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Many thanks

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THANKS

I would especially like to thank the following people for their help in my research into the Brownsville Missouri Pacific passenger station. Without their help, I would have had something, but probably not much of something. These people provided me with many things, such as photos, information, contacts, ideas, opinions, enthusiasm, and encouragement. I am indebted to them for their assistance. My hat is off to you guys.

Bill Basden deserves special mention, because he was the first to help, and provided me with the first photo I ever saw of the depot, thus igniting an incredible fire inside me that wouldn't subside until I had learned and/or figured out virtually everything there was to be found out about the depot. He helped out with ideas and opinions about various aspects of the depot, and provided me with several additional photos that contained information crucial to understanding the construction of the pavilion and platform areas of the station. As of this writing, he has started building an "O" scale model of the depot.

John Wagner also deserves special mention. He sent me drawings and recollections of the depot stemming from his early childhood days in Brownsville. I will never forget his story of riding out a hurricane in a freight car in the Brownsville Missouri Pacific freight yard.

I'd also like to thank three photographers, all I believe deceased by now, two of which are R. H. Carlson and Philip R. Hastings. Their photos provided much of the most important information that was to be found via that medium. Carlson's Baldwin switcher shot that cryptically showed the roof supports underneath the pavilion roof provided me literally with tens of hours of thought before I finally figured out what it meant. Hastings' overhead shot from the Earle Hotel across the street (that I've christened the "God Bless Earle" photograph) then confirmed the pavilion roof configuration I had deciphered from the Carlson photo. The other photographer is the anonymous one who took the photos appearing in the October 15, 1927 Railway Age article on the depot. These included the only known photograph of the interior of the waiting room.

I'd like to thank the late Robert B. Kelly for designing the depot. If it wasn't for his wonderful architectural skills, I would have had nothing to get fired up about. It's a crying shame that the depot wasn't preserved somehow, so that it could today be admired and experienced as all true architectural masterpieces should be.

Unfortunately, I have probably forgotten to mention somebody's name or two, such as the graduate assistant at UT Brownsville, who found me some books and recommended some places in Brownsville to visit. My apologies for the oversight.

Most importantly, you have helped to save the memory of a wonderful piece of architecture that to my mind is the most beautiful railroad passenger station ever constructed, period. You are alphabetically by last name:

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Forgot to Document

David N. Currey, February 9, 2011