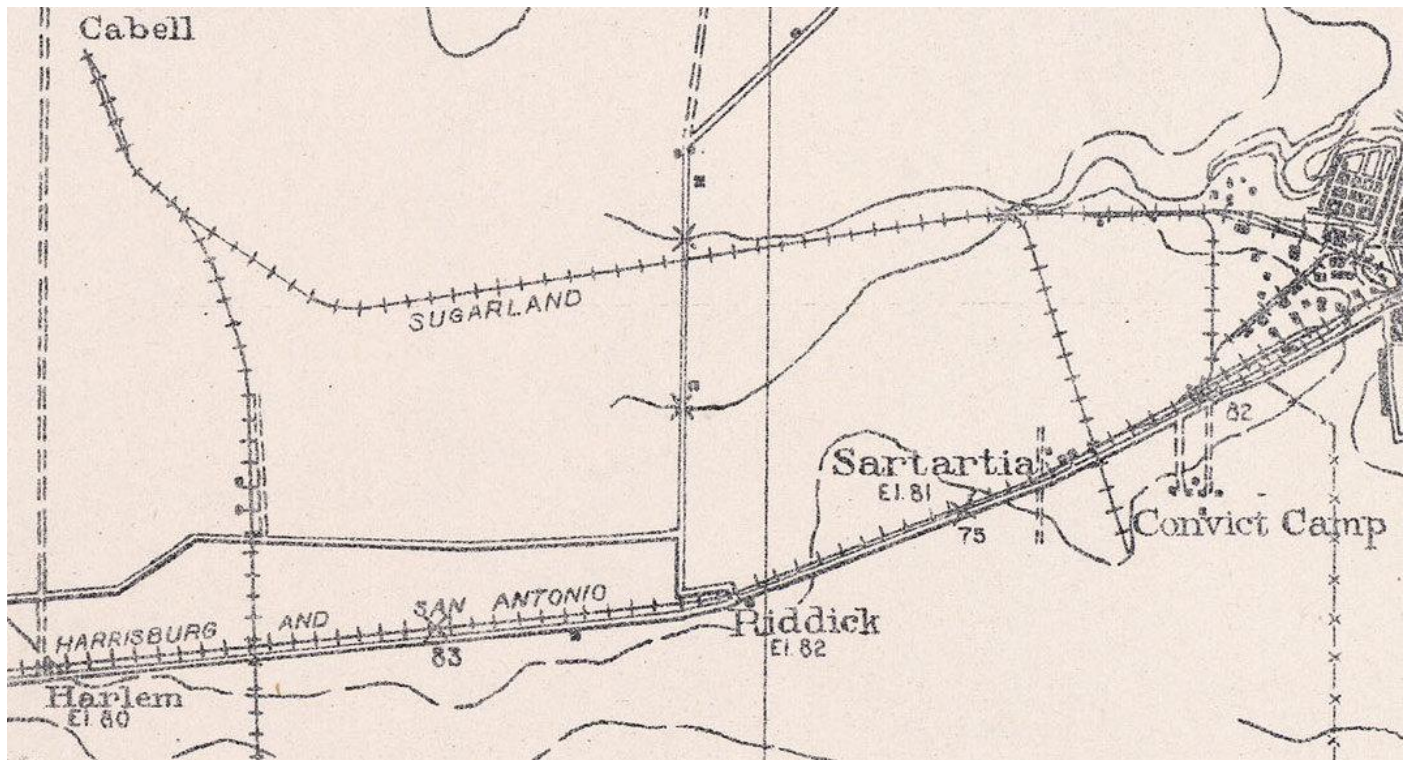


Sugar Land Railroad

The Sugar Land Railroad was funded in 1893 and construction started towards the community of Duke, Texas. After changing ownership it was completed to Otey, Texas and Anchor, Texas. The following is an attempt to trace its original route through the modern days of 2008. Another railroad was [VELASCO TERMINAL RAILWAY](#)

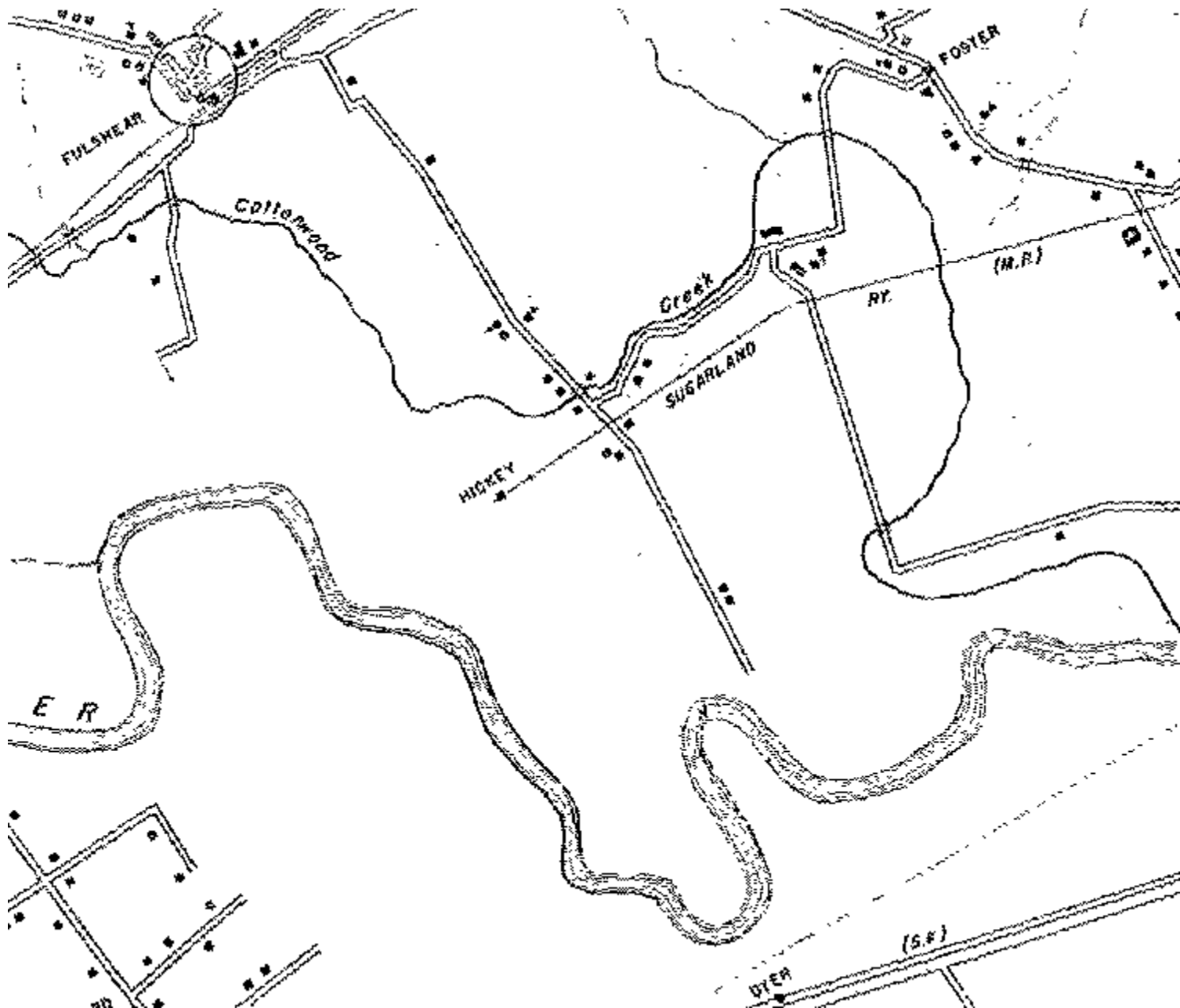
[Another part of the Sugar Land Railroad ran west from Sugar Land to [Cabell](#)



and ended at [Hickey.](#)]

Hickey, Texas

HICKEY, TEXAS (Fort Bend County). Hickey was a farming community on a mail route from Rosenberg located off Farm Road 723 in central Fort Bend County. It was probably named for M. J. Hickey, a Brazoria lawyer who settled in the area in 1885 and who became a county judge at the close of the Jaybird-Woodpecker War in 1889. Little is known about the settlement. Hickey was shown on the 1936 county highway map.



GALVESTON DAILY NEWS AUGUST 8, 1893

CUNNINGHAM SUGAR ROAD.

Richmond, Tex., Aug. 5.—Colonel E. H. Cunningham has awarded to McSweeney Bros. of Fort Worth the contract for the construction of his railroad from Sugarland, on the Galveston, Harrisburg and San Antonio railroad, to Arcola junction, on the International. About 200 hands are at work and about one mile has been graded. Colonel Cunningham's line traverses the best sugar lands in the county. The International railway company is constructing a spur from Arcola to the House plantation. * * *

IN THE PINERIES.

Quiet At Beaumont and Sawing Orders Few—Good Demand For Shingles.

Beaumont, Tex., Sept. 9.—There is not much to be said this week that would not apply to last. Sawing orders are in small volume and orders for dressed stuff and dry stock from yards are not much better. Twice as many orders could be cared for easily.

The Gulf, Beaumont and Kansas City railroad is taking all the ties the three local mills can turn out and have been for several weeks. This line is taking some bridge material.

One of the local mills will be stopped a couple of days next week putting in a new edger.

All of the Orange mills were shut down this week, some for repairs and others on account of labor troubles. This stoppage reduces the output 250,000 feet or more per day.

After an enforced idleness of three weeks the Nona mills started up again early this week. The other mills up the East Texas railroad are driving ahead moderately, those at Plank, Olive and Hyatt being engaged on the stuff to be used on Colonel Cunningham's Sugar Land railroad from that point to Arcola junction.

There are 1,000,000 feet of logs from Orange, destined for this place, weather-bound at the mouth of the Sabine. They will probably arrive early next week.

The Gulf, Beaumont and Kansas City railroad will probably make its first delivery of logs next week.

Some of the Beaumont mills have been requested to figure on a cargo for Egypt, the vessel that is to carry it being now at Sabine Pass discharging stone for the jetties. If the Egyptians will pay what the lumbermen think a fair price Texas pine may make its appearance on the shores of the Red sea.

The Reliance factory is full of sash and door and other work. They are rushed to their fullest capacity.

There is no change in prices. Log stocks light.

GALV

ESTON

DAILY NEWS AUGUST 26, 1893

Messrs. Cunningham & Miller of Sugarland placed an order during the week with J. S. & W. M. Rice of Hyatt for about 1,500,000 feet of constructing material for the building of their railroad from Sugarland to Arcola Junction.

TEXAS CORN.

A Fine Specimen of What Prairie Lands Will Do—County Court Notes.

Richmond, Tex., Aug. 24.—Mr. Herman Ditforth, one of the thrifty German farmers who purchased land in the Ridge settlement on the prairie two years ago, brought a sample of corn raised by him this year. It was a fine ear, ten inches long, well filled and amply demonstrates what prairie land will yield with good cultivation. Mr. Ditforth says his corn crop will average over forty bushels to the acre.

Colonel Ed Cunningham has completed five miles of his railroad from Sugarland to Arcola.

DAILY

NEWS

SEPTEMBER

10, 1893

GALVESTON DAILY NEWS SEPTEMBER 18, 1893

Austin, Tex., Sept. 14.—The Sugarland railroad company was chartered, with a capital stock of \$142,000. The railway proposed begins at Sugarland, Fort Bend county, and runs to Arcola, a distance of fourteen and two-tenth miles. The incorporators are Ed H. Cunningham, G. M. Brackenridge and E. B. Cunningham of San Antonio, Wm. D. Cleveland and E. W. Sewall of Houston, J. H. B. House of Duke, Haywood Brahan, W. K. Morrow, G. B. Miller and W. J. Bertrand of Sugarland.

GALVESTON DAILY NEWS MAY 10, 1896

WANTED—Fifty wood choppers at Coalson Station, on Sugarland railroad, Fort Bend county. Apply at Coalson or at pier 18, Galveston. CHATHAM BROS.

The Sugar Land Railway Company was chartered on April 14, 1893, in the interest of Ed. H. Cunningham and Company, to build from Sugar Land to Arcola, both in Fort Bend County, and to connect with the International and Great Northern Railroad Company. The capital stock was \$142,000, and the principal place of business was Sugar Land. The members of the first board of directors were Cunningham and [George W. Brackenridge](#), both of San Antonio; G. B. Miller, Haywood Braban, W. K. Wornow, and W. J. Bertrand, all of Sugar Land; William D. Cleveland and E. W. Sewall, both of Houston; and J. H. B. House of Duke, Texas. During the period 1893–94 fourteen miles of track was constructed by Ed. H. Cunningham and Company. In 1895 the Sugar Land Railway reported passenger earnings of \$200 and freight earnings of \$17,000 and owned one locomotive and one car. Control of the railroad passed to [William T. Eldridge](#) in 1908, and the following year the Sugar Land Railway acquired one mile of yard tracks at Sugar Land from the Galveston, Harrisburg and San Antonio Railway Company. In 1912 the railroad purchased seventeen miles of private track, from mile post 10.74 to Rotchford, from the Cunningham Sugar Company. This gave the Sugar Land Railway Company a new connection with the International and Great Northern, and the four miles between mile post 10.74 and Arcola were abandoned. Also in 1912 the company acquired the Imperial Valley Railway Company running five miles from Sugar Land to Cabell along with five miles of other tracks. The railroad completed another six miles between Otey and Anchor in 1916, and twelve miles between Cabell and Hickey were added in 1931. The following year the twenty-one miles between Anchor and House Junction was abandoned. The track between Cabell and Hickey was abandoned in 1942. In 1952 the Sugar Land Railway Company reported total earnings of \$545,000 and owned seven cars and no locomotives. The rest of the rolling stock was rented. In 1952 the Sugar Land Railway abandoned three miles between Cabell and Pryor. On January 2, 1926, the Sugar Land was acquired by the New Orleans, Texas and Mexico Railway Company but continued to operate as a separate company until March 1, 1956, when it was consolidated with the Missouri Pacific Railroad Company. The remaining tracks were removed in the 1970s.

Nancy Beck Young

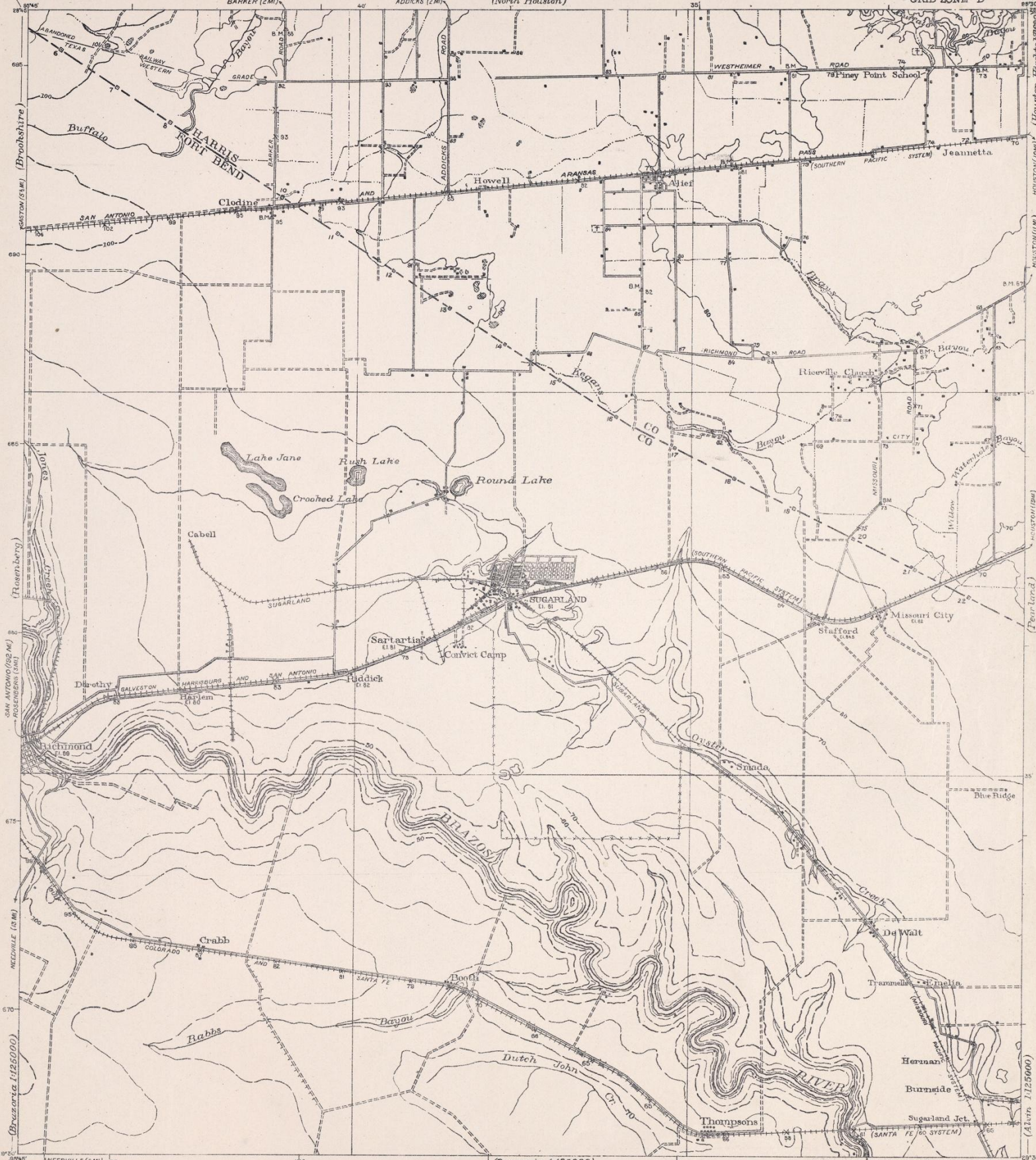
J. Bend
Harris

N-23:2

CORPS OF ENGINEERS, U. S. ARMY
TACTICAL MAP

SPECIAL EDITION
2519-0650/99
(North Houston)

TEXAS
SUGARLAND QUADRANGLE
GRID ZONE "D"



Field work under direction of Chief Engineer Officer,
Dept. of Texas, 1910-11 and U. S. Geological Survey, 1911.
Capt. I. Brown, Colonel, C. E., Engineer, Eighth Corps Area.
J. D. Clevy, Captain, C. E., Chief of Map Section.



Scale 62,500

EIGHTH CORPS AREA ENGINEER REPRODUCTION PLANT 85300
1934 2510
07 17 27 37 47 57 67 77
08 18 28 38 48 58 68 78
09 19 29 39 49 59 69 79

The Sugar Land Railroad

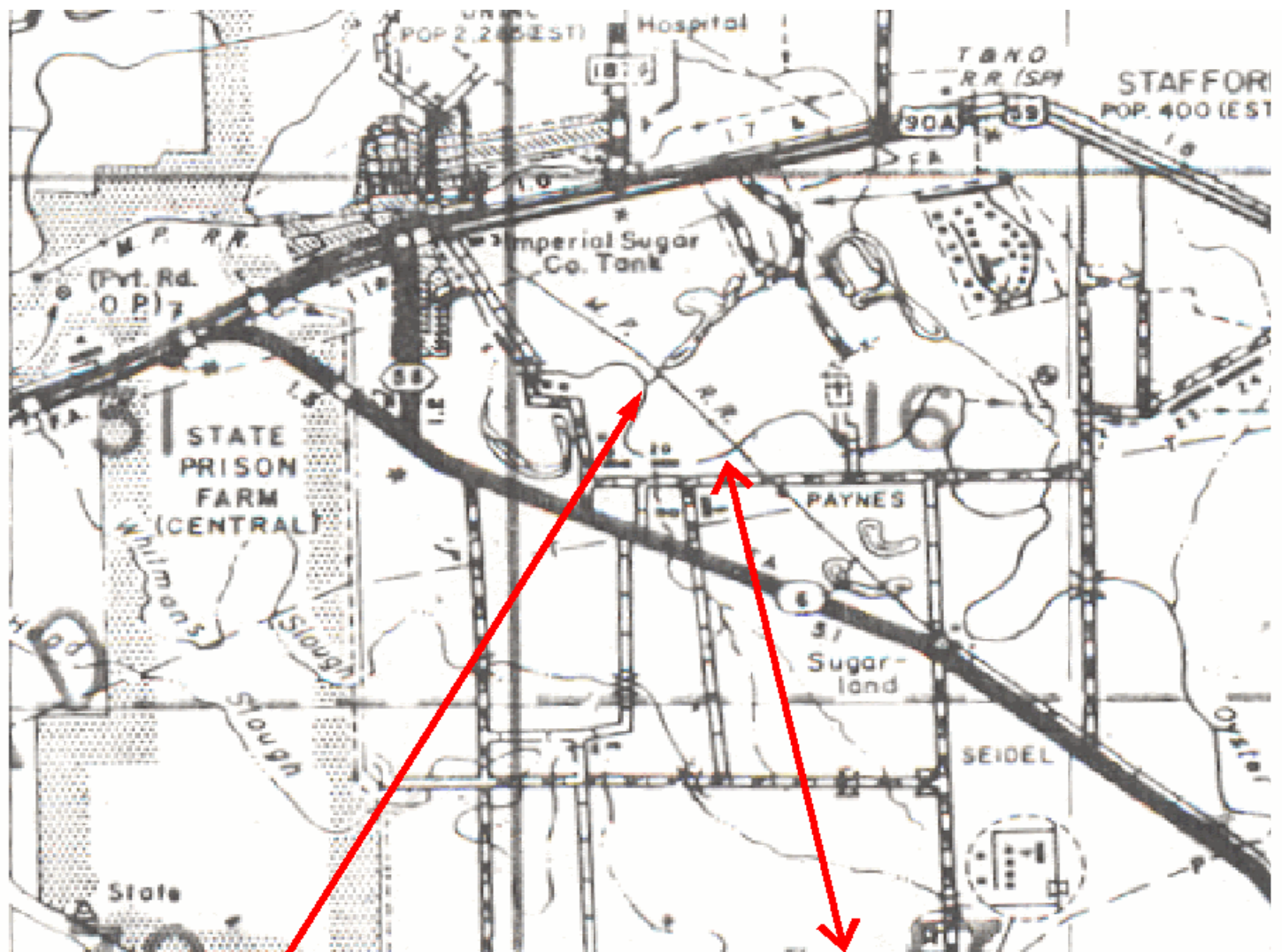
Photos were taken in the year 2008 by the author, John Walker

Sugar Land Industries was also known as Imperial Sugar and was the oldest continuously operating business in Texas when it closed. There is a lot of information available on the Imperial Sugar Company's history therefore this article is only about the railroad the company built and the route it took. There is not a survey available of the original route and I do not think one was made because the route was through land that was owned by the sugar company to landowners supplying sugarcane and/or sugar syrup to Imperial Sugar Company. The Texas Land Office has a sketch #24 of eastern Fort Bend County that was completed in 1890. The Sugar Land Railroad was funded in 1893 so the 1890 map shows the county 5 years before the completion of Cunningham's "Sugarland Road". This was a 'standard gage' railroad. The 'narrow gage' railroads were used on the sugar plantations to transport the sugar cane from the fields to the plantation headquarters. The narrow gage tracks were smaller and lighter than the standard tracks and were moved to different fields as needed. All the engines were steam powered during these early years.





The Sugar Land Railroad started in front of the factory and departed in an easterly direction. There was an immediate turn to the right crossing Oyster Creek and continuing downstream on the eastern bank of the creek.



Alkire Lake Dam

Cordes Crossing of Oyster Creek 1960 Map

This is a 1960 map. The railroad is labeled the M. P. R. R. because Missouri Pacific bought the Sugar Land Railroad in 1956. Notice how straight the railroad ran. It made a slight curve at Alkire Lake Dam and another adjustment at Hwy 6.



The Sugar Land Railway crossed here before these Williams Trace bridges were built over Oyster Creek.

During the time Roy Cordes was Mayor he was honored by the company that developed First Colony, Sugarland Properties. A bridge built on Williams Trace that crosses Oyster Creek has a plaque on a pedestal noting it as Cordes Crossing. The dedication ceremony was led by Charlie Howard, an associate at Sugarland Properties.



Williams Trace curves to the right after The Highlands Drive. This is where Williams Trace leaves the railroad right of way as the railroad continued straight ahead. In the next photo, notice that Highway 6 comes around a curve from the rear and makes a straight line to well past DeWalt.





The Gulf Coast Feeds Mill is gone and Firestone is on the exact location now. The intersection is State Highway 6 and Old Mill Rd. The Sugar Land Railroad ran down the center turn lane of present day Hwy 6 all the way to Oyster creek past DeWalt. The Mill was the last and only stop when the line was abandoned in the 1970's. There was never a road crossing the tracks to the mill, you entered the mill from Dulles Avenue.





Dew Plantation, Hugh Saunders Dew House

6626 Highway 6, Missouri City, Texas

DeWalt Vicinity

Ft. Bend County

Texas

HISTORIC AMERICAN BUILDINGS SURVEY

The University of Houston

Gerald D. Hines College of Architecture

The Resource for Historic Preservation and Adaptive Use

Houston, Texas

HISTORIC AMERICAN BUILDINGS SURVEY

DEW BROTHERS PLANTATION

(Belvidere Plantation)

HABS No. xx-####

Location: 6626 Hwy. 6, south of DeWalt, Missouri City, Fort Bend County, Texas.
The house is located on property within the David Bright Survey (A-13),
Ft. Bend County, Texas.

UTM coordinates:

Present Owner: Linda L.S. Moroney, 4010 Whitman St., Houston, TX 77027

Present Use: Vacant

Significance: The Dew Plantation House is one of the last remaining buildings of its kind in Fort Bend County. This Plantation was one of the plantations central to the production of sugar cane in the region, helping the Imperial Sugar Company to become a thriving business. This house represents the last of a way of life that existed throughout the county over a century ago.

PART I: HISTORICAL INFORMATION

Physical History:

1. Date of Construction: Ca. 1900. The Dew Plantation home was built at the turn of the century. The History of Missouri City has noted that Dr. Hugh Saunders Dew built the house “around 1900.” The 1900 Galveston storm

destroyed all but three homes in Missouri City. Most likely, if this “rustic house,” as the original home has been described, was built before the storm, much was probably damaged and therefore needing extensive repairs.

2. Architect: Not known.

3. Original and subsequent owners, occupants, uses: The Dew Plantation house has remained in the Dew family for over a century. The plantation was originally purchased by Dr. Hugh Saunders Dew, Henry Wise Dew, and George Lewis Dew from their uncle Hugh Saunders in 1895. The land was previously known as the Belvidere Plantation until the Dew Brothers renamed it. It was occupied by Dew family until Jessie Dew Agnew passed away. Tenants occupied the house for several years, but it has remained vacant for nearly five years.

4. 4.. Builder, contractor, suppliers: None known.

5. 5. Original plans and construction: None.

6. 5. Alterations and additions: The house has received several additions since it was originally built. In the late 1920s, the second-floor porch was enclosed, a new roof line was created, and two room additions were made on the north and south sides of the house, the bar/game room on the north and the sunroom on the south. These changes exhibit elements of both the Colonial Revival and Southern Plantation styles changed aspects of the house, so that the original architecture, fabric, and feeling was transformed from the original Victorian. They also built a small ranch office off the back of the house. Perpendicular to this enclosure, an outdoor, screened-in patio was built. During the early 1960s, a large interior patio addition was built onto the back of the house and another fireplace and chimney was added.

Historical Context:

Formerly of Lavaca County, Texas, Dr. Hugh Saunders Dew arrived in Missouri City in 1894 on horseback, with two of his brothers, George Lewis Dew and Henry Wise Dew. Their maternal uncle, Hugh Saunders owned the Belvidere Plantation in the community of DeWalt just south of what would become Missouri City. Having never married, in 1895 he offered to sell the Plantation to his nephews. The brothers renamed the property, the Dew Brothers Plantation. As family lore has told, the original Belvidere House that was located down towards the Brazos River, burned down, so the Dew Brothers decided to rebuild closer to the highway and the railroad.

In or about 1900, Dr. Hugh Saunders Dew built the house on Hwy 6, possibly using salvaged materials from the house that burnt down. One year later, the rest of the family joined them from Lavaca City. His father, Thomas Tristram Dew became the first Justice of the Peace in Missouri City. He passed away a few years later in 1907.

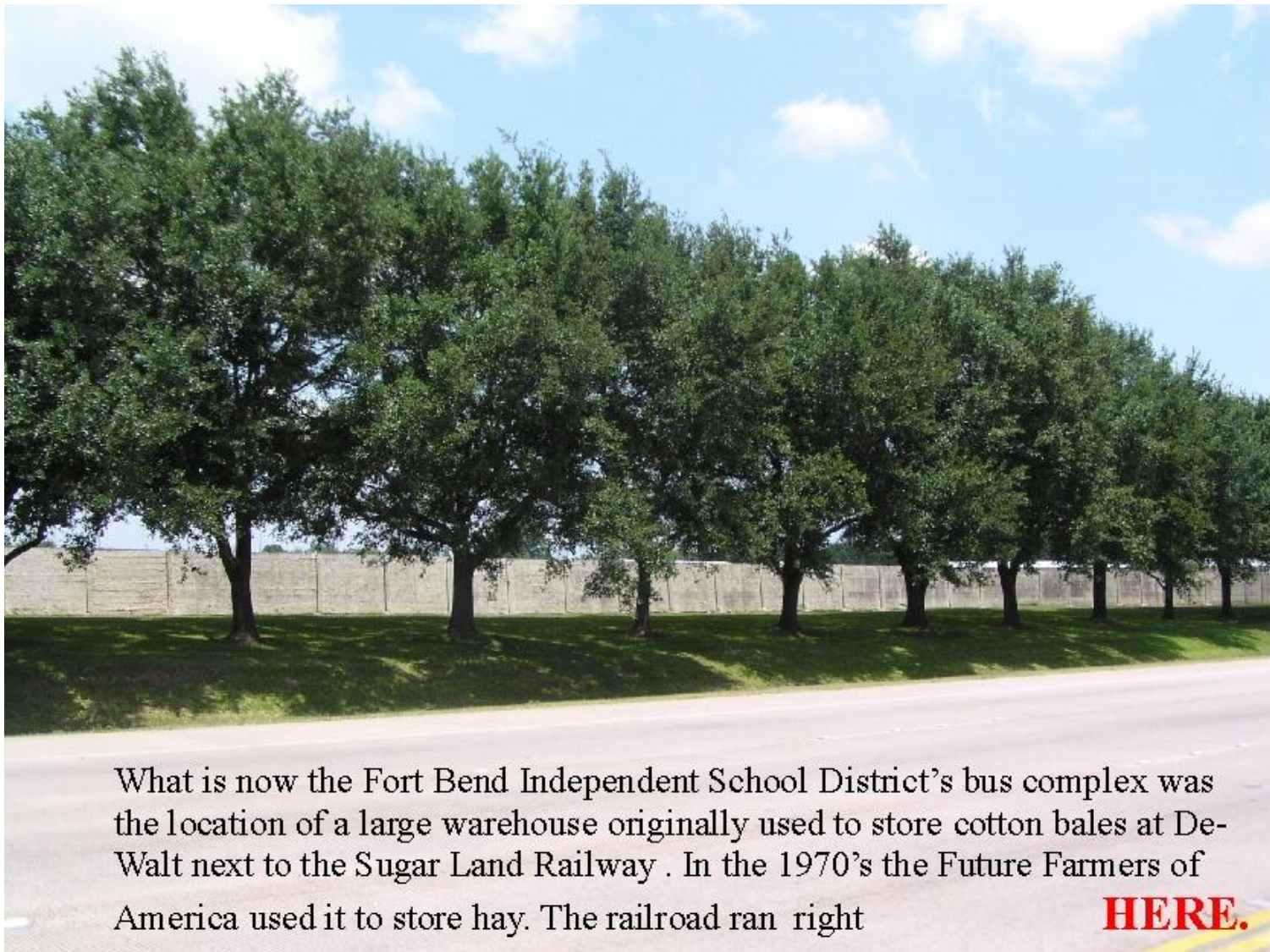
In 1902, Dr. Dew gave up his medical practice in Thompson, Texas, just north of Houston, to become a businessman. On the plantation, they raised cattle, sugar cane which was sent to the Imperial Sugar Co. for processing, corn, and cotton. The Dew Plantation was located within what became known as the “sugar bowl of Texas.” The Imperial Sugar Company, which was founded in 1843, built a new cane sugar refinery in Sugarland, which manufactured 100,000 pounds of white refined sugar daily. This \$1.5 million facility, which began construction in 1896, became a great resource for the Dew Brothers, making it possible for them to load the cane on the train than ran across the street and send it along to the refinery. In 1912, the Dew Brothers undertook a new business venture creating the Dew Brothers Syrup Company. The Brothers also owned a small store in DeWalt called “Dew and Hutchins,” had some oil interests, and operated a sugar mill and cotton gin. By the time of his

death in 1931, Dr. Hugh Saunders Dew was living in Houston and was a well-known cattleman. He and his brother Henry Wise operated the Dew Cattle Company and the South Texas Construction Company. They also owned a large ranch in Chambers County. These early businessmen were among the founding fathers of Missouri City, and were central in the development of the area into a viable economical district. They were also very involved in the Houston community. Henry Wise Dew was one of the eight men involved in establishing the Houston Fat Stock Show and Rodeo in the summer of 1931. Since then, the Houston Rodeo has gone on to become the largest rodeo in the country.

The Dew Plantation home has stayed in the family for over a century. After Henry, George, and Frank Dew passed away, they left the land and the house to their sisters, Jessie Dew Agnew and Ruth Dew Lalley, and sister-in-law, Mantie Veal Dew. Mantie passed away in 1958. After years of sharing the house and land, Jessie and Ruth decided to split the property between them. Ruth received the land that is now Quail Valley Subdivision, and Jessie received the land on the South side of Hwy 6, where the Dew Plantation house now stands. Having no children of her own, Jessie Dew Agnew passed the house and land on to her niece, Jessie Dew Robinson Moroney. Mrs. Moroney then passed on the land to her daughters, Muffie Moroney and June Moroney.



This is the location of the original DeWalt Store



What is now the Fort Bend Independent School District's bus complex was the location of a large warehouse originally used to store cotton bales at DeWalt next to the Sugar Land Railway . In the 1970's the Future Farmers of America used it to store hay. The railroad ran right **HERE.**

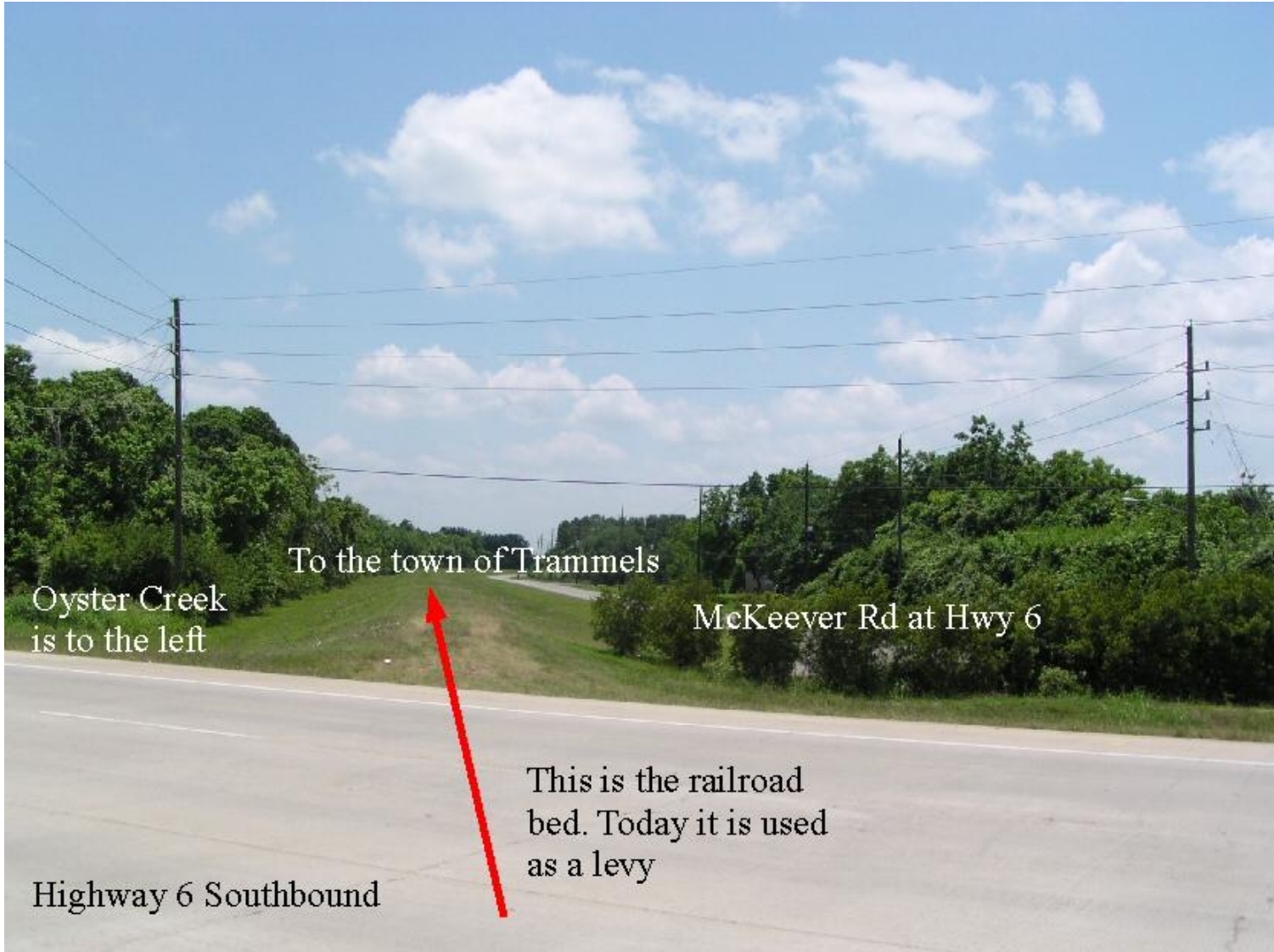
SUGAR LAND RAILWAY COMPANY.

W. D. WOODRUFF, Auditor and Traffic Manager, Sugar Land, Tex.

Train leaves Cabell †8 00 a.m. for Sugar Land, House, G. C. & S. F. Junction, La Prella (19.5 miles), arriving Otey (32.7 miles) 12 05 noon. Returning, lvs. Otey †12 55 noon, arr. Cabell 4 50 p.m. *January, 1916.*

Connections.—At Sugar Land—With Galveston, Harrisburg & San Antonio Ry. At G. C. & S. F. Junction—With Gulf, Colorado & Santa Fe Ry. At House—With International & Great Northern Ry.

RN RAILROAD CO.



Oyster Creek
is to the left

To the town of Trammels

McKeever Rd at Hwy 6

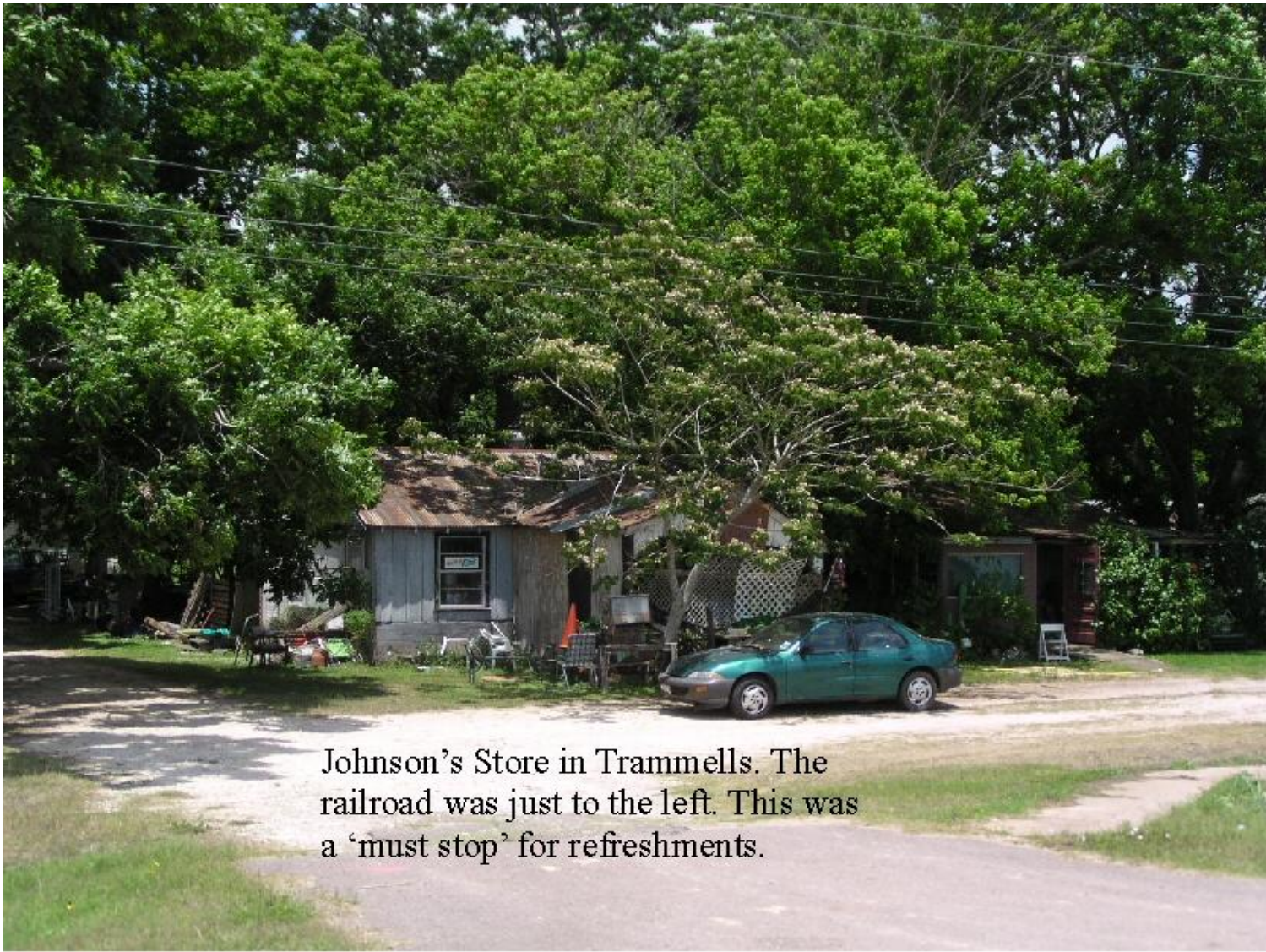
This is the railroad
bed. Today it is used
as a levy

Highway 6 Southbound



McKeever Rd.

The town of Trammells and Johnson's store is to the right



Johnson's Store in Trammells. The railroad was just to the left. This was a 'must stop' for refreshments.

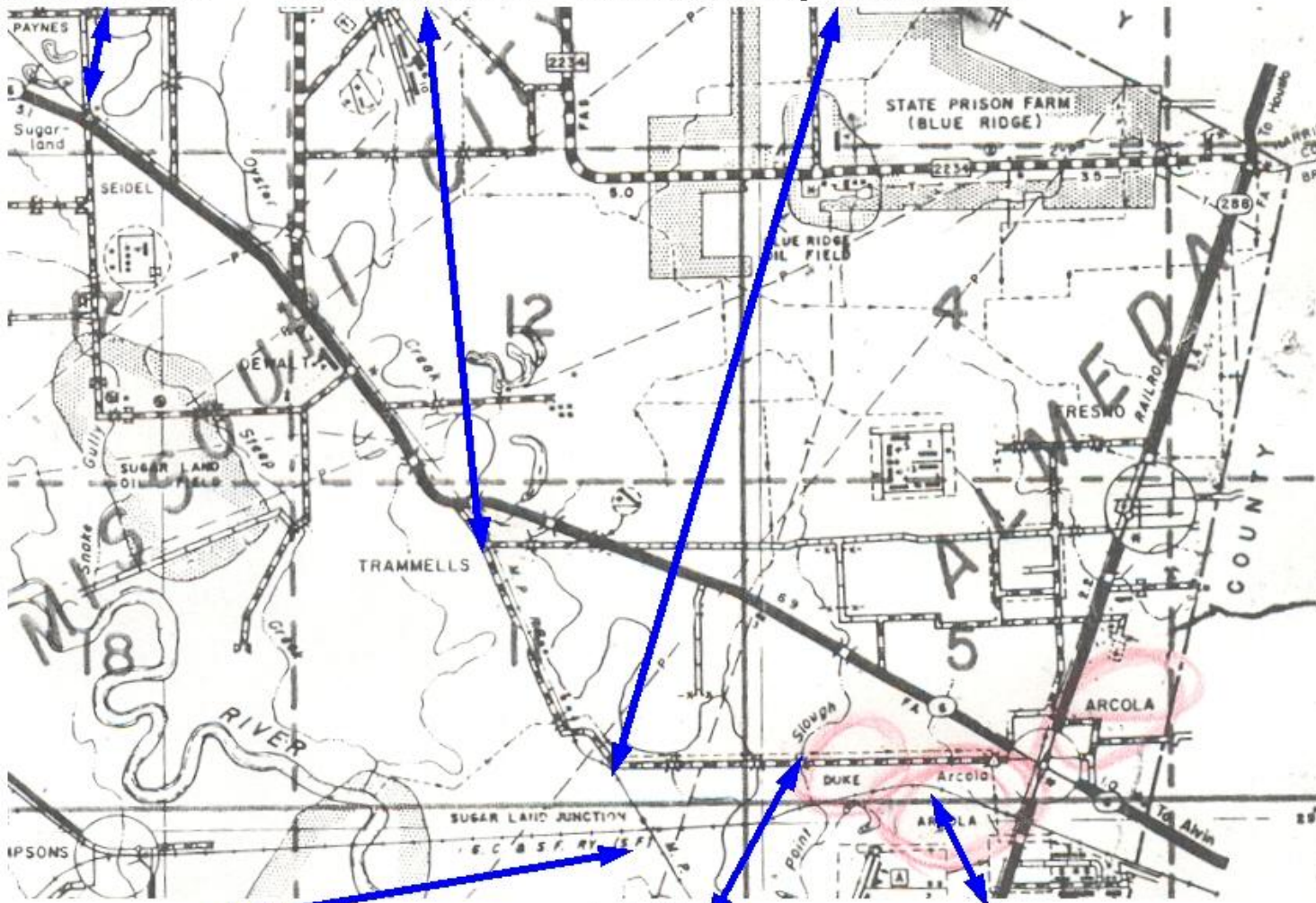
From Trammells the railroad ran south to the left of McKeever Rd. Today Sienna Parkway has replaced McKeever Rd. by its south bound lanes and the Sugar Land Railroad by its north bound lanes. This is true until they cross the rice canal at the intersection of Sienna Parkway, McKeever Rd and Bee's Passage.



Firestone Store

Johnson's Store

Sienna Parkway at McKeever



Junction with the Gulf,
Colorado and Santa Fe RR
or Sugar Land Junction

Old bridge over
Long Point creek.

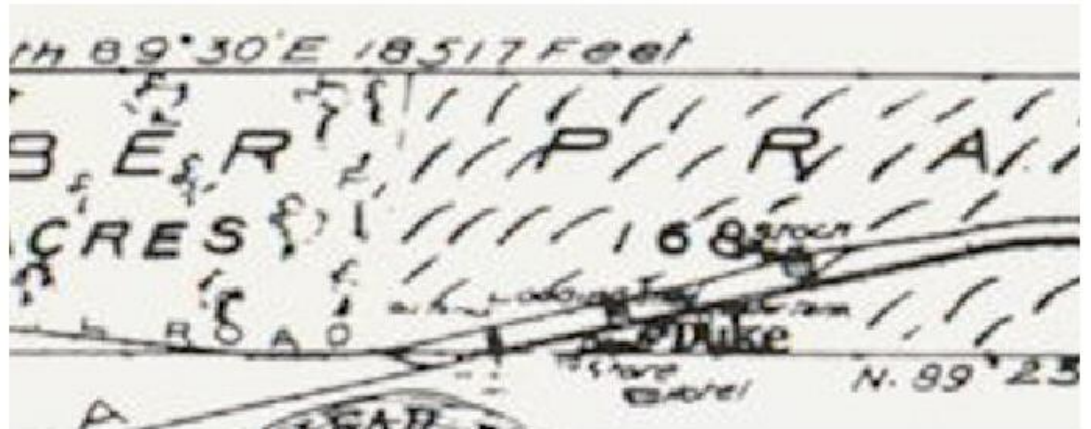
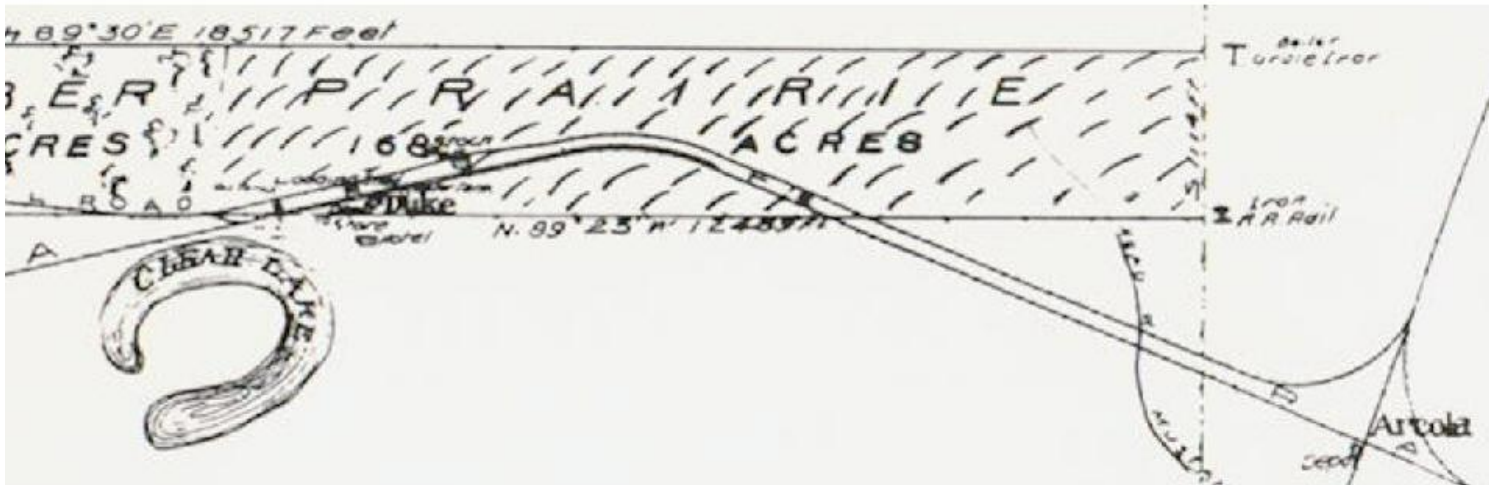
Duke, Texas

The intersection of Sienna Parkway and McKeever Rd. is where the original Cunningham 'Sugar Land Road', built in 1894, turns east towards Duke, Texas. This railroad did not junction with the Gulf, Colorado and Santa Fe at the Sugar Land

Junction as shown on the preceding map because it made a junction at Duke, Texas. It was under Eldridge that the railway continued south at a later date. It was also under Eldridge that the section of track from this intersection to Duke was abandoned prior to 1917. The total Cunningham Railway was 14 miles from Sugar Land to Duke. I will return to this intersection later to follow the railway to the south.

J. R. Fenn owned a sugar cane processing house at this intersection so this was a stop for the railroad. There is still the remains of the bridge where the railroad crossed Long Point Creek. I will show that next and then I will show a 1908 map of the railroad's junction at Duke.

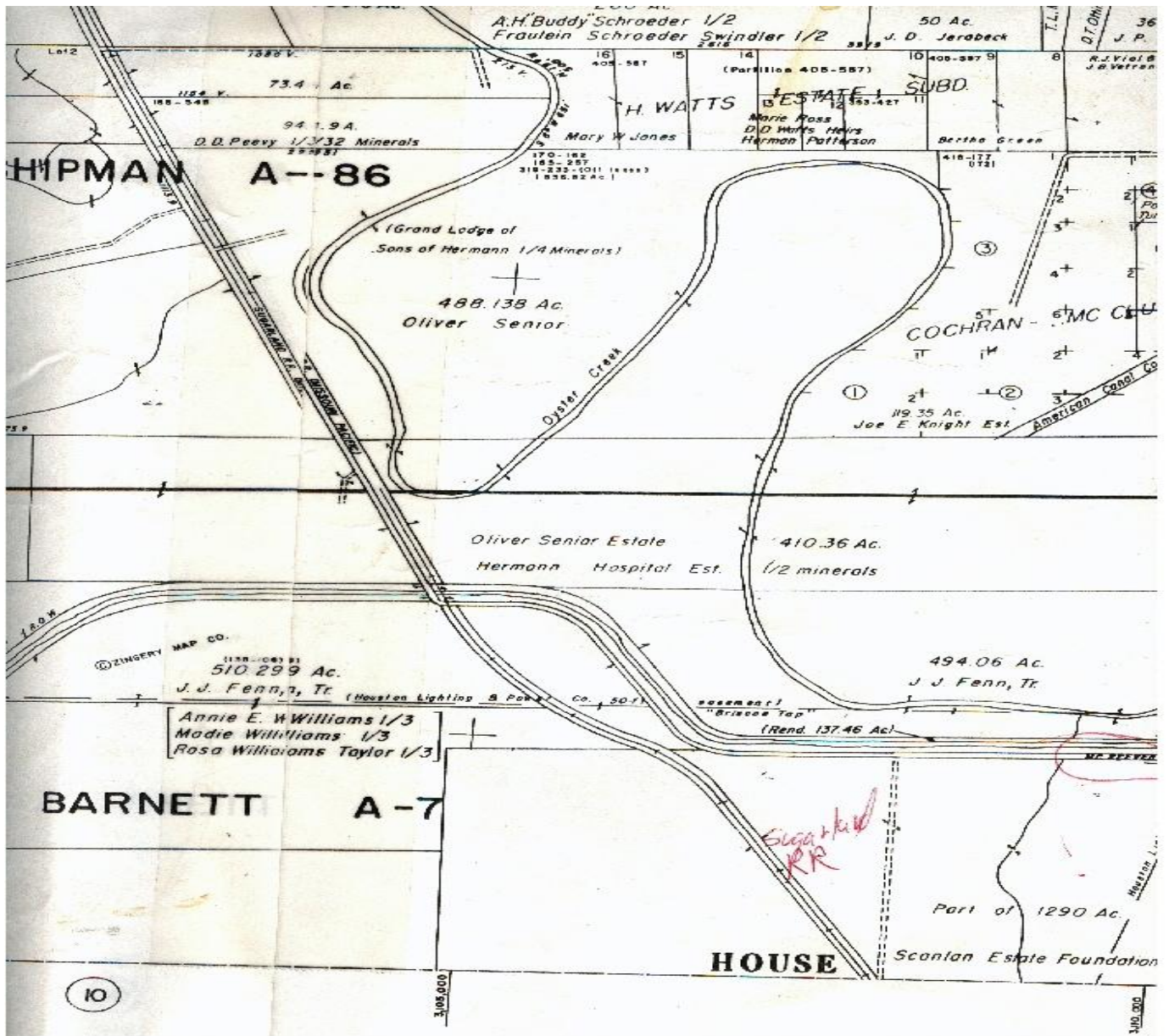




Duke was the terminus for Cunningham's Sugar Land Railway. The map shows how the two railways joined. The 'Y' at Arcola enabled an engineer to turn the train around for the return trip. Duke supplied water for the steam engines and was a thriving community with a post office, general store and hotel.

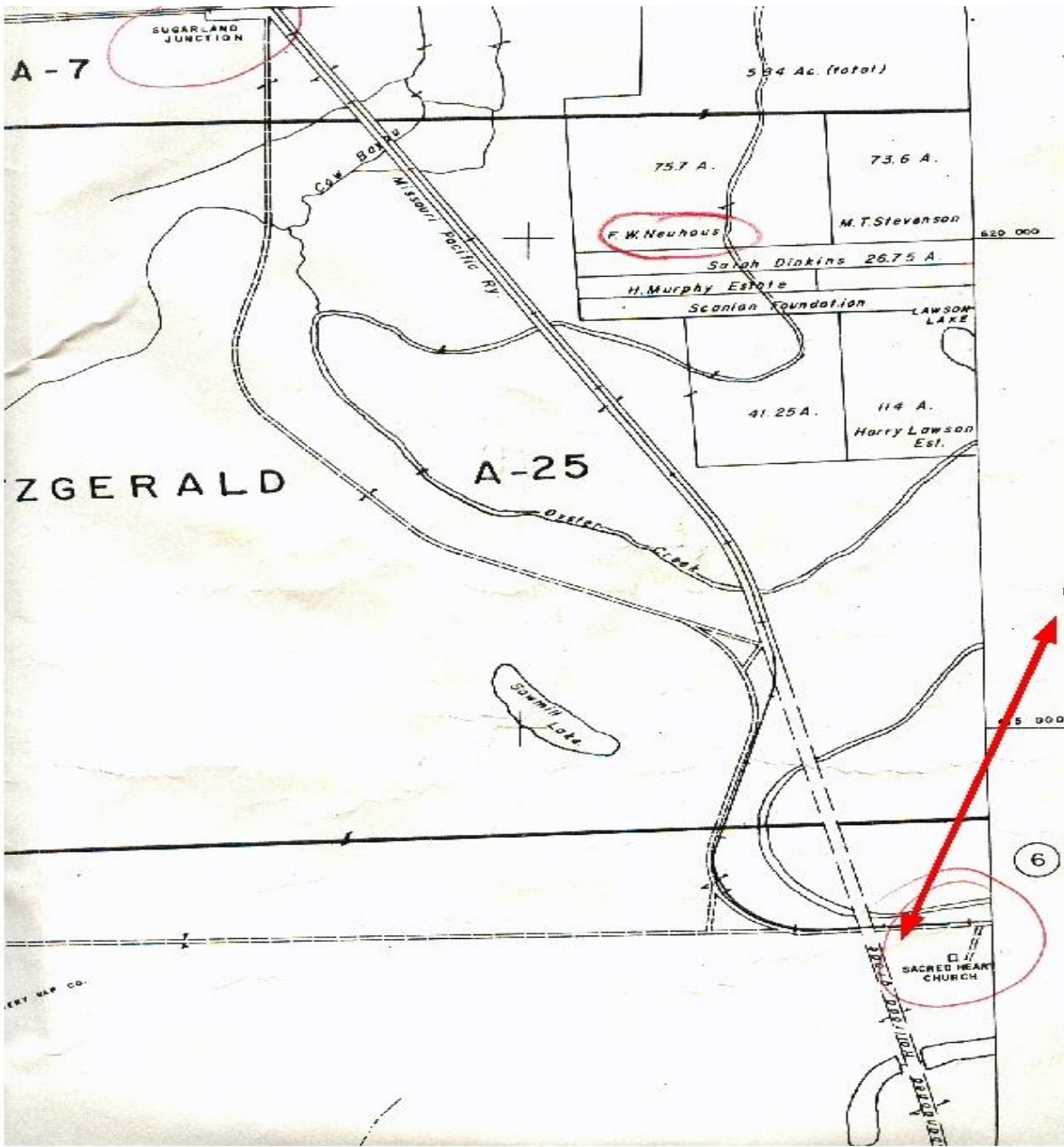
Lets return to the intersection of Sienna Parkway, McKeever Rd. and Bee's Passage. This intersection was known as House, Texas. Until 1908, when William T. Eldridge purchased Cunningham's interests, this intersection marked only a turn to the east of the railway. The tracks left a 20,000 acre plantation at Sugar Land, traveled through the Dew Plantation at DeWalt, ran through the town of Trammells, made a turn at J.R. Fenn's sugar house and joined with two major railways at Duke.

Before 1917, Eldridge abandoned the tracks between this intersection and Duke, Texas. He built more railroad south, intersecting the Gulf, Colorado and Santa Fe at Sugar Land Junction although there is not evidence the trains could share each others tracks.



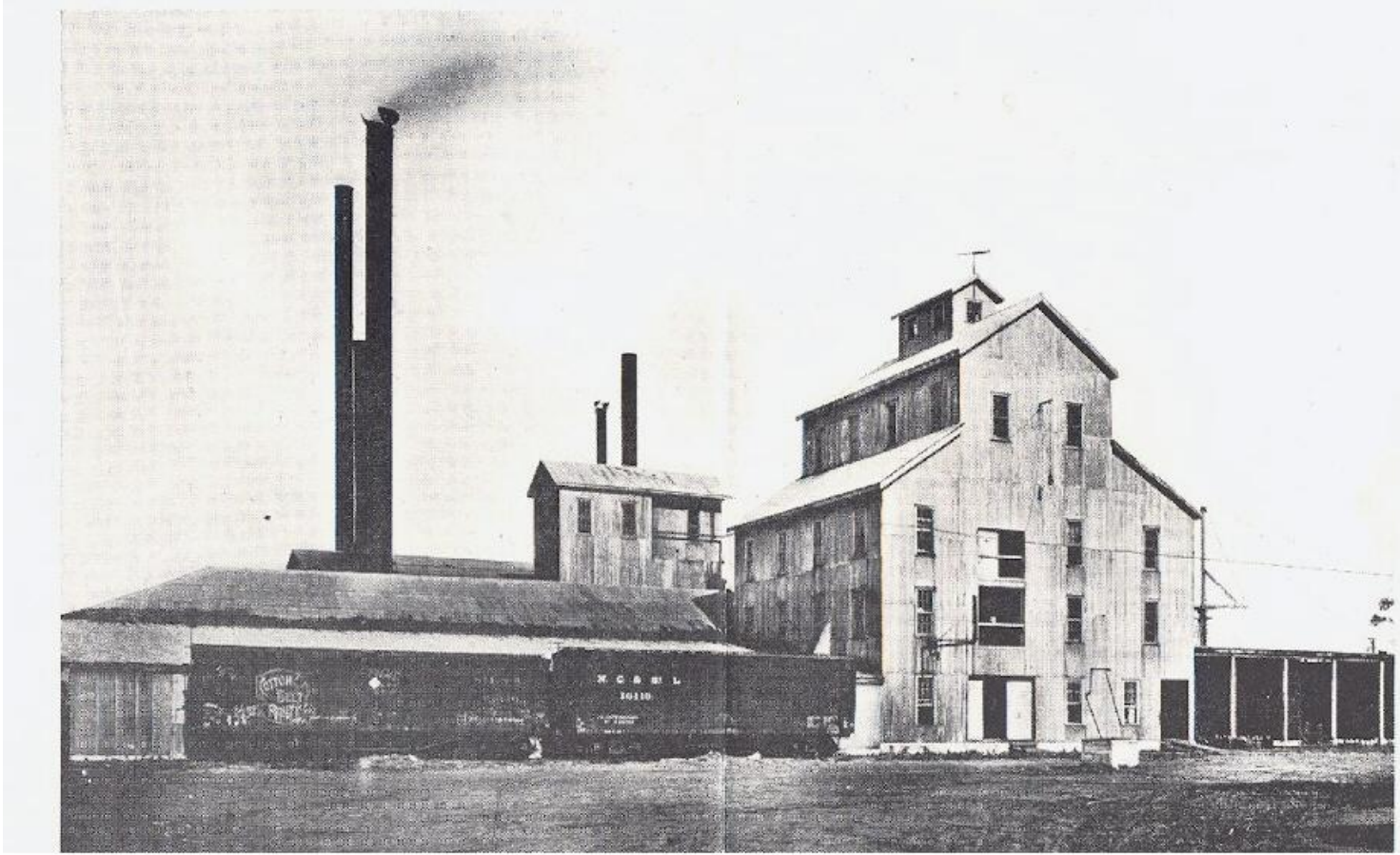
This is a 1962 map showing the town of House, Texas and the Sugar Land/Missouri Pacific railroad.





Arcola Sugar Mills

This is a 1964 map showing the route of the Sugar Land Railroad from Sugar Land Junction to the Arcola Sugar Mills location at the Sacred Heart Church. This church has relocated at Iowa Colony on Co. Rd 48 and Hwy 6 in Brazoria County.



1908 photo of the Arcola Sugar Mills. These box cars are on the Sugar Land Railroad.



1908 photo of a house at Arcola Sugar Mills



This is a narrow gage train in a sugarcane field in 1908 at Arcola Sugar Mills. This is a relatively small steam engine with only four drive wheels (two on each side) and no small steering wheels which are found on larger high speed engines. The light tracks were moved from field to field as the crops were rotated.

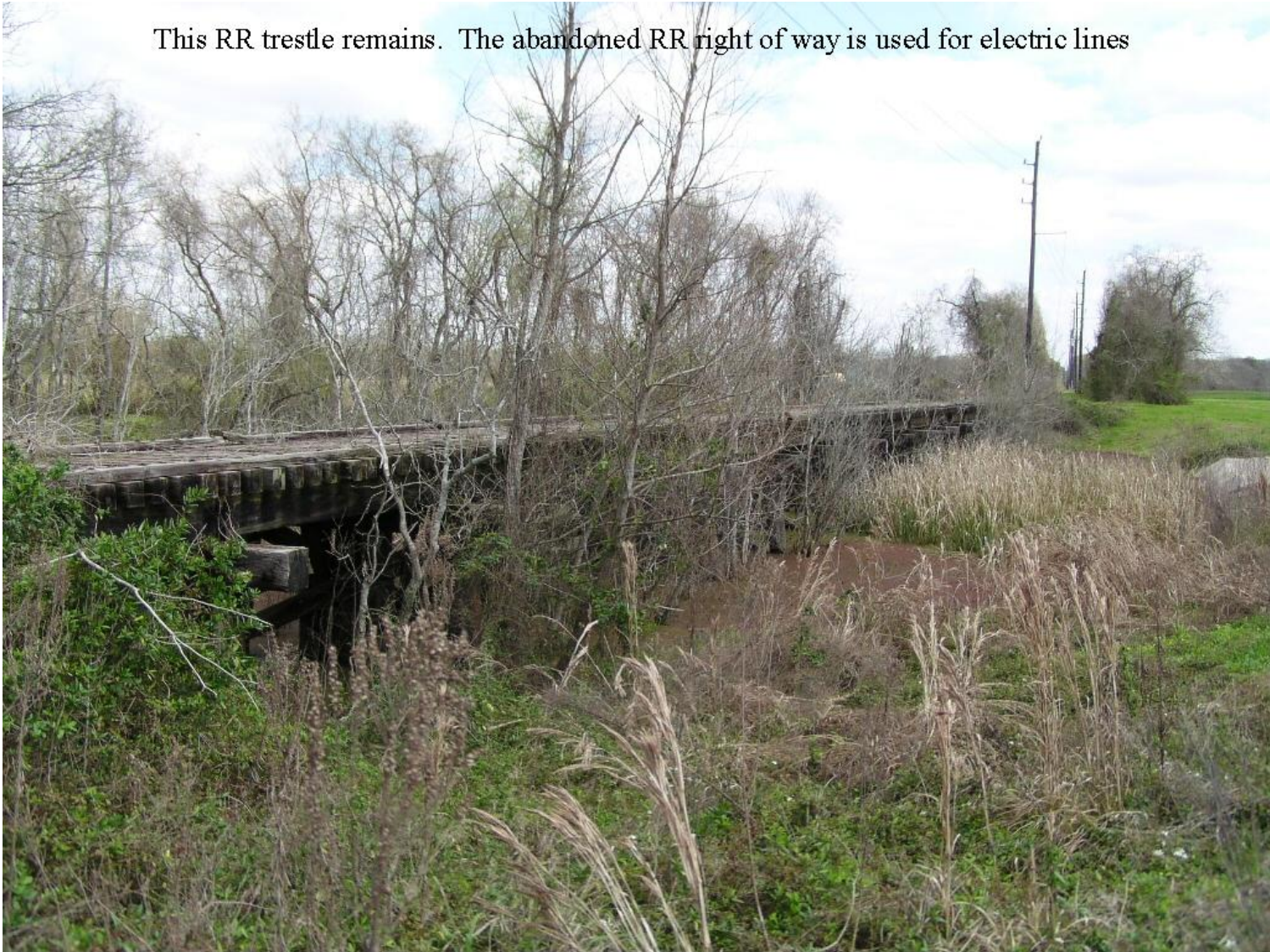


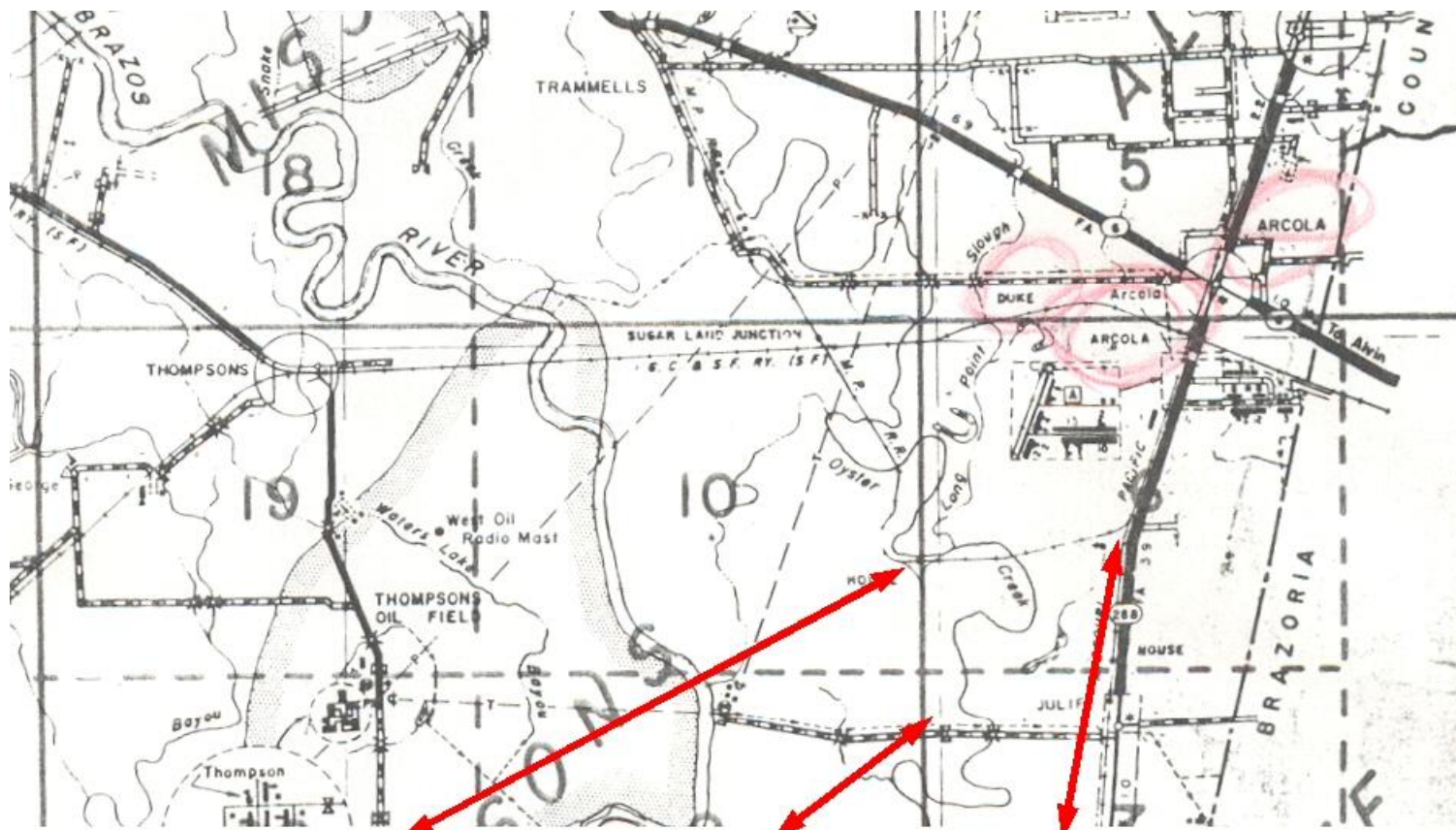
Loading sugarcane onto rail cars. 1908 photo at Arcola Sugar Mills,



The above view is the east side of the 1840's Hartwell Iron Works Steam Engine foundation.

This RR trestle remains. The abandoned RR right of way is used for electric lines





Arcola Sugar Mills

Juliff Cotton Gin

The switch at Hawdon



This church was started in 1870 by the freed slaves. It is still operating

The RR bed at Hawdon Texas



The railroad right of way is used for electric lines until the southern levy of Sienna Point. Juliff is a short distance behind me.



Built prior to 1900 this house is across the Sugar Land railway from the Juliff cotton gin. The cotton gin is on the 1890 map but the railroad didn't arrive until after 1900.



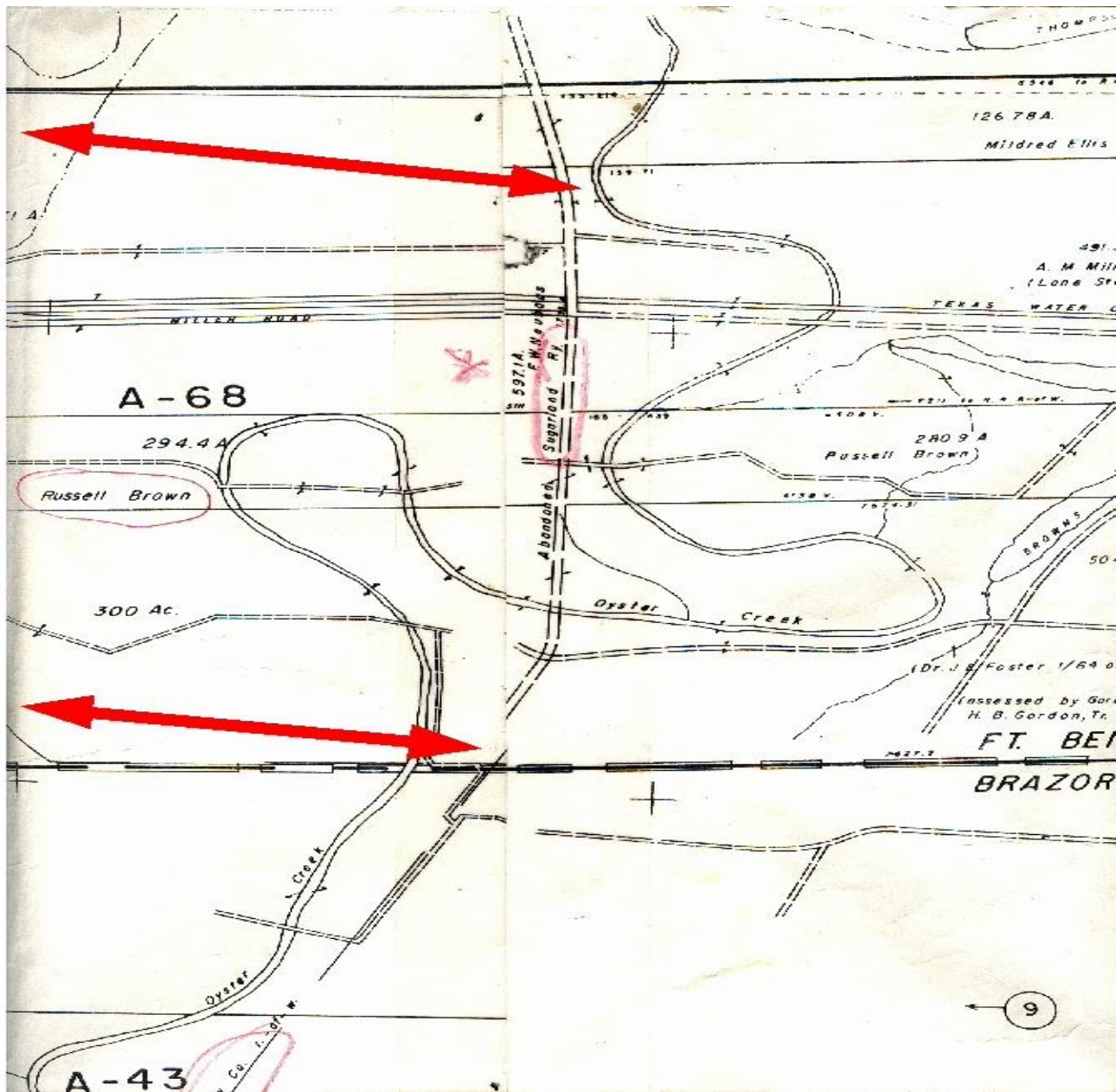
This Juliff cotton gin is on the 1890 map.



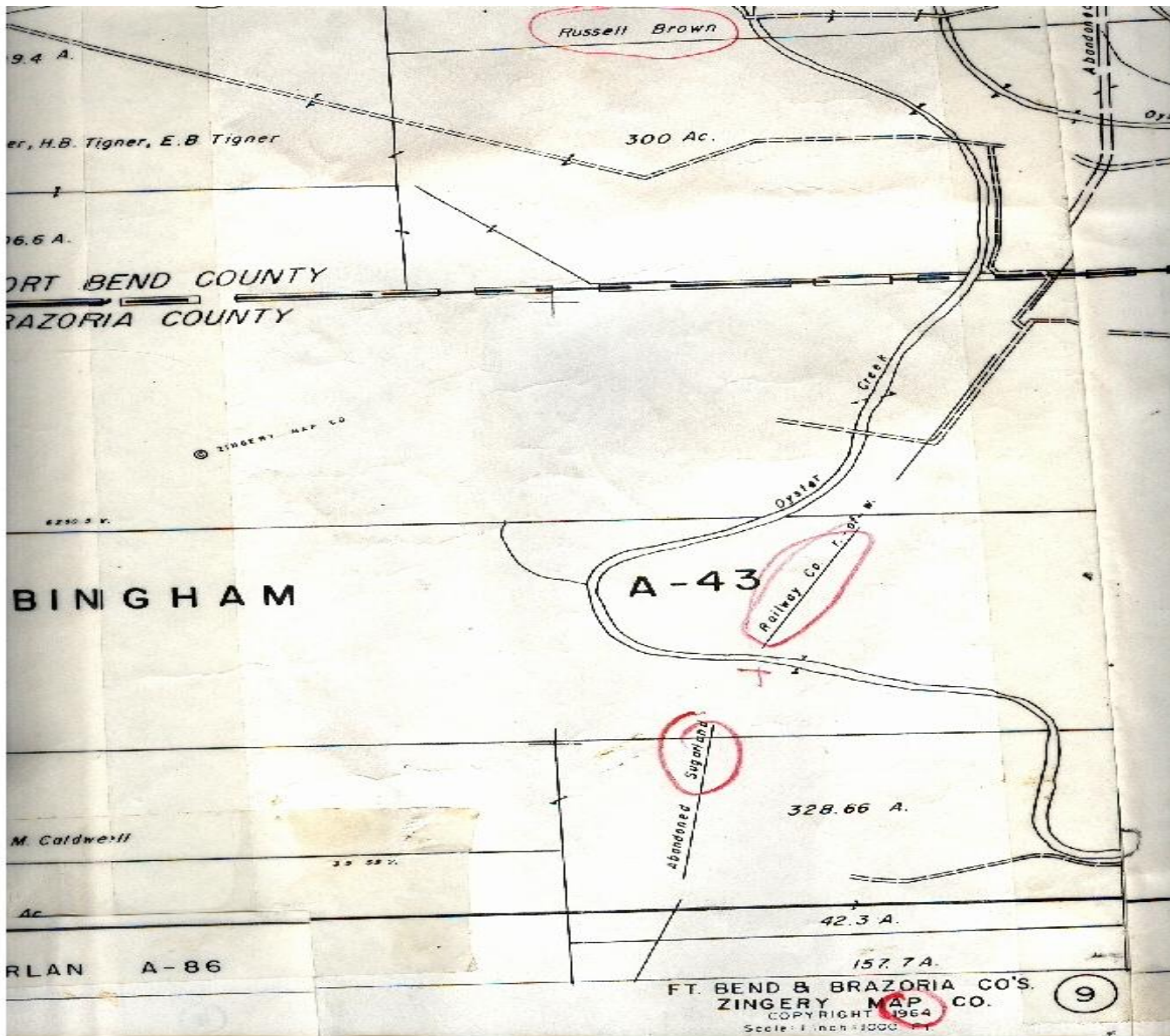
Leaving Juliff headed south toward the Bingham league and the Bingham Sugar Plantation in Brazoria County.

Juliff cotton gin.

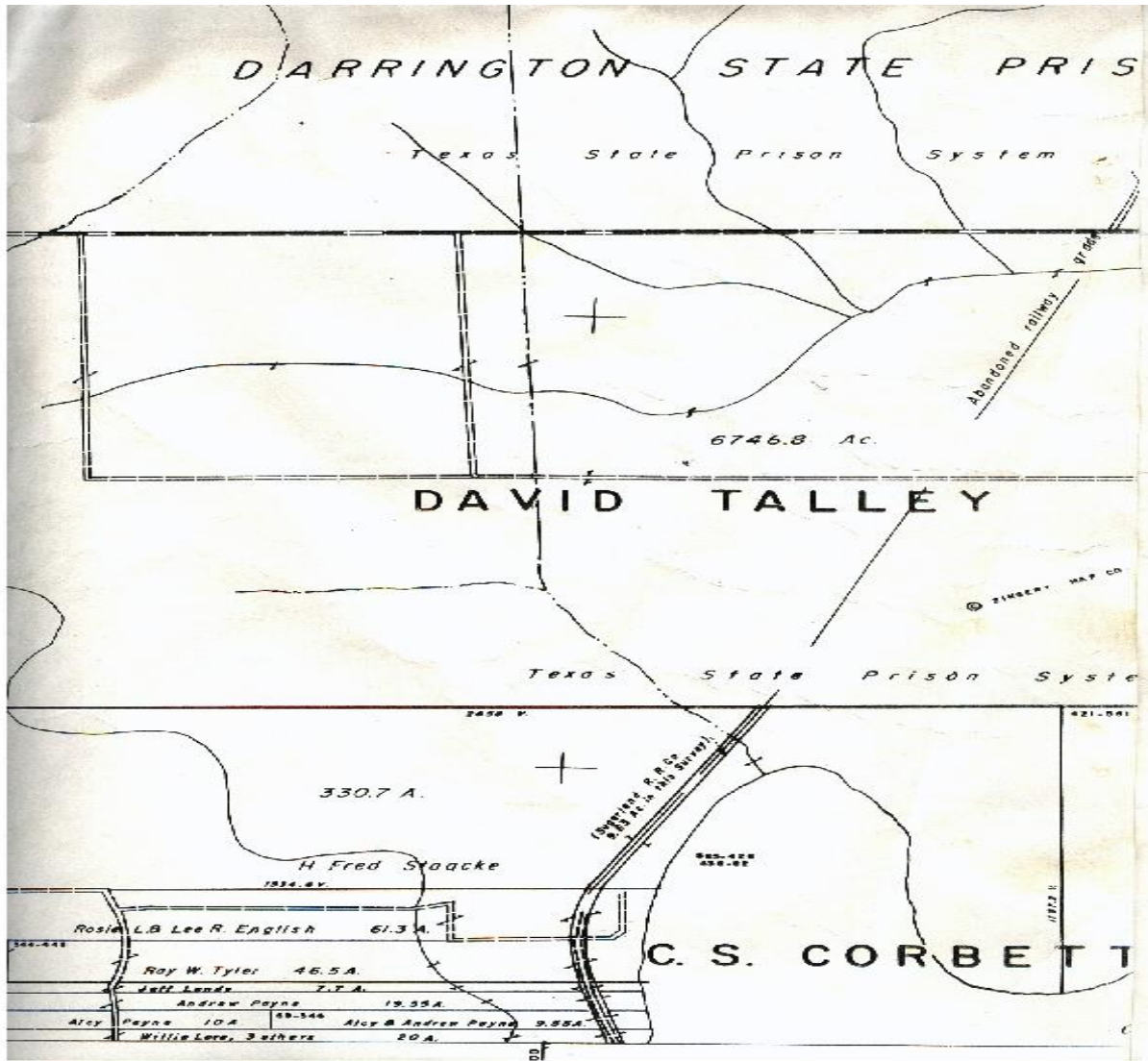
The Sugar Land Railroad leaves Fort Bend county and enters Brazoria County.



The Bingham Plantation was a large producer of sugarcane with their own sugarcane house.



After the Bingham league the railroad crosses the McFarland league, the Darrington State Prison and makes a turn behind Sandy Point.



Sandy Point

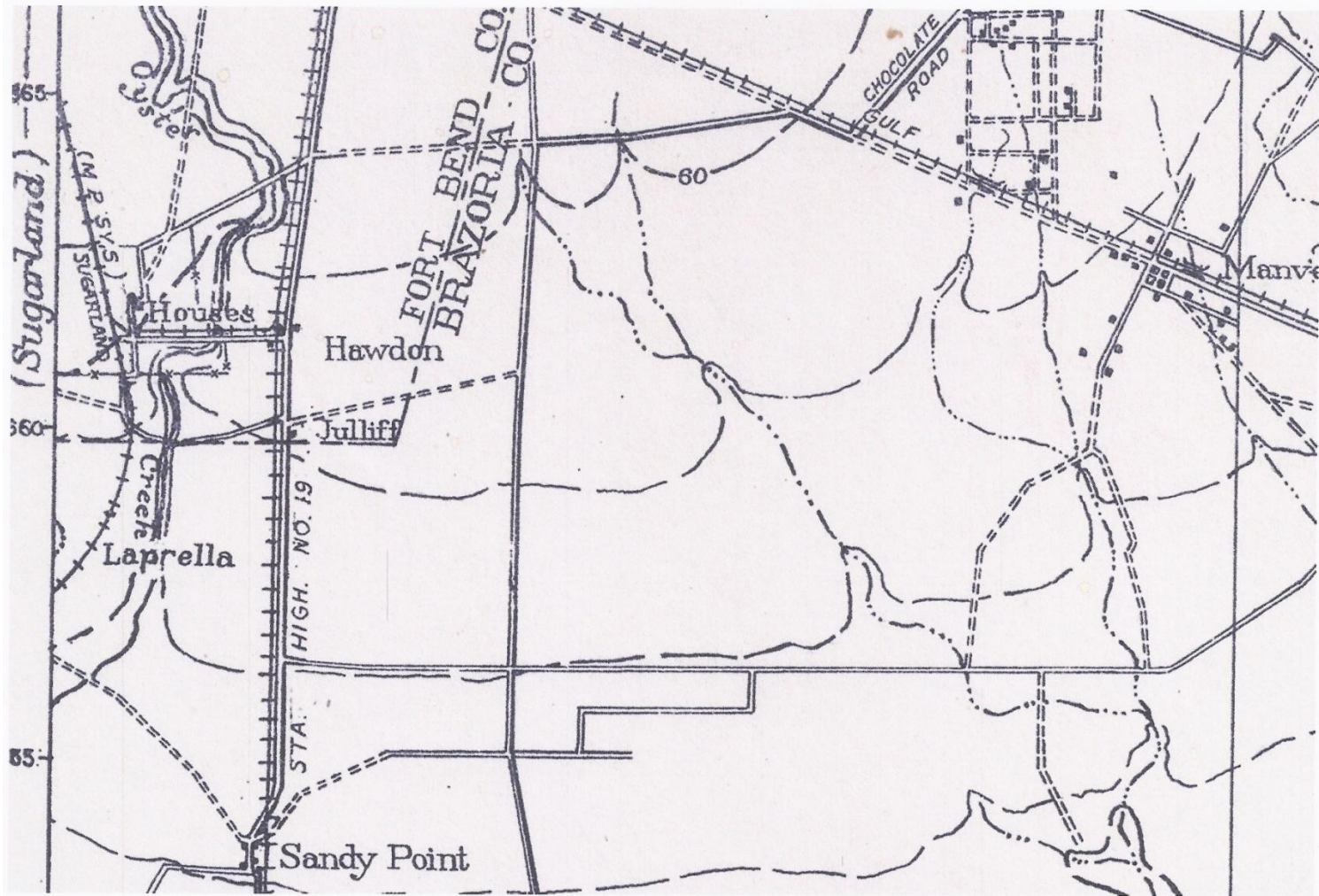
The 1890 map shows the Bingham and McFarland leagues to be in Fort Bend County. Mr. Bingham did not want to be in Fort Bend County so the county line was moved to the north boundary of the Bingham league where it remains today.

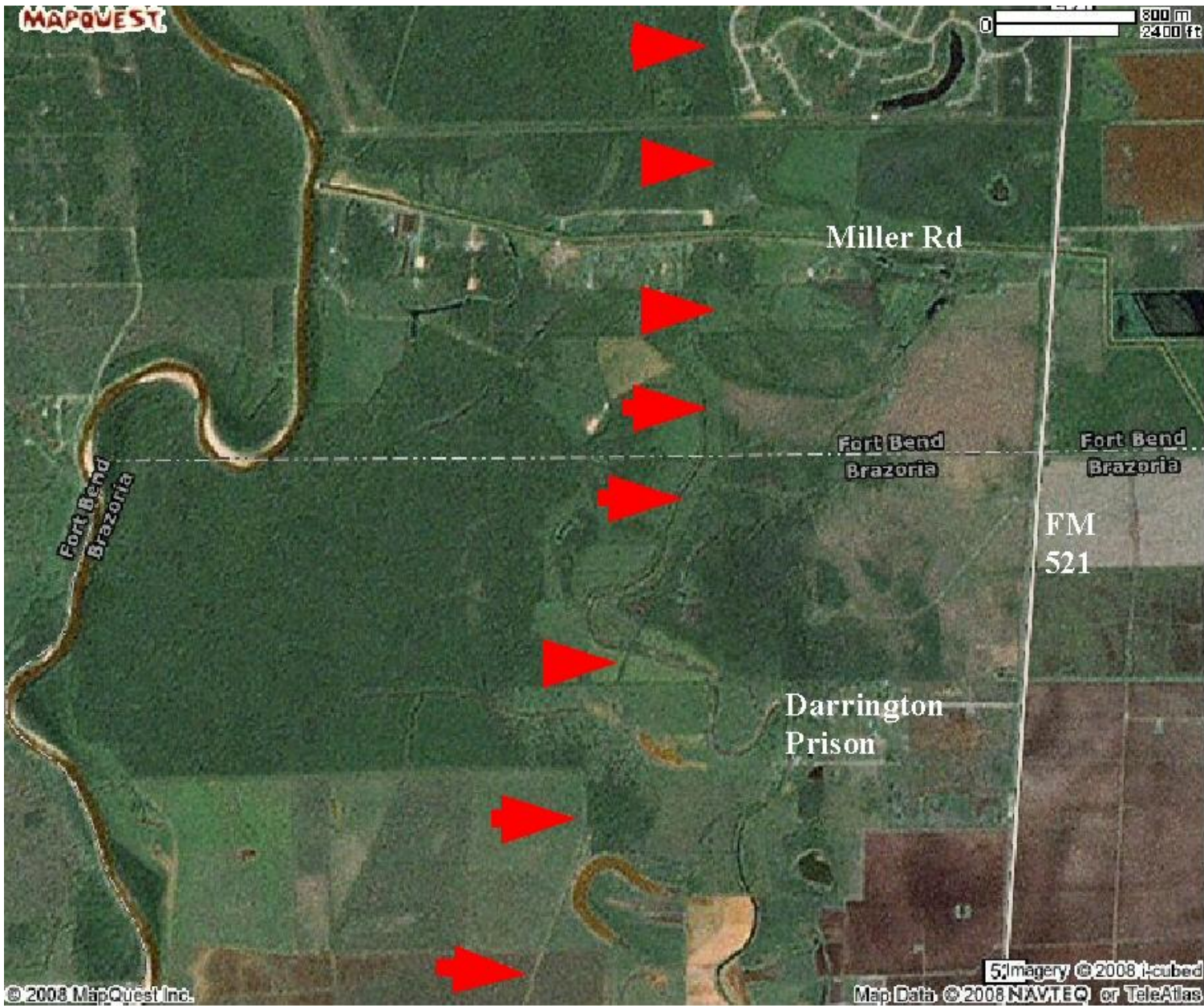
Walking the route of the Sugar Land railway as it traveled through Brazoria County is not advisable today. The train ran through what is now the Darrington unit of the Texas Department of Corrections. Walking into the prison unit may not be that hard. The risk is not being able to walk out.

Development in this part of Brazoria County has not progressed like development in Fort Bend County allowing me to show the route of the train from aerial photographs. When a field for agriculture was laid out along the tracks the border of the field has remained the same after the abandonment of the railroad right of way.

SUGAR LAND RAILWAY.

.....	5	3 Mix.	1 Mix.	Mls	<i>March, 1925.</i>	2 Mix.	4 Mix.	6	.....
.....	.....	.....	A M	.....	[LEAVE]	[ARRIVE]	A M	.....	.....
.....	.....	.....	†8 00	0	⊙.....	Cabell	7 50	.....	.....
.....	.....	.....	8 03	0.8	.....	Cole	7 47	.....	.....
.....	.....	.....	8 07	1.7	.....	Elmore	7 43	.....	.....
.....	◆	.....	8 13	3.2	.....	Pryor	7 37	.....	◆
.....	P M	A M	8 17	4.2	.....	Imperial	7 33	P M	A M
.....	†5 20	†10 15	8 20	4.9	⊙.....	Sugar Land ♀	†7 30	4 45	†2 10
.....	6 38	10 35	A M	8.8	⊙.....	Smada.....	A M	4 10	1 52
.....	6 47	10 45	.....	11.6	⊙.....	De Walt.....	.....	3 56	1 42
.....	6 52	10 50	.....	12.8	⊙.....	Emelia .....	.....	3 51	1 35
.....	6 55	10 55	.....	13.7	.....	Trammels .....	.....	3 46	1 31
.....	7 01	11 01	.....	15.1	.....	Hermann .....	.....	3 36	1 25
.....	7 03	11 04	.....	15.6	.....	Burnside .....	.....	3 32	1 23
.....	7 10	11 07	.....	16.2	⊙..	Sugar Land Junc. .. ♀	.....	3 30	1 20
.....	7 20	11 20	.....	18.3	⊙..	House Junction .....	.....	3 15	1 10
.....	8 50	.....	.....	41.0	arr.....	Houston.....lve.	.....	.....	†11 30
.....	P M	11 25	.....	19.4	⊙.....	La Prella.....	.....	3 08	P M
.....	Through Freight.	11 30	.....	20.4	.....	Tigner.....	.....	3 03	.....
.....	.....	11 35	.....	21.1	.....	Bingham .....	.....	2 58	.....
.....	.....	11 42	.....	22.5	⊙.....	Cow Lake .....	.....	2 52	.....
.....	.....	11 47	.....	23.5	⊙.....	Sears .....	.....	2 47	.....
.....	.....	12 01	.....	25.5	⊙.....	English .....	.....	2 37	.....
.....	.....	12 10	.....	27.1	⊙.....	Lockridge .....	.....	2 27	.....
.....	.....	12 19	.....	29.0	.....	South .....	.....	2 13	.....
.....	.....	12 23	.....	29.7	.....	Branch .....	.....	2 09	.....
.....	.....	12 27	.....	30.7	.....	Erna .....	.....	2 05	.....
.....	.....	12 35	.....	32.0	⊙.....	Otey .....	.....	1 57	.....
.....	.....	12 38	.....	32.4	.....	Worrell .....	.....	1 54	.....
.....	.....	12 40	.....	32.7	.....	Rochford .....	.....	1 52	.....
.....	.....	12 50	.....	34.9	⊙.....	Guenther .....	.....	1 43	.....
.....	.....	1 00	.....	36.7	.....	Ulrich.....	.....	1 37	.....
.....	.....	1 10	.....	38.6	⊙.....	Anchor..... ♀	.....	†1 30	.....
.....	.....	P M	.....	.....	[ARRIVE]	[LEAVE]	.....	P M	.....





The Sugar Land Railroad is in Brazoria County for the rest of its route. From FM 521 South bound you should turn right [West] on County Road 42 at Sandy Point and follow the winding road until it crosses Oyster Creek via a cement bridge. Immediately after the bridge [West side] is the Sugar Land Railroad. This is the location of the town of English. There is nothing of the town that remains. Further west on County Road 42 is the community of Brushy. Residents of this black community produced buttermilk and delivered their product to the Sugar Land Railroad depot at English for distribution. Some history accounts claim Rosharon was the 'Buttermilk Stop'. A lot of Arcola residents have ancestors from the Brushy community.



MAPQUEST

0 800 m 2400 ft

Darrington
Prison

521

Sandy
Point



Page 52

1462

521

Rosharon

Page 53



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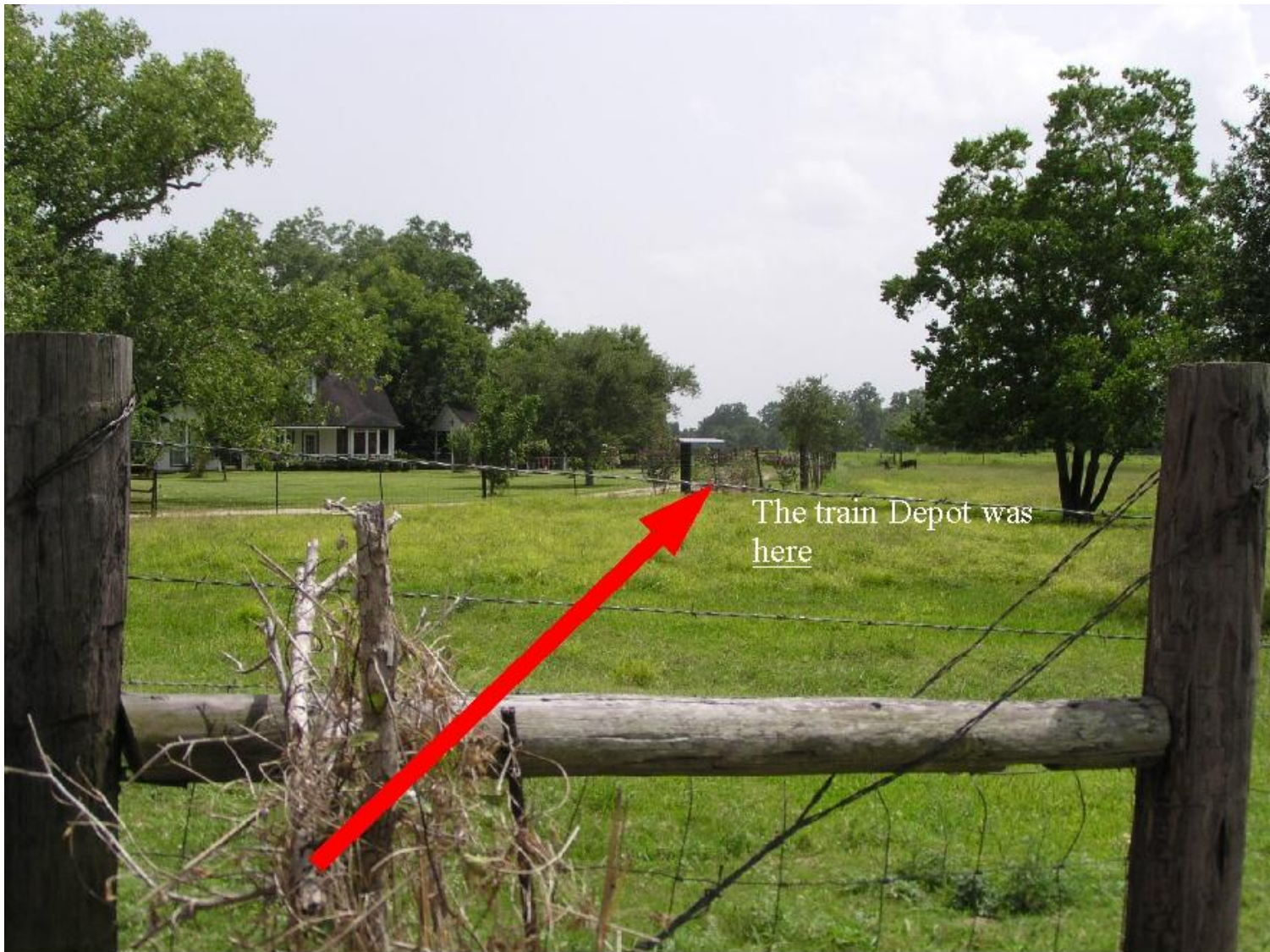
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FM 1462

To Rosharon

This is Ray H. Moyle, Sr.'s driveway. There is a two story house hidden way behind the tree on the left. The John C. Moyle owned the Coffee Plantation after 1916 and this property was a part of it. On page 28, I mentioned Duke was the destination of Mr. Cunningham's Sugar Land Railroad and J. R. Fenn's sugar house was a stop. The Great Grandson of J. R. Fenn, Joe Fenn, has been married to the Great Granddaughter of Ray D. Moyle, Mona Moyle, for over 40 years. I recommend Mona's book GLIMPSES OF OUR HISTORY available at the genealogy department of the George Library in Richmond, Texas.



Ray Moyle's driveway is behind me. The railway continued south.

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The Lochridge train station was on the south side of 1462 just across from Ray's cattle guard. (Lochridge was established in 1913). I grew up at Lockridge; but I don't know very much about it. The train no longer ran when I was there. I do know that my grandparents' mail came on the train. I have a letter and envelope which show that it came from St. Cloud, Minnesota to Lockridge, Texas, in two days--Feb. 6-8, 1934--for three cents.

Mona Moyle Fenn

MAPQUEST

0 800 m 2400 ft

1462

Tankersley Lake

Ramsey Prison

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MAPQUEST

0 800 m 2400 ft



Otey, Texas

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This is the way to Otey, Texas, the destination of the Sugar Land Railroad.

MAPQUEST



Otey, Texas

BR 288
521

288

288

Highway 288b
BR 288

521

Holiday
Lakes

Anchor

W Fm 523

44

341

Anchor Rd

Angleton

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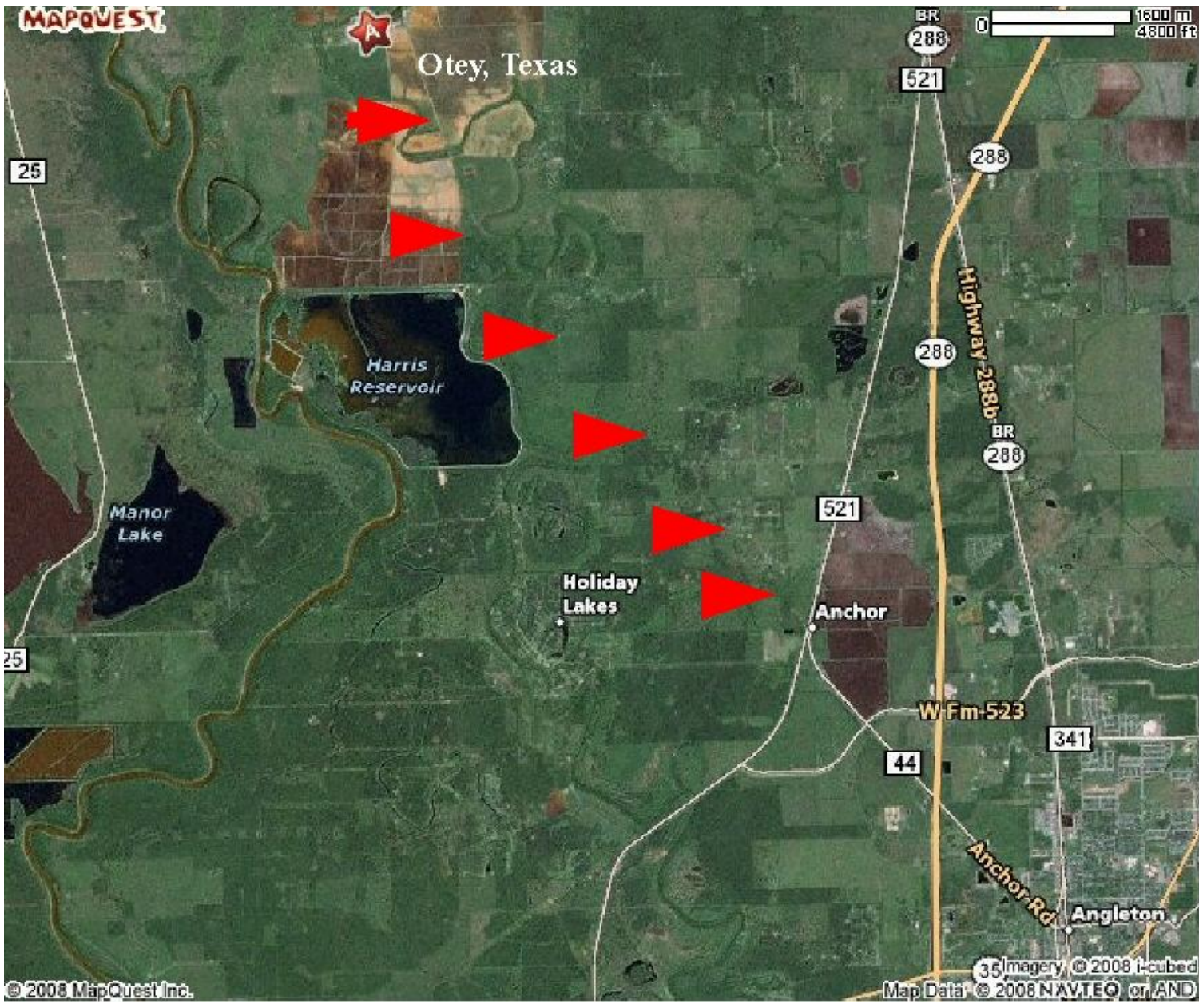
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25

26

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1500 m
4800 ft





NEEDVILLE

S. P. R. R.

OIL SULPHUR DAMON

NASH OIL

CO. HIGH VOLTAGE LINE

PACIFIC ENGLISH
LOCHRIDGE

SANDY POINT

MISSOURI

BRAZORIA

WORRELL

BONNEY

WEST COLUMBIA
COLUMBIA

MISSOURI LINES
VULRICH
CHENANGO

MISSOURI

MISSOURI PACIFIC

POWER CO.

ANCHOR

LOUISIANA
& POWER

MISSOURI

PACIFIC

ANGLETON

DANBURY

BRAZORIA

CO. LINE

HOUSTON PIPE LINE

MISSOURI PACIFIC LIGHTING

BRASS
EMENS

CLUTE

LIVERPOOL

The map above is from the 1930s.

This map shows towns in Brazoria County that were stops along the Sugar Land RR and shows the route of the Velasco RR from Anchor to Velasco.

In 1893 the Sugar Land Railroad was funded and by 1894 was completed to Duke under the direction of E. H. Cunningham. Before 1908 W. T. Eldridge purchased the Sugar Land Railroad and one of his first changes was to abandon the section of railroad from the Sienna Parkway intersection at McKeever Rd to Duke. In 1891 the Texas Railroad Commission was formed and in 1894 it became an elective body. The Texas Railroad Commission records indicate the Sugar Land Railroad was completed from Sugar Land to Arcola Junction in 1894. There is not mention of the abandonment from McKeever Rd to Arcola Junction although a 1917 map shows the abandoned roadbed. The commission records indicate that in 1912 a line was completed from Arcola to Ratchford, Texas. I have not been able to locate Ratchford, Texas. So the railroad traced by this pamphlet was complete by 1916. The International and Great Northern railroad bed runs south through Arcola to Anchor, and continued south. The Sugar Land railroad joined the Velasco Terminal Railway at Anchor with its connection to Angleton and Velasco. By 1932 the Texas Railroad Commission records indicate the abandonment of track from Anchor Junction to House, Texas. Mentioned elsewhere is the abandonment of the four miles of track north of Arcola. I don't know about are where Arcola was at the time of this abandonment, Arcola migrated from the Arcola Sugar Mills to near Hawdon and then north to the present location.

Missouri Pacific purchased the Sugar Land RR in 1956. It ran from Sugar Land to House, to Arcola Sugar Mills, to Hawdon and to Houston, Texas. Everything south of Arcola Sugar Mills had been abandoned.

Engineer, Howard M. Grounds

Brakeman R. T. Bishop

Brakeman Heard

Conductor C. E. McFarland

This is the team that ran the train on the last run of the Sugar Land Railroad to Gulf Coast Feed Mills.

The original SLRR went from Sugar Land to Duke, Texas under the direction of Cunningham. It was funded in 1893 and completed in 1894 or 1895.

Eldridge took over about 1896 and the line was from completed from Sienna Plantation and McKeever Rd through Sugar Land Junction and to Anchor.

By 1912 the line from Sienna Plantation and Duke, Texas has been abandoned.

By 1908 there was a spur of the International and Great Northern at Hawdon to the Arcola Sugar Mills [House, Texas].

The International and Great Northern became the Houston Belt and Terminal and then Missouri Pacific.

When Missouri Pacific purchased the Sugar Land RR in 1956 I don't think it went any further than Arcola Sugar Mills. This location is not to be confused with Arcola's location today. By this time Missouri Pacific had already purchased the International and Great Northern's spur from Arcola Sugar Mills to Hawdon. Today this spur is referred to as part of the Sugar Land RR but in never was.

In the 1960's and 1970's the engineer Howard Grounds would drive the train from Sugar Land to the Arcola Sugar Mills [House, Texas] to Hawdon and into Houston on the tracks beside FM 521 that are there today. He would return the same day.

By 1970 people would say the Sugar Land RR ran to Houston, when really it was no longer the Sugar Land RR.

This makes it confusing when someone mentions the Sugar Land RR route.