

The Colorado Southern, New Orleans & Pacific Railway

Steve Grabowski (#3409) clears up a railroad perfin identity

According to Bob Gray's *Railroad Perfins Catalog*, the Cincinnati Southern, New Orleans & Texas Pacific (CSNO&TP) was the user of perfin pattern C319. The problem is, the railroad name doesn't fit the initials CSN/O&P of the pattern.

Edison's Railroad Names doesn't list a Cincinnati Southern, New Orleans & Texas Pacific railroad. However, it does list a Cincinnati, New Orleans & Texas Pacific line which resulted from a consolidation of the Cincinnati Southern, Alabama Great Southern, and the New Orleans & Northeast. The CNO&TP is represented on perfins as the Queen & Crescent Route (perfin patterns Q9 and Q10).

I have a photocopy of a cover with C319 perfin (courtesy of Irvin Holloway, railroad catalog editor) with a corner card of the Gulf Coast Lines/International-Great Northern. The cover is postmarked in Cleveland, Ohio, on November 12, 1925.

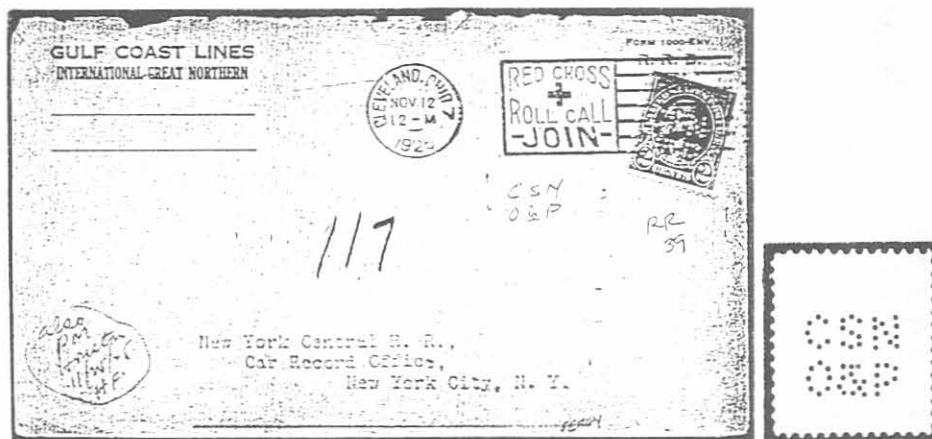
This cover became my starting point for a search for the real user of C319.

Poors Manual of Steam Railroads confirmed that railroad histories are complicated. The history of the CSNO&P is no exception.

Take the New Orleans, Texas and Mexico (Gulf Coast Lines). It was composed of several lines: the St. Louis, Brownsville & Mexico; the New Orleans, Texas & Mexico; the Beaumont, Sour Lake, & Western; and the Orange & Northwestern, with trackage rights from the Kansas City Southern and the Louisiana Railway and Navigation Company.

The New Orleans, Texas & Mexico railroad is of interest since it was originally the Colorado Southern, New Orleans & Pacific, incorporated in Louisiana in May 1905. The company built a line between Baton Rouge and DeQuincy, Louisiana. The name changed or was leased to the NOT&M in March 1910.

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Steve Grabowski's research shows that the catalog lists the incorrect user of pattern C319. (Cover is shown reduced; perfin is shown full size.)

leans & Pacific is a perfect fit for the CSN/O&P of pattern C319 and based on my research, I contend that it is the proper identification of perfin pattern C319.

Further evidence was found in atlases for the Baton Rouge-DeQuincy Line. C.S. Hammond shows the Gulf Coast Line. Rand McNally shows the NOT&M and an earlier edition shows the CSNO&P.

Other sources indicate that the CSNO&P was a non-operating company and the NOT&M was the operating company and that CSNO&P retained its identity for some time after the name change (or lease) since it is mentioned in some other publications after 1910. The cover is further evidence of that.

References

- Robert Gray, *Catalog of Railroad Perfins*, The Perfins Club, 1987.
- William D. Edson, *Railroad Names: A Directory of Common Carriers 1826-1992*, McClain, Potomac, MD, pp 38 & 42.
- Poors Manual of Steam Railroads*, Poors Publishing Company, New York, 1933.
- J. H. Hand, *Gringo Builders*, private printing, Iowa City, IA, 1931.
- C. S. Hammond, *The New Reference Atlas of the World*, C. S. Hammond & Company, New York, 1930, p 79.
- Rand McNally, *New Census Atlas of the World*, Rand McNally & Co., Chicago, 1911, p. 30.