

GOAD, J. M.

INTERVIEW

#7103

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INTERVIEWER PETE W. COLE  
Indian-Pioneer History S-149  
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INTERVIEW WITH J. M. GOAD  
Stringtown, Oklahoma.  
Born August 8, 1842 Fayetteville, Ark.

I came to Stringtown, Indian Territory, in what is now Atoka County with the contractors of the Missouri, Kansas and Texas railroad in the year 1871. Worked as a blacksmith in the fall of 1872 and finished up at Caddo, Indian Territory. Came back to Stringtown, Indian Territory and settled; have lived here ever since. A family of six boys and two girls, of whom three are living, two boys and one girl. Established a blacksmith business and have been in the blacksmith business <sup>ever</sup> since.

The Missouri Kansas and Texas railroad first was built from Stringtown, Indian Territory, through Atoka, Indian Territory and Denison, Texas; through valleys and over south of Atoka, in what is now Oklahoma, on what is known as Smallwood Hill, downhill through Caney, Indian Territory, then up over Caddo Hills, thence down hill through Durant, and uphill over the divide between Blue and Red River, downhill and across to Denison Texas. It was built this way on account of

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heavy trains and traffic and the quantity of freight and business of different kinds on both sides of the railroad communities from Stringtown to Denison. The first track was very unsatisfactory with the railroad company, because, in order to get the heavy trains and traffic over this road the trains had to be pulled with a double engine and double crews from Denison to Stringtown.

In the year 1908 the M. K. & T. Railroad Company entered into an agreement or contract with the Patton-Gibson Construction Company of Pittsburg, Pennsylvania, to survey a shorter route for the purpose of building a double track from Denison to Stringtown, Indian Territory, in order to take care of this business from the surrounding community.

In 1909, the Patton-Gibson Construction Company began work at Denison, Texas, thence north, grading and laying steel for the double track and completing the road along this right of way. This new road was built separate and away from some of the old right of way which

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left the old right of way for the public in different counties. The old Jefferson Highway from Stringtown to Denison, Texas, was established over this old road from Stringtown to Durant, Indian Territory, and the present highway 75 was built from Atoka to Durant over three fourths of the old abandonment of the M-K- & T. Railroad bed. Interstate and outer state traffic from 1900 to 1920 was so great that it was the cause of the M.K.T. building and constructing this new road bed from Denison to Stringtown.

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The old road bed was transferred through an agreement with the Choctaw and Chickasaw Nations and of different counties of Oklahoma, as a donation to public roads. The present right of way was purchased from different land owners and different allottees along this line. Two-thirds of the small towns along the old lines were moved from one fourth to one mile to the new line.

They did away with the Tellico switch between Stringtown and Atoka, also with LeFlore between Limestone

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Gap and Stringtown, and the Smallwood switch between Atoka and Tushka on Smallwood Hill was also done away with. This road also missed Calera and that switch entirely.

The heavy traffic along these routes is the reason that a double track was laid. This double track accommodated all the shippers in this district.

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