was completed. SLSF discontinued passenger service on the line in 1965 and was merged into Burlington Northern in November, 1980. The AM was incorporated March 10, 1977 and took over from the BN on September 1, 1986. In July 2000, AM leased "the Bottoms" and provided haulage for UP.

Arkansas & Missouri Railroad Company
306 E. Emma Avenue
Springdale, AR 72764
Web Site - www.arkansasmissourirr.com
Company Affiliation - Private
Interchange Points - Van Buren, AR

4) Arkansas & Oklahoma Railroad AOK

AOK provides freight operations over a 70-mile line of railroad owned by the State of Oklahoma between Howe, OK to a connection with UP at McAlester, OK. AOK has leased industrial tracks owned by UP at McAlester, OK. AOK has leased the 36-mile Shawnee Branch from UP running from Shawnee, OK to a connection with UP near Oklahoma City. AOK also switches the Midwest City Automobile Logistics Facility.

The AOK started operation on the Howe to McAlester line on March 3, 1996. This was a Rock Island line that the State of Oklahoma purchased. AOK started operations on UP's leased track on August 1, 1997. AOK started operation on the Shawnee Branch on July 7, 2000.

Arkansas & Oklahoma Railroad
P.O. Box 485
103 South Central
Wilburton, OK 74578
Web Site - n/a
email: aokrr@cwis.net
Company Affiliation - Private
Interchange Points - McAlester and Oklahoma City, OK

5) **Bauxite & Northern Railway Company BXN**

BXN operates freight service from a connection with the UP at Bauxite Jct to Bauxite, AR (3.0 miles). Traffic includes bauxite, alumina, clay and cement.

The company was incorporated November 13, 1906. Construction started during April 1907 and the road opened a short time later. The company has been owned by Aluminum Company of America since it was built. In September 2005, RailAmerica purchased the railroad from Alcoa.

Bauxite & Northern Railway Company
Cyanamid Road
P. O. Box 138
Bauxite, AR 72011
Web Site - www.railamerica.com
Company Affiliation - RailAmerica
Interchange Points - Bauxite Jct, AR

6) **Caddo Valley Railroad CVYR**

CVYR operates freight service from a connection with UP at Gurdon, AR to Bird Mill, AR (52 miles).

The Norman Branch was built by the Gurdon & Ft. Smith Railroad, chartered in 1900. In 1909, it came under control of the St. Louis, Iron Mountain & Southern (MP). The line was sold to Arkansas Midland Railway Company in 1992, and was sold to Caddo Valley in 2000.

Caddo Valley Railroad
P. O. Box 2118
Glenwood, AR 71943
Web Site - n/a
Company Affiliation - Private
Interchange Points - Gurdon, AR

7) **Dardanelle & Russellville Railroad Company DR**

DR operates freight service from a connection with UP at Russellville to Dardanelle, AR, a distance of 4.8 miles. Traffic includes pulp board, plastic and petroleum products.

The DR was chartered in 1883 and opened on August 15 of that year. The company was reorganized under its present name on January 13, 1900. Regular passenger service ended in 1950.

Dardanelle & Russellville Railroad Company
4416 South Arkansas Avenue
Russellville, AR 72802-8405
Web Site - n/a
Company Affiliation - Arkansas Shortline Railroads, Inc.
Interchange Points - Russellville, AR

8) **Delta Southern Railroad Company DSRR**

DSRR operates freight service from a connection with AKMD at McGehee, AR to Lake Village, AR (30 miles). A second line runs from a UP connection at Monroe, LA to Sterlington, LA (15 miles). Traffic includes cotton, grain and agricultural products, chemicals, forest products and clay.

The McGehee-Lake Village-Tallulah line was built as the Memphis, Helena & Louisiana line of the St. Louis, Iron Mountain & Southern Railroad and opened on December 1, 1903. The property was acquired by DSRR from Missouri Pacific on January 14, 1989. In 2005, DSRR received abandonment authority for the segment between Lake Village, AR and Shelburn, LA (30 miles).

The Monroe line was built by the Little Rock & Monroe Railway between 1904 and 1906. That company was acquired by a predecessor of the MP, the St. Louis, Iron Mountain & Southern, in 1909. DSRR bought the line from Huttig to Sterlington from MP on January 7, 1991 (and abandoned it in July 1993). They are leasing the balance of the line from Monroe to Sterling.

Delta Southern Railroad Company
P. O. Box 1709
Tallulah, LA 71282
Web Site - n/a
Company Affiliation - Private
Interchange Points - McGehee, AR via AKMD and Monroe, LA

9) **De Queen & Eastern Railroad Company DQE**

DQE operates freight service from a connection with the UP at Perkins, AR to De Queen, AR (45.3 miles). Connections are made at the west end of the line with Texas, Oklahoma & Eastern (TOE) and KCS at De Queen. Traffic includes forest products, gypsum board, grain and paper.

The company was incorporated September 22, 1900. It opened from De Queen to Provo, AR in 1903 and to Dierks, AR in September 1906. The entire line was opened by 1921 except for the final ten miles into Perkins which opened in 1957. Passenger service was discontinued in 1948.

De Queen & Eastern Railroad Company
412 E. Lockesburg
De Queen, AR 71832
Web Site - n/a
Company Affiliation - Weyerhaeuser Company
Interchange Points - Perkins, AR

10) **East Camden & Highland Railroad Company EACH**

EACH operates freight service from a connection with UP at Eagle Mills to East Camden, AR (47.6 miles). Traffic is chemicals, synthetic bulk rubber, lumber, paper products and scrap paper.

The company was incorporated December 8, 1971 to take over switching operations at the former Shumaker Ordnance Depot at East Camden, AR, which was being converted into the Highland Industrial Park (5 million square feet of public warehousing). Operations started August 21, 1972. The company also operates at the Louisiana Army Ammunition Plant at Doyline, LA served by KCS; at Iowa Army Ammunition Plant at Middletown, IA served by BNSF, and at Milan Army Ammunition Plant at Milan, TN served by CSX and NS.

East Camden & Highland Railroad Company
P. O. Box 3180
Highway 274
East Camden, AR 71711
Web Site - www.eachrailroad.com
Company Affiliation - Highland Company
Interchange Points - Eagle Mills, AR

11) **El Dorado & Wesson Railway EDW**

EDW operates freight service from a connection with UP at El Dorado to Newell, AR (5.5 miles). Traffic is petroleum products, chemicals and medium density fiberboard.

The company was incorporated September 17, 1905 and opened 10.2 miles to Wesson, AR in October 1907. Passenger service ended about 1953. The line was abandoned between Wesson and Oak Hill (6.9 miles) in January 1959. It was reopened from Oak Hill to Newell (two miles) in 1961.

El Dorado & Wesson Railway Company
P. O. Box 46
El Dorado, AR 71731
Company Affiliation - Private
Interchange Points - El Dorado, AR

12) **Fordyce & Princeton Railroad Company F&P**

F&P operates freight service from a connection with UP at Fordyce to Crossett, AR (57 miles). F&P connects with Arkansas Louisiana & Mississippi Railroad (ALM) at Crossett, AR and provides haulage for ALM between Crossett and UP's connection at Fordyce. Traffic consists of lumber and paper products.

The F&P was incorporated February 25, 1890 and opened a narrow gauge line from Fordyce to Toan, AR (9.4 miles). The line was converted to standard gauge in October 1907. Additional spurs were operated from Cynthiana to Trigg (6 miles), and the Bryants spur (11 miles). By 1962 the company had been reduced to 1.14 mile switching line at Fordyce. Then the Rock Island was abandoned and

the company acquired the Rock Island line to Crossett. Service started in January 1981. The F&P had been owned by the Georgia Pacific Corporation from 1963 until GP sold the line to Genesee & Wyoming, Inc in March 2004.

Fordyce & Princeton Railroad Company
P.O. Box 757
Crossett, AR 71635
Web Site - n/a
Company Affiliation - Genesee & Wyoming, Inc.
Interchange Points - Fordyce, AR

13) Fort Smith Railroad Company FSR

FSR operates freight service from a connection with UP at Fort Smith, AR to Fort Chaffee, AR (18 miles). FSR makes connections with the KCS and AM at Fort Smith, AR. AM provides haulage of UP traffic between Fort Smith and Van Buren. Traffic includes grain, food products, paper products, scrap and finished steel, lumber, peanuts, alcohol, military equipment and charcoal.

The line was built in late 1890's by the Arkansas Central Railroad which was incorporated on April 29, 1897. Within two years the company came under control of the St Louis, Iron Mountain & Southern, which later became part of the Missouri Pacific Railroad. The line was completed to Paris, AR in May 1900, making this a 47-mile line. After acquiring Missouri Pacific, Union Pacific leased the line to Fort Smith Railroad on July 7, 1991. A portion of the line from Fort Chaffee to Paris (31 miles), was abandoned in August 1995.

Fort Smith Railroad Company
22 North "B" Street
Fort Smith, AR 72901
Web Site - www.pioneer-railcorp.com
Company Affiliation - Pioneer RailCorp
Interchange Points - Fort Smith, AR

14) Little Rock & Western Railway, LP LRWN

LRWN operates freight service from Danville, AR through Perry to Pulaski, AR (79 miles) and operates over three miles of UP trackage rights to North Little Rock, AR. Traffic includes wood and paper products, grain, limestone slurry, cornstarch, salt, LP gas and pulp mill liquid. BNSF has access to LRWN with interchange at LRWN's yard at Pulaski, AR. This is accomplished via trackage rights over UP. In addition, the LRWN acts as an agent for BNSF to interchange cars between UP and BNSF in the Little Rock – North Little Rock area.

The line was built by the Choctaw & Memphis Railroad, which was purchased by the Choctaw, Oklahoma & Gulf railroad in June 1900. The CRI&P acquired the line in March 1904, and it became part of their Memphis-Tucumcari main line. When Rock Island abandoned operations, it was acquired by Rail Management Corporation. Short line service between Perry and Pulaski started in June 1980. In June 1986, LRWN was authorized to operate the 35-mile track segment from Perry to Danville, owned by Continental Grain Co. In June 2005, Rail Management Corporation was acquired by Genesee & Wyoming, Inc.

Little Rock & Western Railway, L.P.
306 West Choctaw Avenue
P.O. Box 146
Perry, AR 72125-0146
Web Site - www.gwrr.com
Company Affiliation - Genesee & Wyoming, Inc.
Interchange Points - North Little Rock, AR

15) Little Rock Port Railroad LRPA

LRPA operates freight switching service on 12.2 miles of track at Little Rock Port Industrial Park at Little Rock, AR. The line extends from at connection with UP and BNSF near Little Rock Airport to the Arkansas River at the Little Rock Port dock facilities.

Construction on the line started in 1967 and was opened on June 25, 1972.

Little Rock Port Railroad
7500 Lindsey Road
Little Rock, AR 72206
Web Site - lrport.dina.org
Company Affiliation - Little Rock Port Authority
Interchange Points - Little Rock, AR

16) Louisiana & North West Railroad LNW

LNW operates freight service from McNeil, AR to Gibsland, LA (62.6 miles). The track from McNeil to Magnolia (6.5 miles), is leased from the St. Louis Southwestern. Connections are made with UP at McNeil and the KCS Railroad at Gibsland, LA.

The company was incorporated December 3, 1889, as successor to the Louisiana North & South RR. The railroad opened Homer to Magnolia, AR in November 1889. By 1904, the line was opened from Magnolia south to Natchitoches, LA (117 miles), and was projected to run to Ft. Smith, AR (225 miles). The company failed in 1913 and operated in receivership until 1922 and again from 1935 to 1939 when the present corporation was formed. Passenger service was discontinued in 1948.

Louisiana & North West Railroad
304 W Main Street
P.O. Box 60
Homer, LA 71040
Web Site - n/a
Company Affiliation - Private
Interchange Points - McNeil, AR

17) Missouri & Northern Arkansas Railroad MNA

MNA operates freight service from a connection with UP at Diaz Junction, AR to a connection with UP at Pleasant Hill, MO (384.1 miles). In addition, the line utilizes trackage rights over UP from Pleasant Hill to Kansas City, MO (32 miles), and from Diaz Junction to Newport, AR (two miles). Branch lines run from Fort Scott, KS through Nevada, MO to Clinton, MO (78.3 miles); from Joplin, MO to Carthage, MO (16.7 miles); and from Webb City, MO to Atlas, MO (six miles). Connections are also made with BNSF at Lamar, Carthage, and Joplin, MO and with KCS at Joplin, MO.

In 1998, the MNA acquired the local rail lines of BNSF at both Joplin and Cartage, allowing direct service to former customers only available via reciprocal switch. The MNA operates a total of 540 miles of railroad. Traffic includes coal, grain, frozen foods, minerals, steel, chemicals, asphalt and forest products. Since 1993, the Branson Scenic Railway has run "Ozark Zephyr" passenger excursions out of Branson, MO. Since 1997, White River Scenic Railroad has operated a passenger excursion train between Flippin and Calico Rock, AR.

The MNA route is a part of the former Missouri Pacific main line between Kansas City, MO and Memphis, TN. The St. Louis, Iron Mountain & Southern first opened a branch from Diaz Junction to Batesville, AR in 1883. The White River Railway began construction from Batesville to Cartage, MO in 1902. It was not until 1905 that the line was completed. It was then combined with the MP's Lexington & Southern branch to reach Kansas City. Passenger service ended in 1960. MNA purchased the line between Bergman and Guion, AR (102 miles), from UP and the balance of the former UP lines are leased. MNA started service on December 13, 1992.

Missouri & Northern Arkansas Railroad, Inc.
514 North Orner Street
P. O. Box 776
Carthage, MO 64836
Web Site - www.railamerica.com
Company Affiliation - RailAmerica, Inc.
Interchange Points - Neff Yard, Kansas City, MO; Newport, AR

18) Ouachita Railroad Company OUCH

OUCH operates freight service from a connection with UP at El Dorado, AR to Lille, LA (26.2 miles). Traffic consists of chemicals, lumber and particleboard.

This is a former Rock Island branch line operated by the South Central Arkansas Railroad from 1982 until taken over by the East Camden & Highland Railroad in 1983. On November 10, 1990 the East Camden & Highland sold the line to Arkansas Short Line Railroads, Inc.

Ouachita Railroad Company
730 S. Washington
El Dorado, AR 71730
Web Site - n/a
Company Affiliation - Arkansas Short Line Railroads, Inc.
Interchange Points - El Dorado, AR

19) Prescott & Northwestern Railroad PNW

PNW operates five miles of switching track at Prescott, AR. Traffic is primarily forest products.

This railroad was chartered in October 1890, and reorganized under the same name on January 2, 1892. The company proposed extensions from Highland to DeQueen, AR and from Prescott to Magnolia, AR; however, neither was built. It opened to the peach orchards in Highland in 1903. Passengers were carried until 1945. The railroad abandoned its line from Prescott to Highland in November 1994.

Prescott & Northwestern Railroad
407 Ozan Street
P. O. Box 747
Prescott, AR 71857
Web Site - n/a
Company Affiliation - Potlatch Corporation
Interchange Points - Prescott, AR

20) Warren & Saline River Railroad Company WSR

WSR operates freight service from a connection with UP (via AKMD) at Warren to Cloquet, AR (eight miles). Traffic is outbound lumber and forest products.

The company was incorporated March 25, 1920 to take over the property of the Warren, Johnsville & Saline River Railroad (incorporated August 7, 1905), a logging road. Passengers have never been carried. The company purchased two miles of the Warren & Ouchita Valley Railroad at Warren in 1978. Operations between Cloquet and Hermitage were discontinued in 1985.

Warren & Saline River Railroad Company
325 W. Cedar Street
P. O. Box 390
Warren, AR 71671
Web Site - n/a
Company Affiliation - Potlatch Forests, Inc.
Interchange Points - McGehee, AR (via AKMD)

GENERAL RAIL NEWS

2005 A GOOD YEAR FOR RAILROADS

In 2005, U.S. railroads set total volume, intermodal traffic and revenue records, reduced train accidents and increased workforces to decade-high levels. For the facts and figures on those accomplishments, check out the 2006 edition of "Railroad Facts," a publication recently released by the Association of American Railroads. Published by the association's policy and economics department, the pocket-sized reference contains more than 80 pages of data on railroads' finances, operations, plants and equipment, employment and compensation, fuel consumption and cost, and loss and damage. The publication includes statistics for 2005 and selected prior years — some dating as far back as 1929 — as well as profiles of each Class I, Amtrak, and Canadian and Mexican railways.

Non-AAR members can buy one copy of Railroad Facts for \$15; two to nine copies for \$12 each; and 10 or more copies for \$10 each. AAR members can purchase the book for \$5 per copy. To order, visit the AAR's Web site at www.aar.org.
(Via Don Weis)

GATX DECORATES FREIGHT CARS

GATX Corp. recently placed decals promoting a Chicago museum's "Great Train Story" model railroad exhibit on several full-size plastic-pellet hoppers, and grain and tank cars. GATX customers will move the cars around the United States in regular train service. Opened in 2002, the Museum of Science and Industry's Great Train Story exhibit features a 3,500-square-foot model railroad depicting BNSF Railway Co.'s line between Chicago and Seattle. The exhibit includes more than 1,400 feet of track, 500 scale structures and 192 custom-made buildings, including a 14-foot Sears Tower.
(Progressive Railroading via Don Weis)

"A word to the wise to all the children of the 20th century. Whether their concern be pediatrics or geriatrics, whether they crawl on hands and knees and wear diapers or walk with a cane and comb their beards. There's a wondrous magic to Christmas and there's a special power reserved for little people. In short, there's nothing mightier than the meek." (From 'The Night of the Meek, 1960 Twilight Zone Christmas episode).

LEAVES CAN DISRUPT TRAIN SERVICE

Leaves on rails are a bit like black ice on roads. The problem is not piles of dead leaves, but a hard, slippery coating on the rails that is very hard to remove. Briefly, what happens is: 1) Leaves are swept onto the track by the slipstream of passing trains. 2) Light rain falls. 3) Train wheels crush the wet leaves at high pressure. 4) This carbonizes the leaves, forming a hard, Teflon-like coating on the rails. (Chiltern Railways UK)

AMTRAK NEWS

HOLIDAY TURKEY DINNER SPECIAL IN DINING CARS

Amtrak will offer a turkey dinner special in dining cars on all long distance trains, including auto train, during the following dates: Saturday, November 18 through Sunday, November 26 and Saturday, December 16 through Monday, January 1. This will replace the "evening special" which is part of the dining car menu. It will include turkey breast, gravy, stuffing, cranberry sauce, and, from the regular menu, a starch and vegetables. Pumpkin pie will be added to the dessert offerings.

The price to coach passengers will be \$12.50, and the pumpkin pie dessert will be \$3.75. As always meals in the dining car are complimentary to sleeping car passengers.

(Source: Amtrak)

REMEMBERANCES

This was on a railroad-related Internet list. It tells of a special train to a football game in 1929. How times change! "The first page of this advertising section of the paper contains a photo of an advertisement for a 1929 round trip special on the MP from Galveston to College Station, Texas to attend the TAMC (remember it was not TAMU then) versus the Texas Longhorns football game. For \$2.90 the passenger could depart Galveston at 8 AM, arrive College Station at 12:10 PM, attend the game and then leave CS at 5:55 PM and arrive back in Galveston at 10:05 PM. The MP buzzsaw logo is placed on two sides of this flyer. Beneath it is the motto "A SERVICE INSTITUTION." *(Thanks to Don Harper of the Galveston Railroad Museum)*

ENHANCED DINING ON ACELA EXPRESS

(Washington – December 2006) - Responding to Acela Express customers' wishes for enhanced amenities, Amtrak is upgrading its First class menu and meal service on its premier Northeast Corridor train this month. The change is highlighted by freshly prepared meals, a selection of lighter fare and a rotating selection of red and white wines, all served on china with glassware and flatware.

"Our passengers and employees told us clearly that they wanted to see the Acela First class meal service returned to its previous levels that distinguished the service in the early days of Acela's introduction," said Food and Beverage Director Pete Humphreys. "Amtrak is pleased to once again offer an enhanced dining experience which better reflects the first-rate service expected on Amtrak's flagship train."

Beginning December 6, a choice of freshly prepared hot entrées will be available during breakfast and dinner time. Breakfast options include omelets - Southwest, Tuscan, Mediterranean or three-pepper - and French toast or Belgian waffles, each with a fruit compote. The dinner menu offers pesto chicken and seared salmon with an assortment of vegetables. The "lighter fare" is a sampling of bite-sized treats such as Genoa salami, mozzarella cheese, artichoke quarter and green and black olives served with crackers. This continues to be a popular dinner option and has been added to the lunch fare, along with fresh sandwiches, a variety of entrée salads and soup.

A rotating selection of complimentary red and white wines is available by the glass during lunch and dinner service. The new series of Fall/Winter menus is comprised of four-week cycles to ensure that Acela Express' frequent travelers experience a broad assortment of meals and wines. In addition to the new menus and improved service, some Acela Express trains now feature at-seat cart service in Business class. A selection of snacks and beverages are available for purchase from the cart, so passengers do not have to make a trip to the café car. *(Source: Amtrak via Daryl Stout)*

EVENTS OF OTHER ORGANIZATIONS

PINE BLUFF – ANNUAL RAILRODIANA SHOW AND SALE APRIL 14, 2007 – It will be held at the Arkansas Railroad Museum in Pine Bluff as usual. It includes railroad memorabilia and model trains of all scales. Admission is \$5, children 6-12 \$2. For information on reserving tables, call the museum at 870-535-8819.

INDIANA – APRIL 14, 15, 2006 - LIMAS, BALDWINS, ALCOS, EMDS and MORE!

THE SOUTHERN APPALACHIA RAILWAY MUSEUM announces our 2007 Photo Freight Weekend, this year on the WHITEWATER VALLEY RAILROAD and INDIANA TRANSPORTATION MUSEUM, both in INDIANA! Saturday, April 14, and Sunday, April 15, 2007. Come ride with us on these two railroads as we operate two days of diesel freight trips, each designed with the railroad photographer in mind.

Saturday, April 14, 2007 - We will be operating on the 20-mile long Whitewater Valley Railroad. We plan on having a Lima diesel and a NYC Alco, each pulling vintage freight and passenger cars over the line. The route was once the Whitewater Canal, built

along the Whitewater River around 1840. By 1865, the canal was dead and the railroad took over. Once operated by NYC's "Big Four" - Cleveland, Cincinnati, Chicago & St. Louis Railway - today the line between Connersville and Metamora is operated by the Whitewater Valley Railroad. An added feature this year is the ability to operate to the end of track south of Metamora with runbys planned for the restored canal lock at this location.

Saturday night we will hold a night photo session at the Indiana Transportation Museum using NKP 426, a GP7 built in 1953. Steve Barry of Railfan & Railroad Magazine will be there to provide the lighting.

Sunday, April 15, 2007 - Riders will see NP 426 pulling a photo freight southward over the entire ITM property, covering the line from Tipton to near the fairgrounds in Indianapolis. These 38 miles of track were once known as the Indianapolis & Peru, and more recently, as the Nickel Plate Road.

The Southern Appalachia Railway Museum is based in the Knoxville-Oak Ridge, Tennessee, area and operates the Secret City Scenic Excursion Train through the former K-25 Manhattan Project facility. Check out our website at "http://www.southernappalachia.railway.museum" for information on our organization and on our many other events that we operate nationwide.

SCHEDULE OF EVENTS:

SATURDAY, APRIL 14, 2007 - The trains depart Connersville, Indiana, at 8:00 am (all times Eastern Daylight Time) and will make a number of stops on the way to the canal town of Metamora. At Metamora, a number of photo opportunities exist with the grist mill, operating canal, covered bridge, and historic buildings. Lunch on your own at one of several restaurants in town. Return to Connersville is about 4:00pm.

SATURDAY NIGHT, APRIL 14, 2007 - Night photos at the ITM museum site in Noblesville begin after dark around 8:30pm. As usual, they end when the batteries and the photographers go dead.

SUNDAY, APRIL 15, 2006 - The train departs Noblesville at 8:00am. We will first run southward to Indianapolis, then northward to Tipton and then work our way back south to Noblesville, making stops for photos along the line. Return to Noblesville is about 3:00pm.

PRICES:

Tickets are \$125 for the entire weekend. Single day tickets are \$65 each and include the Saturday night photo session. The night photo session alone is \$20. Sales are limited so make your reservations early.

TICKET ORDER FORM:

Please print the following information and include with a stamped self addressed envelope. Mail along with a check or money order made out to SARM Photo Freight 2007, to SARM Photo Freight 2007, c/o Barton Jennings, P.O. Box 620, Avon, IL 61415.

Name: _____

Phone: _____

Address: _____

E-mail address: _____

TICKETS NEEDED:

PHOTO FREIGHT 2007 Ticket: All weekend events on WWV and ITM

_____ @ \$125 = _____

PHOTO FREIGHT 2007 Ticket: Saturday, April 14 on the Whitewater Valley Railroad

_____ @ \$65 = _____

NIGHT PHOTO 2007 Ticket: Saturday, April 14 at ITM (free with any freight ticket)

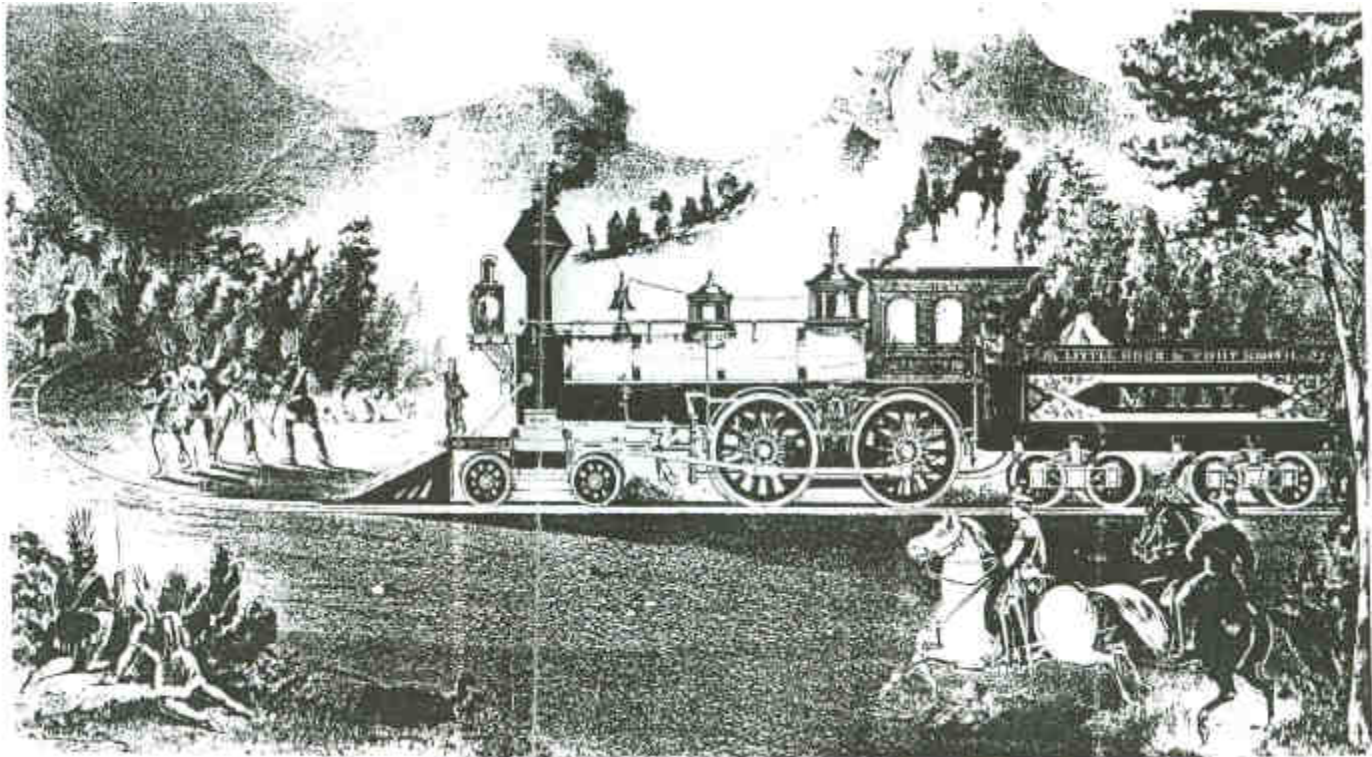
_____ @ \$20 = _____

PHOTO FREIGHT 2007 Ticket: Sunday, April 15 on the Indiana Transportation Museum

_____ @ \$65 = _____

Total: _____

HOBBY SHOPS IN ARKANSAS - Here are a few Arkansas hobby shops that you might use when ordering any commercial books or commercial railroad stuff that you see listed in these Want Ads. Here, in plain text form, are those hobby shops: **ONE TRACK MIND**, 10524 Helm Dr, Mabelvale, AR 72103, 501-455-5050, onetrackmindtrains@hotmail.com, http://www.arkansasweb.com/onetrackmind/ ** **ARKANSAS TRAVELER HOBBIES**, 400 East Market Street, Bald Knob, AR 72010, 501-Railfan (724-5326) ** **MICKEY'S MODEL WORKS**, Village Mall, 759 Hwy 62 E Ste 77, Mountain Home, AR 72653, 870-424-5765 ** **HOBBY SHOP DELUXE**, 119 North Front St, Dardanelle AR 72834, 479-229-5126, hsd@cox.net ** **HOBBY SHACK**, 1200 John Harden Dr, Jacksonville, AR 72076, 501-982-6836 ** **TRACTIVE EFFORT HOBBIES**, 3061 N. Market Ave. #7, Fayetteville, AR 72703, (479) 571-8722 ** **EUREKA SPRINGS MODEL RAILROAD COMPANY**, 127 Spring St., Eureka Springs, AR 72632 479-253-2525, http://www.railroadtrain.com/



LITTLE ROCK & FT. SMITH RAILROAD AFTER THE CIVIL WAR

Gene Hull

PRELUDE – On 9 February 1853, the U.S. Senate and House of Representatives approved an act to make a grant of public land (all land not owned by private citizens) to the states of Arkansas and Missouri to aid in the construction of a railroad from a point on the Mississippi opposite the mouth of the Ohio River, via Little Rock, to the Texas boundary near Fulton, in Arkansas, with branches to Ft. Smith and the Mississippi River.

To build this railroad and to accept the grant of land, consisting of every alternate even numbered section of land (640 acres) extending six sections each side of the railroad, or a total of 3,840 acres for each mile of track, the General Assembly of the state of Arkansas incorporated the CAIRO & FULTON RAILROAD on 12 January 1853. The LITTLE ROCK & FORT SMITH BRANCH OF THE CAIRO & FULTON RAILROAD charter was filed at the office of the Secretary of State on 23 November 1853.

Enthusiastic meetings of citizens were held at several towns between Little Rock and Fort Smith. One such meeting was at Waldron, in Scott County, on 12 June 1853. Due to the relative isolation of the state of Arkansas, being on the frontier of westward advancing civilization, the people were restless and impatient for a rail connection with the more economically developed Southern and Eastern areas of the nation. Also, there was national agitation for a railroad from the Mississippi to the Pacific Ocean to bind the nation politically and economically. There was the possibility that the western branch of the CAIRO & FULTON could become a segment of this national road.

More provincially, the people of several counties at the Waldron meeting believed the most direct and economical route between Little Rock and Fort Smith was south of the Arkansas River. The two towns were south of the river and only one degree difference in latitude (almost an air-line route).

A large group of citizens met at Dover in Pope County north of Russellville early in September 1853 to promote building the road on the north side of the river. They subscribed to \$50,000 of stock in only two hours. A charter was written and adopted.

On 4 November 1853, the Van Buren Intelligencer newspaper announced that Col J. J. Abert, Chief of the Topographical Bureau of Engineers at Washington, D.C., had appointed Capt. Joshua K. Barney to survey a route on the north side of the

Arkansas River. He had recently completed the survey of the CAIRO & FULTON from Missouri to Fulton, Arkansas on the Red River.

In the meantime, the people favoring the route south of the Arkansas River formed the ARKANSAS PACIFIC RAILROAD and they hired R.L. Hunter to make a route survey, which was begun on 10 March 1854 at Ft. Smith. This line crossed the river at Dardanelle and continued near the military road to Cadron Ridge. It passed through a gap in the ridge (near the present town of Conway) and continued toward Little Rock, where it would connect with the CAIRO & FULTON. The survey was completed about mid-May 1854. The two routes joined near Russellville, five miles north of Dardanelle. The people from Dover, Clarksville and Ozark lobbied successfully and on 19 February 1855 the General Assembly of Arkansas passed an act approving the route north of the river. The ARKANSAS PACIFIC faded away.

Money was scarce and the CAIRO & FULTON concentrated upon the main line toward Fulton. The people of western Arkansas grew impatient and on 22 January 1855 the LITTLE ROCK & FT. SMITH RAILROAD was incorporated as a separate company.

On 13 October 1858, L R & F S President Moreau Rose advised Gov. E. N. Conway that 290,816.67 acres of land granted to the railroad within the six-mile limit each side of the road had been confirmed acceptable. Within the 15-mile limit and outside the six-mile limit there were 259,703.51 acres. By 25 November 1858, the company must grade 25 miles or build 10 miles to maintain the grant.

Colonel John J. Shoemaker, chief engineer of the Northern Division of the Kansas & Platte Valley Railroad, was given a contract to build the LR & FS for the land grant. By the following spring, for some unknown reason, Shoemaker disappeared and the company was unable to perform the required construction. There were 550,520 acres in the grant and \$31,304 in the treasury.

The branch of the C & F to the Mississippi was established between Little Rock and Memphis and later was organized as the LITTLE ROCK & MEMPHIS RAILROAD. Early in January 1860, citizens of Ft. Smith, Van Buren, Clarksville and other cities met at the Representatives Hall in Little Rock to discuss consolidating the LR & FS and LR & M. Some construction had begun on the Memphis road and perhaps work could continue on to Ft. Smith.

This was not to be.

FINALE – The nation suffered through the Civil War. In August 1866, the LITTLE ROCK & FT. SMITH RAILROAD was in better condition than any company in the state. Captain Philip Pennywit had miraculously preserved \$31,304 in gold (the entire treasury) in spite of Confederate and Federal attempts to confiscate it.

At a meeting of the Board of Directors at Van Buren on 17 May 1866, President Jesse Turner and the others decided to resume construction, in spite of the fact that the state's economy was dormant. On 28 July of that year, Congress renewed the land grant for a period of 10 years, provided the company reorganized its board of directors. This was done at the May meeting. The first board to direct the new company included –

Jesse Turner	Moreau Rose
C. G. Scott	David West
S.M. Hays	J.L. Shinn
A.J. Ward	W.A. Barker
Richard Thruston	John B. Ogden
John Bostick	Anderson Gorden
John King	W.F. England
L.C. Southmayd	Harvey Stewart
Whitfield Boren	

OFFICERS

Jesse Turner – president
P. Pennywit – treasurer
J.H. Haney – special agent & acting sec'y

The Federal government granted an additional 396,000 acres of land to the company and the state granted 163,475 acres, making a total of 1,109,994 acres. Special Agent J. H. Haney said 2,401.74 acres were sold prior to the war. He also said the books, maps, papers and other property were lost. Advertisements were placed in several newspapers offering a reward, but there was no response.

Haney revealed that, after John Shoemaker was awarded the contract, he solicited various donations from citizens before he disappeared, leaving the company liable. Another effort was made in December 1859, when a contract was awarded to Waddell & Black, an Ohio company, to begin construction at Van Buren and continue to Ozark. This outfit was incompetent and the contract was annulled in 1861.

In 1869 the state issued \$1 million in bonds to the LR & FS. Because of the turmoil of the national railroad bond market the bonds were sold at a greatly discounted price. Even so, there was enough money to begin construction.

Col. Wm. P. Dencla was the agent for the contractors and in January 1869 was instructed to begin work. Early in February bids were advertised for clearing, grubbing, grading, masonry, bridges and crossties for the first 10 miles of rails. The firm of Budd & Decker was the subcontractor and Asa Peter Robinson was the chief engineer. Work was to begin on the north side of the Arkansas River opposite Little Rock. The place was called Huntersville and ground finally was broken there on 5 August 1869.

On 21 September 1869, arrangements were made with a representative of a Chicago immigration society for 500 Swedes and Norwegians to be sent in gangs of 50 each week to work on the road. In December engineers were locating the site for a depot to be built on the north side of the river that was called Argenta by then.

The LITTLE ROCK & FT. SMITH RAILROAD was on its way. It would become the Van Buren Subdivision of the Missouri Pacific.



MD&G found in the KCS Depot at Ashdown, Arkansas when it was torn down in 1975. (Philip Moseley)