NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Missouri Pacific Railway Caboose #928

other names/site number Missouri Pacific Railway Caboose #12018, Missouri Pacific Railway Caboose #11018, Site #WH2516

2. Location

street & number Adjacent to the Union Pacific Railroad Line on Market Street southwest of Vine Street ☐ not for publication

city or town Bald Knob ☐ vicinity

state Arkansas code AR county White code 145 zip code 72010

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

Arkansas Historic Preservation Program
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See Continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper Date of Action

- ☐ entered in the National Register.
  - ☐ See continuation sheet
- ☐ determined eligible for the National Register.
  - ☐ See continuation sheet
- ☐ determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other, (explain:) _____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
- ☐ district
- ☐ site
- ☒ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in count.)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related/caboose

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A
walls N/A
roof N/A
other STEEL

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B**. removed from its original location.

☐ **C**. birthplace or grave of a historical figure of outstanding importance.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

Areas of Significance (Enter categories from instructions)
Engineering
Transportation

Period of Significance
1937-1961

Significant Dates
1937

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder
Magor Car Corporation, Builder

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ Previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey #
☐ recorded by Historic American Engineering

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State Agency
☐ Federal Agency
☐ Local Government
☐ University
☒ Other
Name of repository: White County Historical Society

Record # _____

10. Geographical Data

Acreage of Property Less than one.

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	15	630141	3908170	3			
2				4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ralph S. Wilcox, National Register & Survey Coordinator
organization Arkansas Historic Preservation Program date November 16, 2010
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9787
city or town Little Rock state AR zip code 72201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name
street & number telephone
city or town state zip code

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

SUMMARY
Missouri Pacific Railway Caboose #928 is a cupola caboose built by Magor Car Corporation in 1937. The caboose was operated by the Missouri Pacific Railway until December 26, 1986, when it was given to the City of Searcy and brought to Searcy in 1987. The caboose was then placed on display in Riverside Park, but was brought to Bald Knob in 2010, and placed on display by the Union Pacific Railroad line. Caboose #928 was one of 35 cabooses built by the Magor for the railroad in 1937.

ELABORATION
The general specifications for the Missouri Pacific Railway Caboose #928 are as follows:

Make: Missouri Pacific Railway cupola caboose.

Builder: Magor Car Corporation.

Length: 34’2”.

Width: 10’0.5”.

Height: 14’8⅛”.

Weight: 41,800 lbs.

Missouri Pacific Railway Caboose #928 is a cupola caboose built by the Magor Car Corporation in 1937 as part of Lot P-8950, which was the 900-class of cabooses. The cupola style of caboose was the most popular and the cupola on top allowed the crew to keep an eye on the train. Caboose #928 operated on the Missouri Pacific tracks throughout their system, which stretched throughout the Midwest. The caboose is built on a steel underframe with a wood-lined steel superstructure. Open platforms are located at each end and rectangular windows fenestrate each side and the cupola. (However, one of the windows on the main level was plated over to accommodate radio equipment, and some of the cupola windows were plated over when it was downgraded to yard service.) The four-wheel trucks of the caboose have 33” diameter wheels, and the caboose is equipped with air brakes and hand brakes.

Integrity
Missouri Pacific Railway Caboose #928 possesses good integrity. As is normal practice with railroad equipment, parts of the caboose have been replaced and repaired. The replacement parts and materials, however, have been compatible with the original materials and the caboose today still reflects the 1937 construction diagram.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Missouri Pacific Railway Caboose #928 currently resides approximately 35 feet northwest of the Union Pacific railroad line, which is the original Missouri Pacific line. In addition, it is adjacent to another Missouri Pacific Caboose that was moved to the location at the same time. The only non-compatible item in the caboose's setting is a small treated lumber stair and platform that were constructed to allow access to the caboose's interior. Even with the introduction of the stair and platform, the caboose's current setting still reflects Missouri Pacific Railway Caboose #928's period of significance while it was in operation on the Missouri Pacific Railway in the Bald Knob area.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

Missouri Pacific Railway Caboose #928 is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering as a rare and intact Arkansas example of an early steel-bodied caboose built by the Magor Car Corporation for the Missouri Pacific Railway. In fact, the series of cabooses built by Magor for the Missouri Pacific represent the first steel-bodied cabooses used by the railroad, something that would eventually become commonplace on the line. The caboose was an important workhorse in freight service on the Missouri Pacific Railway for many years until it was retired and eventually brought to Bald Knob. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the role of railroad transportation in Arkansas.

HISTORY OF THE PROPERTY

Although the first railroad line in the United States was laid in the late 1820s, very little railroad construction was completed in Arkansas prior to the Civil War. The Memphis & Little Rock Railroad, which had laid some track westward from Hopefield and eastward from Little Rock, and the Mississippi, Ouachita, & Red River, which had laid a few miles of track inland from Chicot and Arkansas City, were the only railroads to complete any construction prior to 1860.[1]

The Civil War, however, delayed the building of railroads by a decade, and it was not until the 1870s that railroad building took off again. The St. Louis, Iron Mountain & Southern built a line south from St. Louis to the Arkansas border. They wanted to go to Texas, and purchased the Cairo & Fulton. Although the Cairo & Fulton had not done any construction, they had secured rights-of-way prior to the Civil War. The St. Louis, Iron Mountain & Southern reached Little Rock by 1872, and had completed the first line across Arkansas when it reached Texarkana in 1874.[2]

The second railroad line to reach across the state incorporated the Memphis & Little Rock Railroad, and the newly constructed Little Rock & Fort Smith, which had reached the coal fields of Clarksville in 1874 and Fort Smith five years later. The Little Rock & Fort Smith was purchased by Jay Gould (who already owned the Iron Mountain lines) in 1882, and became part of the Iron Mountain system – the largest railroad system in the state in the late nineteenth-century.[3]

One important railroad in Arkansas during the late nineteenth century was the Missouri Pacific Railway, which came into existence in 1872 out of a reorganization of the Pacific Railroad Company. (The Pacific Railroad Company broke ground on their first line in St. Louis on July 4, 1851.) In 1879, the railroad came

[1] West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 54.
[2] *Ibid*.
[3] West, p. 55.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

under New York financier Jay Gould's control and he developed a system extending through Colorado, Nebraska, Arkansas, Texas, and Louisiana. The Missouri Pacific Railway merged with the St. Louis, Iron Mountain & Southern in 1917 to become the Missouri Pacific Railroad. By the early 1980s, the Missouri Pacific had just less than 11,500 miles of track in eleven states, before it merged with the Union Pacific and Western Pacific Railroad companies on December 22, 1982.[4]

Although Missouri Pacific Railway locomotives would have hauled many types of freight cars during their time of service on the railroad, it is a given that the trains they would have pulled would have had cabooses, a standard feature on freight trains throughout much of the nineteenth and twentieth centuries. The first caboose, which was quite primitive, appeared on a mixed passenger and freight train on the Auburn & Syracuse Railroad in the 1840s. It was the last boxcar on the train, but it was used by the conductor, Nat Williams, to store his tools and write his reports. However, the first known use of the word caboose in reference to a railroad car occurred in 1885 to refer to conductor's cars on the Buffalo, Corning, and New York line. The word "caboose" had its origins in several words, including the Dutch words *kabuis* and *kombuis*, the Swedish word *kabys* and the German word *kabuse*, each meaning "a little room or hut."[5]

The earliest references to cabooses in the history of the Missouri Pacific was in the *Twelfth Annual Report of the Pacific Railway of Missouri* of 1862, which indicated that the railroad had three cabooses on hand and had retired six others that year. By 1883, the first order for cabooses was mentioned when the Missouri Pacific received an order for 60 cabooses from Missouri Car & Foundry on November 30, 1883. (It is possible that these cabooses were the first ones built outside of the Missouri Pacific shops.)[6]

As with other railroads throughout the United States, the cabooses of the Missouri Pacific Railway throughout the end of the nineteenth and beginning of the twentieth centuries were built with wood. However, in 1937, the Missouri Pacific went in a radical new direction and ordered 35 cabooses from the Magor Car Corporation of New York. The cabooses, which cost $4,469.28 each, were built at Magor's Passaic, New Jersey, plant as lot number P-8950, and were the Missouri Pacific's first steel cabooses. Interestingly, they were the first and only cabooses ordered by the Missouri Pacific from Magor.[7]

Magor was a well-known builder of railroad cars and dated back to a partnership between Basil Magor and Fred Wonham that was established in 1899. The partnership led to the creation of the Wonham-Magor Engineering Works at Clifton, New Jersey, in 1902. Since the facility was close to New York City, it

[4] "About Missouri Pacific: A Brief Overview," from www.mo-pac.com/about.html.
[5] Knape, William F. and Freeman Hubbard. *The Railroad Caboose: Its 100 Year History, Legend and Lore*. San Marino, CA: Golden West Books, 1968, pp. 25, 27.
[6] Michels, G. J., Jr. *Cabooses of the Missouri Pacific Lines*. Springfield, MO: Missouri Pacific Historical Society, Inc., 1996, pp. 8-9.
[7] Michels, p. 61.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

specialized in railcars for export. In addition to building several kinds of industrial railroad cars (i.e., cane cars, dump cars, flat cars, and logging cars), the company also served as the export agent for locomotives built by the H. K. Porter Company of Pittsburgh, Pennsylvania.[8]

Between 1906 and 1910, a devastating fire hit the Wonham-Magor works, and Basil Magor asked his brother, Robert Magor, to come from Montreal to take charge of the works. In 1910, Wonham and Magor apparently dissolved the partnership, and the company was renamed the Magor Car Company. When Robert took over management of the Magor Car Corporation, Basil returned to Montreal in 1912 and helped establish the National Steel Car Company, although he also established a joint sales operation with Magor that would last into the 1960s.[9]

As World War I began, Magor looked more to the domestic market for its products, and it began building railroad cars for American railroads. (Magor was one of the companies that built rolling stock for the United States Railroad Administration as part of its effort to build 100,000 standard freight cars.) Magor also began repairing railroad cars, another venture that would cause the company to thrive. In 1917, the company was finally incorporated as the Magor Car Corporation with Robert Magor as president. J. P. Morgan was one of the company's major stockholders. Magor's importance as a car builder would also be demonstrated during World War II when it produced thousands of cars for the military and for export. In fact, Magor was a principal car builder for Europe under the Marshall Plan.[10]

After World War II, Magor continued to be an important railroad car builder. In 1959, the company built its first aluminum-bodied hopper cars, which were the first aluminum cars to be placed in revenue service in the United States. In 1964, Magor was sold to the Fruehauf Corporation, but steadily declining sales of cars caused the company to go out of business in 1973.

Overall, Magor had a prolific output of cars between 1899 and 1973, producing approximately 95,000 cars. The vast majority of the company's output was industrial cars, and most were built for export customers. However, the company was also an important producer for the domestic market, and it was best known for its air dump cars and its cabooses, like Missouri Pacific Railway Caboose #928.

For the most part, the Magor-built cabooses, including #928, remained unaltered throughout their time of service on the Missouri Pacific. The biggest alteration to Caboose #928 occurred c.1950 when radio equipment was installed in the caboose to allow in-train radio communication as well as radio communications with wayside locations. The Missouri Pacific was granted a train communication license on

[8] Information on Magor Car Corporation found at: http://www.midcontinent.org/rollingstock/builders/magor.htm.
[9] Information on Magor Car Corporation found at: http://www.midcontinent.org/rollingstock/builders/magor.htm.
[10] Information on Magor Car Corporation found at: http://www.midcontinent.org/rollingstock/builders/magor.htm.

November 6, 1945, by the Interstate Commerce Commission, one of the first railroads to be awarded such a license.[11]

G. J. Michels describes the installation of the system in his book *Cabooses of the Missouri Pacific Lines*:

> The installation in the caboose consisted of a metal rack mounted in a corner against the cupola partition that contained both systems [in-train and train to wayside]. Two separate handsets were used, one for each system, and cords were long enough to use the handset either in the cupola or on the "ground floor." This installation was rather large and required the blanking of one carbody window. Power was supplied by 32-volt storage batteries charged from 300-amp generators connected to axle- or wheel-drive chargers. Company correspondence of the time noted that when the radio cabinet, generator, and batteries were installed on the same side of the caboose, the carbody leaned to the side and the frame rested on the truck bolsters. The interior arrangement of the cabooses was changed to balance the car out.[12]

The Missouri Pacific experimented with various types of axle- or wheel-drive chargers, with the most popular ones coming from Dayton Rubber Company of Dayton, Ohio, and Preco, Incorporated, of Los Angeles. The Dayton Drive was eventually chosen for all of the cabooses. The drives were initially paired with a General Railway Supply/General Electric 32-volt, 300-amp system, although this was changed to a Motorola 14-volt, 75-amp system sometime after 1949. When the cabooses were not in motion, charging of the radio's batteries was handled via an overhead wire charger and arm that was raised from the caboose's roof.[13]

The Missouri Pacific found that radio communications were a great success. By August 1950, 63 cabooses had radio systems installed, and the number grew to 73 by 1954 and 103 cabooses by 1954. As Michels writes in his book, "The Missouri Pacific found that traffic was greatly expedited by the communication between the front and rear of a train, and with wayside stations. Trains moved over the single-tracked divisions faster, primarily due to quicker moves into and out of sidings."[14]

Although the Missouri Pacific undertook a program in the 1970s of upgrading and rebuilding its cabooses, Caboose #928 was actually rebuilt and upgraded in 1969. In addition, as of April 1, 1980, all cabooses were

[11] Michels, pp. 257-258.
[12] Michels, p. 258.
[13] Michels, pp. 258-259.
[14] Michels, p. 259.

renumbered to reflect the upgrades and for a more uniform numbering system. Under the new system road cabooses were given 13000-series numbers, local service cabooses were given 12000-series numbers, and yard service cabooses were given 11000-series numbers.[15]

It is believed that Caboose #928 was never given a 13000 series number, but it is known that it was renumbered as 12018 and put into local service, likely after it was rebuilt. The caboose was further downgraded later to yard service and given the number 11018, which is visible today. At the same time, the cupola windows were plated over, which remains the case today.[16]

However, by the mid-1980s railroads across the country began phasing out cabooses. Many freight trains replaced the caboose with a small box with a light to mark the end of the train, which were nicknamed "FREDs," "EDTs," or "one-eyed conductors." In addition, equipment along the right-of-way helped to detect hot boxes (overheated wheel bearings) or pieces of dragging equipment, further eliminating the need for cabooses. Although the Missouri Pacific merged with the Union Pacific on December 22, 1982, some Missouri Pacific cabooses remained in service until at least 2001, mainly on local trains or on work trains.[17]

Caboose #928 was retired from the Union Pacific on December 26, 1986. After Caboose #928 was retired from active service, it was given to the City of Searcy and put on display in Spring Park. In the spring of 2009, however, in order to better ensure the caboose's preservation, it was donated to the White County Historical Society. On March 30, 2010, the caboose was moved from Spring Park to the Rail Heritage Museum located in the former Missouri Pacific Railroad Depot (NR-listed July 20, 1992) in Bald Knob. The Historical Society now plans on sealing the caboose up against weather and then restoring the caboose's interior.

SIGNIFICANCE OF THE PROPERTY

Missouri Pacific Railway Caboose #928 illustrates the advancement of caboose design in the first part of the twentieth century. Initially, cabooses were built with wood frames and had wood siding. However, by changing to a steel body, as with the 900-class of cabooses, railroads ended up with cabooses that were more durable and needed less maintenance. The change from wood bodies to steel bodies was not just limited to cabooses, however; boxcars, passenger cars, and other types of rolling stock were increasingly built out of steel in the first part of the 1900s.

[15] Michels, p. 299, and Young, Tony. "Caboose-Cabeese." *White County, Arkansas, Historical Society News*. May 2010, no pagination.
[16] Young, "Caboose-Cabeese."
[17] Information on Missouri Pacific cabooses found at: http://utahrails.net/caboose/cabooses-mp.php.

Missouri Pacific Railway Caboose #928 illustrates the evolution of caboose design in the twentieth century in order to take advantage of new technology while allowing a longer-lasting caboose. As a result, Missouri Pacific Railway Caboose #928 is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering as a rare and intact example of an early steel-bodied caboose built by the Magor Car Corporation for the Missouri Pacific Railway remaining in Arkansas.

In addition, the railroad was an important aspect of White County's history beginning in the late nineteenth century. The St. Louis, Iron Mountain & Southern line through Bald Knob opened in 1872. It was one of several lines that existed through the county by1890. According to the *Biographical and Historical Memoirs of Eastern Arkansas*, the following railroad lines were in place by the late 1800s.

> The St. Louis, Iron Mountain & Southern Railroad enters White County about five miles west of its northeast corner, and runs thence through the limits in a southwesterly direction, its length here being about thirty-nine miles. It was completed in 1872. Soon after the Searcy & West Point Railroad was constructed, running from West Point to Searcy, and crossing the St. Louis, Iron Mountain & Southern at Kensett. The cars on this road are drawn between Searcy and Kensett by an engine, and between Kensett and West Point by horses. Its length is about ten and a half miles. The Memphis branch of the St. Louis, Iron Mountain & Southern Railroad connects Memphis with the main line at Bald Knob in the county's northeast part, its length being about ten miles, thus making the combined length of railroads within the county sixty-one miles or more. These roads, together with [the] White River as a navigable outlet, afford excellent transportation facilities.[18]

The railroad line through Bald Knob was also an important contributing factor in its development in the early 1900s. In 1890, Bald Knob was described as "being situated in the northeastern part of White County, on the St. Louis, Iron Mountain & Southern Railroad at the junction of the Memphis branch. It contains three general , one hardware and grocery, one grocery, one drug and grocery and a millinery store, a grist-mill and a saw-mill, school-house, etc., etc."[19] However, the population of the town grew steadily throughout the first part of the 1900s, reaching 750 in 1909, 1,000 in 1919, and 1,273 in 1932.[20] Today, the former Missouri Pacific line through Bald Knob remains the main railroad line throughout northeastern Arkansas, connecting Little Rock with St. Louis, Missouri.

[18] *Biographical and Historical Memoirs of Eastern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 116.
[19] *Biographical and Historical Memoirs of Eastern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 119.
[20] Sanborn Fire Insurance Maps for Bald Knob, 1909, 1919 and 1932.

Today, the Union Pacific, which was the Missouri Pacific's successor in the Bald Knob area, is exclusively a freight railroad and it remains an important railroad line through that part of Arkansas, a role it has played for over a century. Missouri Pacific Railway Caboose #928 was an important workhorse in freight service on the Missouri Pacific for many years until it was retired and eventually brought to Bald Knob. As a result, it is also therefore eligible for nomination under **Criterion A** for its association with the role of railroad transportation of the Missouri Pacific Railway.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number **9** Page **1**

BIBLIOGRAPHY

"About Missouri Pacific: A Brief Overview," from www.mo-pac.com/about.html.

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Information on Magor Car Corporation found at:
http://www.midcontinent.org/rollingstock/builders/magor.htm.

Information on Missouri Pacific cabooses found at: http://utahrails.net/caboose/cabooses-mp.php.

Knape, William F. and Freeman Hubbard. *The Railroad Caboose: Its 100 Year History, Legend and Lore*. San Marino, CA: Golden West Books, 1968.

Michels, G. J., Jr. *Cabooses of the Missouri Pacific Lines*. Springfield, MO: Missouri Pacific Historical Society, Inc., 1996.

West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication.

Young, Tony. "Caboose-Cabeese." *White County, Arkansas, Historical Society News*. May 2010.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number **10** Page **1**

VERBAL BOUNDARY DESCRIPTION
From UTM point 15/630132E/3908168N, proceed northeasterly for 50 feet, thence proceed perpendicularly to the southeast for 20 feet, thence proceed perpendicularly to the southwest for 50 feet, thence proceed perpendicularly to the northwest for 20 feet to the point of beginning.

BOUNDARY JUSTIFICATION
The boundary encompasses all of the property that contains Missouri Pacific Railway Caboose #928.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number **Additional Documentation** Page **1**

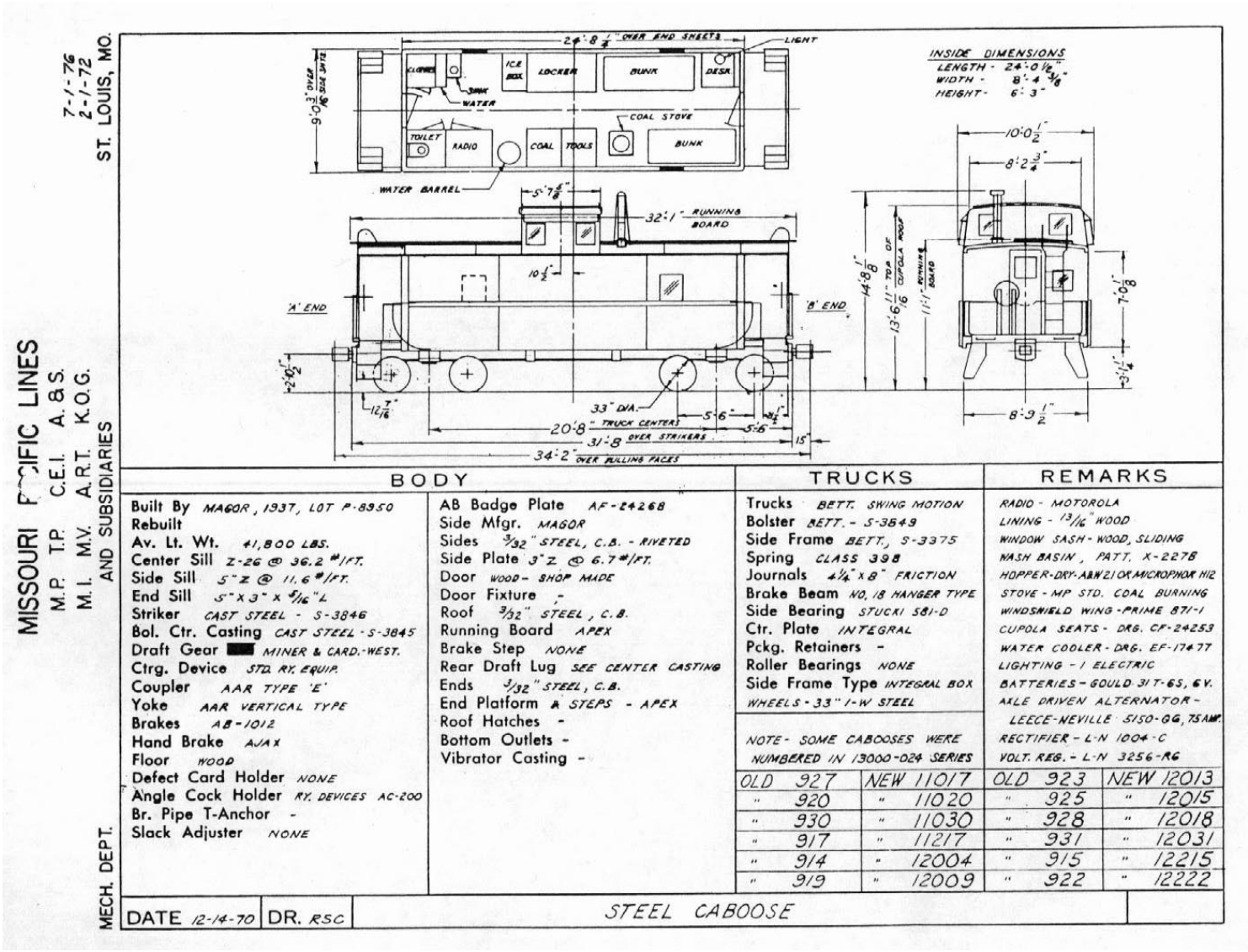

Diagram of Missouri Pacific Railway Caboose #928 (From Michels, G. J., Jr. *Cabooses of the Missouri Pacific Lines*. Springfield, MO: Missouri Pacific Historical Society, Inc., 1996, p. 64.)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number **Additional Documentation** Page **2**

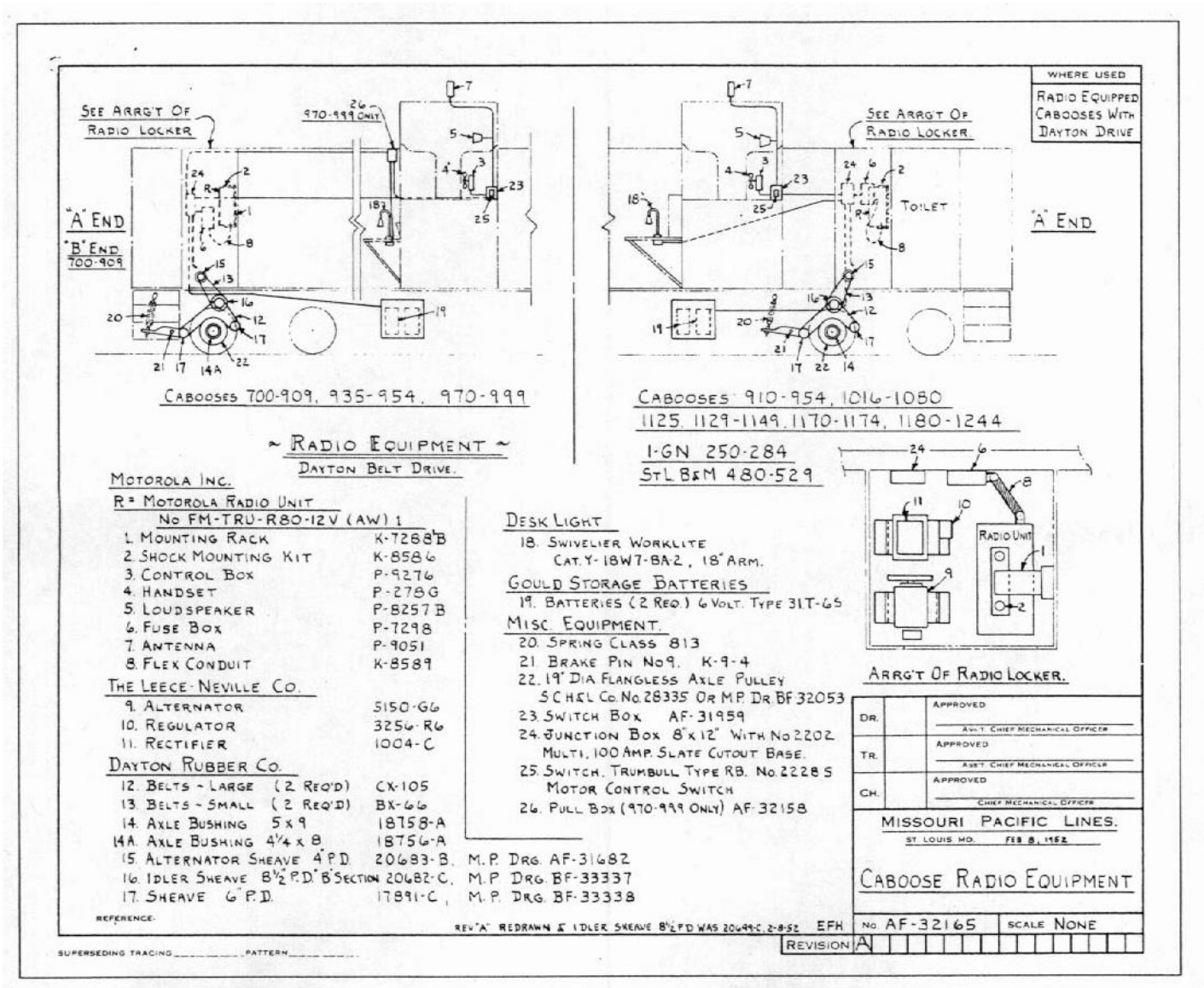

Diagram of the Radio Equipment for Missouri Pacific Railway Caboose #928
(From Michels, G. J., Jr. *Cabooses of the Missouri Pacific Lines*. Springfield, MO: Missouri Pacific Historical Society, Inc., 1996, p. 257.)