

Information Sheet

R Atlantic and Pacific Railroad Company.
86 Ledgers, 1870-1880.
Four volumes.

MICROFILM

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These are indexed accounts of operating expenses and revenue of the Atlantic and Pacific Railroad Company. The road became part of the St. Louis and San Francisco Railway Company main line in 1876, and is now part of the Burlington Northern system.

An Act of Congress chartered the Atlantic and Pacific Railroad in 1866. It was to run westward from Springfield, Missouri, through Indian Territory, thence to San Francisco along the 35th parallel. John C. Frémont headed the company, which was composed of investors from the eastern United States. The company also acquired the bankrupt South West Branch of the Pacific Railroad to ensure access into St. Louis. The South West Branch left the main line of the Pacific Railroad at Franklin (now Pacific), Missouri, and had reached Rolla by 1860, but the Civil War bankrupted the road. The State of Missouri seized the line in 1865, re-named it the Southwest Pacific Railroad, and operated it until the sale to Frémont.

While Frémont led the company, rails were placed on previously constructed roadbed to the confluence of the Gasconade River and Little Piney Creek at Arlington, twelve miles west of Rolla. There was no additional construction before the company defaulted on its first installment on the purchase price in 1868, whereupon the state again seized the road. Another group of investors purchased the line and formed the South Pacific Railroad Company. The rails reached Springfield in 1870, where they joined those of the Atlantic and Pacific Railroad. Although they remained separate corporate entities until 1873, the Atlantic and Pacific and the South Pacific railroads were owned by the same group and were operated as a single line. Construction through Indian Territory came to a halt in late 1870. The company struggled until 1875 when it defaulted on its mortgage payments. Its directors purchased the company at a foreclosure sale in 1876. The new organization bore the name St. Louis and San Francisco Railway Company, although the road had no terminus at either city.

The ledgers of the Atlantic and Pacific Railroad bear evidence of the tangled financial history of the line. All of the volumes include accounts of mortgage and bond payments in the names of the predecessor roads, and Volume 2 contains the entries for the purchase of the Southwest Pacific Railroad and merger with the South Pacific. The ledgers also contain routine accounts for freight and passenger interchanges, construction costs, land leases, royalties, and salaries.

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Shelf List

These are indexed accounts of operating expenses and revenues of the Atlantic and Pacific Railroad Company. The road became part of the St. Louis & San Francisco Railway Company's main line in 1876, and is now part of the Burlington Northern-Santa Fe system.

Volume 1: Ledger, 1870-1873 (400 pages plus index).

Volume 2: Ledger, 1873-1874 (451 pages plus index).

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Volume 3: Ledger, 1873-1875 (595 pages plus index).

Volume 4: Ledger, 1875-1880 (800 pages, no index).

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Index Cards

Atlantic and Pacific Railroad Company
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Railroads—Records and correspondence
St. Louis-San Francisco Railway Company
South Pacific Railroad Company