

*Southern Railway:
from
Stevenson to Memphis*



*A History of
The Memphis Division
Southern Railway System*



LOOK AHEAD-LOOK SOUTH

B30⁰⁰

Southern Railway:
from
Stevenson to Memphis



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A History of
The Memphis Division
Southern Railway System

Including
A Scrapbook, Seniority Lists, Depots, Locomotive Roster & Stories.

Edited by
Jack Daniel

A large, stylized handwritten signature in black ink that reads "Jack Daniel". The signature is slanted upwards to the right and overlaps with the printed name "Jack Daniel" below it.

Grandmother Earth Creations
Germantown, Tennessee 38138

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Germantown, Tennessee 38138**

*Dedicated to the memory of
those train crews who have passed on
and
to the honor of the few that remain,
who handled the steam trains
between Memphis and Chattanooga, Tennessee,
from
1830 through 1953,*

*and to the observance of the
Centennial Celebration of the
Southern Railway System*

1894 - 1994



Just as this engineer is looking back at his train, this publication is looking back to the beginnings of a rail system between Memphis and Chattanooga, Tennessee. If this locomotive number had been 4517 instead of 5417, it could have been a Southern Railway locomotive on the Memphis Division. (Photo by Hugh Jack, editor's collection.)

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FOREWORD

The mysterious working of nature has always intrigued man. The early settlers and developers of this country, with a limited understanding of nature, were met with great obstacles to overcome. Extreme weather presented challenges to travel and transportation. The early Federal Government created a Topographical Bureau to deal with such problems. The best surveyors' and engineers' services were in great demand. Nature played havoc on man's effort to transport heavy objects over soft earth, marsh lands, and rocky mountains and across streams and bodies of water. In the absence of heavy earth-moving equipment, specialized tools and explosives, early military roads, trails and railroads were surveyed and constructed.

Let us look at the origins of the railway. There are two elements in the make-up of a railway. One is the specifically prepared track, designed to carry loads with reduced friction; the other is the system of guidance that makes it unnecessary for vehicles to be steered. Defined in this way, railways are very much older than most people realize. One of the differences between Greeks and Romans was that, while the Romans labored greatly to build roads all over Europe, the Greeks saw no reason why they should go to the trouble of forming flat stone surfaces, ten feet wide or more, when two narrow ruts carved into rock would serve the purpose. These rutways were the ancestors of railways; they provided a smooth and relatively friction-free running surface, combined with guidance for the wheels. From remains in various places around the Mediterranean it can be seen that their engineering was also quite sophisticated. There were sidings and passing loops, and the tracks ran wherever possible along contours to preserve a level grade.

Railways, as we know them, began with the Industrial Revolution. In the first mines, heavy weights had to be moved to prevent them from hitting tunnel sides in confined spaces. The area which now includes Alabama, Mississippi and Tennessee had abundant rivers, streams and forests that attracted the Chickasaw and Cherokee Indian tribes as early as the 1300's. It is believed that these tribes were descendants of the civilized Toltec Indians of Mexico. Since Indians primarily hunted and fished and did not depend on agriculture, these waters and forests were desirable. Their villages were established at the mouth of streams that emptied into the rivers. Trading was developed with the French and English traders, who used these major rivers as their transportation.

The coming of the white man, and his interest in agriculture and cattle raising into this area, soon posed two primary problems, both related to transportation. The important Tennessee River contained shoals that prevented navigation during low water and the Mississippi River limited their markets to New Orleans. The coming of the white man's railroads replaced some of those early river villages, towns, ferries and trail-side inns with inland towns.

The purpose of this publication is to enable the reader to get a general view of how a railroad came into being from Memphis to Chattanooga and to better understand the continuity of the period from 1830 to 1982. The final rail line resulted by the combining of several railroads and each owner or lessee is covered in an individual chapter. It should be pointed out that most, if not all, of the early railroads were granted charters for roads that were two hundred miles or less in length and within the boundaries of one state. State legislatures could only deal with matters in their jurisdiction. During the period 1830 through 1900, business and political decisions and calendars of the state legislatures were heavily taken up with railroad matters.

The terminus of those short railroads became known as "railroad towns" as the railroad was their primary employer and provided economic gains. All of the major class one railroads of today are the result of consolidation of dozens and dozens of those early short-distanced roads. These consolidations brought some displacement of the "railroad towns." Railroads were divided into internal divisions. A division generally covered the distance train crews worked. The railroad unions have generally kept these working agreements within the 120 to 150 mile maximum. It should also be pointed out that railroads brought about early union movement. Many of the unions were called "brotherhoods."

Grateful acknowledgment is made to the Southern Railway System "TIES" Magazine for many of the pictures and articles used in this book. In addition, many pictures and materials came from the Railroad Celebration Association's annual publications from the 1940's and 1950's. The organization was formed in Tuscumbia, Alabama in 1939 and is now defunct. A special acknowledgement is made to the railroaders and families of railroaders of Tuscumbia and Sheffield, Alabama who donated many of the older photographs to the former Muscle Shoals Railroad Club in Sheffield, Alabama. Additional acknowledgement is made to Christine Daniel Counce, Patricia Smith, Dr. Malra Treece and Marcelle Zarshenas for proofreading and to Frances Cowden for technical assistance. Many thanks to my son, Keith Daniel, who contributed many hours of graphic work in the scanning of pictures and to my wife, Martha, who was so patient with me during my work on this book.

Jack Daniel

CHAPTER ONE

THE TUSCUMBIA RAILWAY CO.

The first railroad in Alabama came into being at Tuscumbia because some planters along the Tennessee River believed that they needed an "iron river" to bypass the shallow shoals where the Wilson Dam is now located. Mired with mud during wet weather, poor roads left the planters largely dependent on the river as a route for moving cotton to market and bringing in needed supplies and manufactured goods. The river was navigable from Chattanooga to Decatur, and beyond Tuscumbia Landing, the winding Tennessee curved like a broad highway to the Ohio and Mississippi River channels, but between Decatur and Tuscumbia shoal water barred the river to all but the most shallow draft craft.

On January 16, 1830, the Alabama Legislature chartered The Tuscumbia Railway Company. The company was organized for the purpose of erecting a horse-powered rail line from Tuscumbia to some eligible point on the southern bank of the river for a distance of two and one-tenth miles and was located at the mouth of Spring Creek. Where the creek emptied into the river was called Tuscumbia Landing. The act provided that thirteen men from the list of incorporators were to be chosen directors, and the officers were to be chosen from the directors. However, only ten names were given: John Kennedy, John Southerland, John Haynie, Philip Godby, William H. Winter, James Elliot, David Deshler, Thomas Aldridge, Ralph Hatch and Armstead Barton. 1

This two mile span at Tuscumbia was just right in length for building a railroad. Had it been longer, its construction would probably have been too much of an undertaking. Had it been shorter, the railroad would not have been necessary. The advantage of railroads lay in the fact that there was a minimum of friction between metal wheels and metal rails and that maintenance costs were moderate.

The Tuscumbia line was constructed using cedar crossties that were placed on five-foot centers. Pairs of oak beams, five to seven inches thick, were located on top of the ties to serve as rails. The beams were capped with iron straps that were two inches wide and one-half inch thick. The iron came from the Napier Iron Works in Tennessee and the Russell's Valley Iron Works, which was an early Alabama iron foundry located at the present city of Russellville. This type of construction was superior to the old solid granite rails used originally on the Boston & Lowell and the Baltimore & Ohio railways. The granite rails shook the rolling stock and they were soon replaced by the type of rails used at the Tuscumbia Railway. A surprisingly modern feature of the Tuscumbia track was its gauge, the distance between the insides of the rails. It was four feet, eight and one-half inches, which was the standard gauge used, at the time, in the northern United States and in England. 2

The principal obstacle between Tuscumbia and the river was a wide ravine. It was spanned by a truss bridge that was two hundred and seventy four feet long and thirty five feet high. Several fifteen foot high embankments were also required. The maximum grade on the line was twenty feet per mile. Only such gradual grades could be tolerated, since the railroad was powered by horses. The entire line was built for a cost of \$9,500.

An unusual appendage was the terminal building located at the river end of the line. The railroad stopped on top of a bluff that was seventy five feet above the river. The building was placed below the bluff and its top floor was on level with the railroad bluff. The three story building was parallel to the river and it was seventy five feet long and sixty five feet deep. The first story consisted of "rubble" masonry and the upper portion was made of brick. A chute was utilized to load cotton from the railroad to the lower two floors for storage. A similar chute was used to transport the cotton stored in the building to a floating wharf on the river. To remove incoming cargo from the boats, a horse-powered incline plane ran through the terminal. This mechanism, which today would be known as a conveyor, lifted freight from the wharf to the roof of the terminal where it would be loaded onto the railroad. The terminal with its chutes, wharf, and incline plane cost \$7,000 and was almost the price of the railroad itself.

The technology of the Tuscumbia Railway Company was as modern as that used by any railroad in the world, aside from the fact that horses provided the power rather than steam locomotives. Locomotives were still in the process of proving themselves in England, the world's center of railroad technology.

England's thirty mile railroad, The Liverpool & Manchester, was more successful with locomotives. Before opening for business, it held a locomotive competition in 1829. This competition was won by Stephenson's famous "Rocket." This locomotive is now on display in London's Science Museum. The Liverpool & Manchester began operation on September 15, 1830, three quarters of a year after the Tuscumbia Railway Company had been chartered.

David Hubbard, a Courtland planter, gets credit for the idea of the Tuscumbia Railway Company because he went all the way to Pennsylvania to witness an experiment with a locomotive. He probably witnessed the "Stourbridge Lion" in action. He came back home and reported the event with much enthusiasm and these reports influenced the decision to build the railroad at Tuscumbia. However, the man most responsible for putting down cedar ties and iron-capped wooden rails across the valley was Benjamin Sherrod, a planter who migrated to the Tennessee Valley from North Carolina.

What kind of man was Benjamin Sherrod? After little more than a dozen years in the valley, he was one of the ablest and most prosperous planters. He was respected for his skills in planting and harvesting cotton along with his attention to preserving the soil. He was admired for his honesty and personal warmth. He owned four plantations, each of them several thousand acres lying between Tuscumbia and Decatur.

Because of the railroad's importance, the entire stock issue was sold promptly. Surveys were started in the spring of 1830 and construction began June 5, 1830. The railroad was completed two years after the initiation of the surveys, and the opening celebration took place on June 12, 1832. Excitement ran high with the completion of the nation's first frontier railroad.³

Here is an excerpt from the June 23, 1832 issue of Huntsville's *SOUTHERN ADVOCATE*:

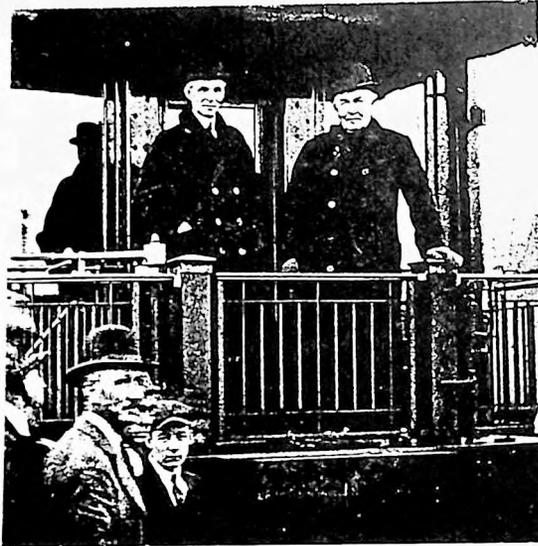
On June 12, 1832, The Tuscumbia Railway was opened in conformity with previous arrangements. At an early hour a large concourse had assembled to witness the operation of the first railroad in Alabama. The cars were in motion throughout the day for the accommodation of visitors. A procession was formed at eleven o'clock a.m. of the cars drawn by one horse, crowded with the beauty and the fashion of the county and accompanied with a band of music. The procession passed at the foot of the road where an extensive collation had been prepared for the occasion. Several thousand persons partook of the hospitality of the railroad company. The utmost harmony and good humor prevailed. It was truly novel and interesting to witness the rapid and graceful flight of the 'majestic cars' in a country where but yesterday the paths of the Indians were the only traces of human footsteps.⁴

This was the beginning and the tracks would soon grow beyond their two and one-tenth miles. For at Courtland, on October 2, 1831, a full eight months before the last track was laid on The Tuscumbia Railway Company, delegates from three North Alabama counties met to plan to extend the railway to some point on the river above Muscle Shoals.

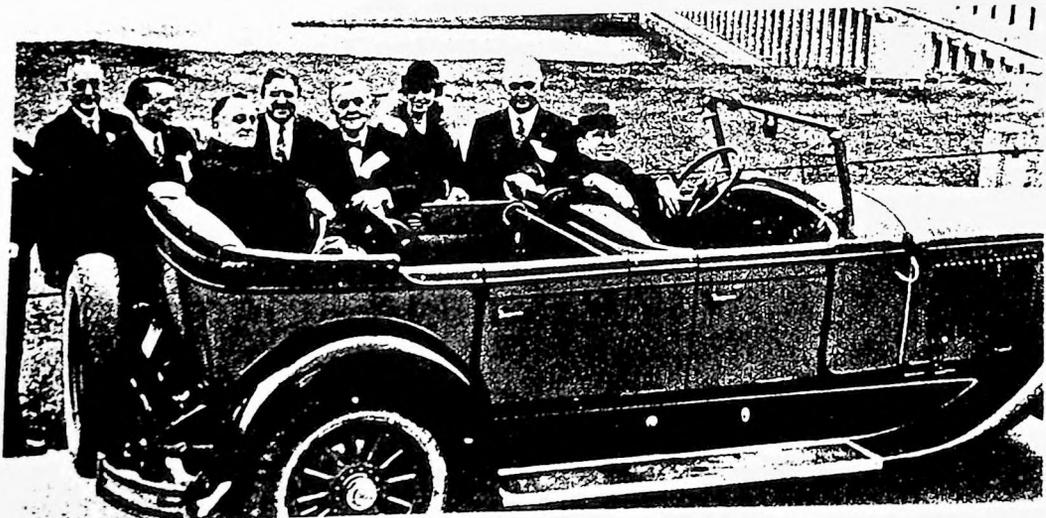


This was the shallow shoals that caused navigational problems on the Tennessee River before Wilson Dam was built. Photo from Official Program-Colbert County Century of Progress Celebration. Photo used with permission.

After the Wilson Dam was built, which solved the navigational problems on the Tennessee River, Henry Ford and Thomas A. Edison came to the Muscle Shoals area by a Southern Railway train in 1921. Ford was planning on building his car manufacturing plant here. This did not materialize and he built in Michigan instead. What attracted him to the Muscle Shoals area was the availability of reasonable electricity rates. Pictured here is Ford on left and Edison on right. Thomas Edison worked for Western Union in the Memphis & Charleston depot in Memphis, Tennessee, during his youth. (Photo from Official Program-Colbert County Century of Progress Celebration. Used with permission.)



President Franklin D. Roosevelt visited the Wilson Dam in a 1933 visit. He came here by Southern Railway. He later had a phosphate plant built here which produced ammunition powder that was used during World War II. The Tennessee Valley Authority later converted the plant to the production of fertilizers. (Photo from Official Program-Colbert County Century of Progress Celebration. Used with permission.)



CHAPTER TWO

THE TUSCUMBIA, COURTLAND & DECATUR R. R.

In January of 1832, the Alabama Legislature approved a charter incorporating The Tuscumbia, Courtland & Decatur Railroad Company to build a rail line by way of Courtland to Decatur, a distance of forty-three miles. Subject to the later approval of the stockholders, the charter listed a board of directors, most of them officers and directors of The Tuscumbia Railway Company, and they named Benjamin Sherrod as president.

Within a month after the railroad charter was granted, Sherrod brought the directors together at Courtland on February 11, 1832, to accept it. The directors selected one of their members, David Deshler, as Chief Engineer. They asked him to complete a survey of the first ten miles and a cost estimate for the entire project within thirty days. In early March, 1832, the stockholders again met at Courtland and approved the survey and cost estimates. Before the end of the year, contracts had been negotiated for grading and construction of twenty-three miles of the line from Tuscumbia to Courtland. ^s

There were many disappointments for the railroad in 1833. Even though a shipment of railroad iron had arrived from Liverpool, England, little more than ten miles of track had been completed and the company still had to use horse power. Money from early stock payments ran out, forcing the company to issue \$108,000 worth of stock bonds which were backed by the company's assets. The Tuscumbia, Courtland & Decatur Railroad's most exciting year came in 1834. Early in the year the company awarded the last of the construction contracts for the line. On June 1 the first locomotive (built by E. Bury of Liverpool) arrived to delight trackside spectators with its speed and to encourage the directors to abandon horse power as soon as enough locomotives could be purchased.

The track reached Courtland in July, and in late December, 1834, cheering crowds welcomed the "Fulton" as it puffed into town driven by engineer Jack Lawson. It had most of the road's rolling stock (15 freight cars and three passenger cars) trailing behind it. Freight began to accumulate at Courtland, waiting for transport as soon as the line reached the river at Decatur, even before the last track was laid down. Much of the freight business had to be refused because of the lack of equipment. Additional equipment on order from the east did not arrive until 1835. The locomotive, "Pennsylvania," bought second hand from a railroad in that state, arrived in February without a tender or tank. It was over-heavy and under-powered and became a stationary engine at the engine shops. A second locomotive, the "Comet" received from the West Point Foundry at New York in June, was on the road only a few weeks when a burst cylinder sidetracked it for six months. Not until June of 1836, when the Baldwin-built locomotive "Triumph" took to the rails, was the road able to abandon horse power entirely. Construction of the 43-mile line was completed at a cost of \$429,000 and the railroad owned land, warehouses, offices, shops and a foundry at Tuscumbia (where old fifth street station is now located) and other properties at Decatur and along the tracks. ^s

There were problems along the line. Track construction was too light even for small locomotives and cars, and the cedar cross-ties should have been placed closer than four feet apart. Fastenings on the iron caps of the rails tended to give way and the iron strips curled into "snakeheads" that stopped or derailed cars. When these were discovered, the train stopped and the engineer, fireman and interested passengers got out to nail down the straps of iron. The first lawsuit brought against the Tuscumbia, Courtland & Decatur Railroad was for injuries received when one of the loose bars went through the floor of a coach and scratched the legs of a passenger. A derailed engine or coach sometimes caused hours of delay, for there were no wrecking crews with modern equipment for removing wreckage and re-railing cars; no efficient repair shops; tools were few and simple. The crew consisted of the engineer, the fireman and the conductor, along with a few husky Negroes to load and unload the freight. The following article about engineer Jack Lawson appeared in THE NORTH ALABAMIAN newspaper, published in Tuscumbia, Alabama on April 4, 1872:

Some weeks since we noticed the announcement that our townsman Capt. Jack Lawson brought the first locomotive, with a train of construction cars, to this city. This announcement brought to mind our first acquaintance with Capt. Jack Lawson, in North Alabama, in 1836.

Thirty-six years occupies no inconsiderable space in life's limits. Both Capt. Jack and the writer were considerably younger then than today. Now we have both passed the meridian, and are well on our way toward the setting sun of old age. When men get into the sixties they, as a general rule, anticipate little in the future of life, and the mind naturally turns back to the past, with its sweet and bitter memories.

In 1836, railroading was literally in its infancy. Capt. Jack was employed as runner or engineer on the Tuscumbia, Courtland & Decatur Railroad, which was, we believe, about the second railroad built in the Southern States. The railroads of that day were very different affairs from those of the present. Then, instead of the heavy iron rail now in vogue, with the closely laid cross-ties, wooden stringers, with cross ties every eight or ten feet, constituted the road bed. Upon those stringers was laid flat bars of iron about three inches wide by three-fourths of an inch thick, fastened with small spikes, which made up the track.

This did very well for a time, while mule power only was developed; but when the iron horse was turned loose upon it, with heavy trains of cotton, it soon became a very wretched as somewhat a dangerous institution. The stringers settled between the cross-ties and the spikes worked loose until the ends of the iron bars bent upwards. These were termed "snake heads." Trains usually carried hands with sledge hammers and spikes to fasten those down. When the engineer saw one of these "heads" dangerously elevated, he would stop the train and have them depressed. The locomotive did not carry cow-catchers then, or the road would have soon been stripped of iron.

Freight trains made, with good luck, about five miles per hour; and passenger trains about eight or ten. The locomotives of that period would look like box coffee-mills by the side of the leviathans of to-day.

The favorite locomotive on the Tuscumbia, Courtland & Decatur road was the little "Fulton," of English build, and for that day a very superior machine. The "Fulton" was Capt. Jack's pet. He could make her whiz over the cedar stringers with frightful velocity, regardless of 'snake heads' or any other obstructions, and under his management she generally behaved very well, but with almost any other runner she had an ugly fashion of jumping the track and taking to the woods.

We have a vivid recollection of our first ride on the road. We took a trip from Tuscumbia, our then home, to Courtland, twenty miles up the road. The up trip was made without accident, but on the return about four miles from home, the car we were in gave a more violent lurch than usual, and upon looking out to see what was the matter, we beheld the "Fulton" and her runner (not Capt. Jack) on a trial of speed, to see which could reach a clump of small trees first. The man won the race and the "Fulton" apparently in disgust, turned over on her side. We had the pleasure of walking four miles with a young lady that pleasant spring evening.

But to come back to Capt. Jack Lawson. In those days he was in the prime of young manhood and rather inclined to "go in on his muscle" when occasion required. On the road with him was another engineer, Capt. W. C. Francis, a Corsican Frenchman, whom many of our readers may recollect as a steamboat Captain, who brought out the "Greek Slave," a Louisville & Tennessee River boat. Capt. Jack and Francis, when off duty, were almost inseparable.

In those days the police regulations (in the South at least), were not as stringent as they are at present. If two men took it into their heads to enjoy a civil knock-down, for the purpose of testing their relative muscle power, there was no watching policeman to gobble them up, nor austere Judge to go for their pockets, under the pretense that they had broken the peace, when in reality they had broken nothing but each other's mugs. Well, Lawson and Francis, by those who knew them, were considered the "best men," physically, in the country and always held themselves ready to convince any man, who entertained doubts upon the subject, by a fair trial. We never heard of either of them coming out of the encounter second-best. That was the day before repeaters and deringers. Do not understand us as insinuating that they were "bullies" or quarrelsome, far from it. The customs of the country were then such that a man gained more respect and consideration from the masses at large by his personal prowess than he did by his personal piety. Lawson and Francis were kind-hearted, liberal men, who never "went back" on a friend or turned their backs on an enemy. The winds of twenty winters have chanted their requiems over the grave of Francis; yet Capt. Jack is stalwart and straight as thirty-six years ago. Time evidently deals gently with him. 7

In his annual report of 1833, David Deshler had estimated that the profits of the

road would be so great (54 %) that they would have to lower freight rates in compliance with the terms of the charter. Aroused by the optimism, numbers of Tuscumbia residents mortgaged houses and lots to secure shares of stock at \$1,000 per share.

As a bypass to one section of the river, the railroad faced a bad "peak load and empty" cycle. Heaviest traffic came during the brief cotton harvest. Otherwise, it came in sporadic bursts. Loading and unloading a steamer brought a period of feverish activity, then there was nothing to do but wait for the arrival of the next steamboat. However, during 1837 this railroad received unexpected business from the United States Government. The government had made treaties and agreements with the Cherokee Indians to give up claims on land in Georgia, Tennessee and Alabama in return for land west of the Mississippi River in what was then Arkansas. This movement of Indians would eventually include approximately 13,000 Cherokees and their black slaves along with a few of their possessions. This journey or trek of Indians would become known as "The Trail of Tears."

Some of these movements were made by way of the Tennessee River and, if the water was at low level, the Indians would have to use the railroad from Decatur to Tuscumbia. One of the most honored and respected Cherokee Indians was Major John Ridge. He had become wealthy in his own right. He decided to give up and move his family and a few slaves to the new territory and they came down the Tennessee River in March, 1837. He was then 66 years old. They boarded the open cars of the Tuscumbia, Courtland & Decatur Railroad. That ride provided awesome and wondrous memories. He described this experience as "a puffing, boisterous belly-wiggler of a creature, screeching challenges, belching loud noises from its head, throwing off steam and smoke, moving straight as an arrow across the ground." The train trip took them through Muscle Shoals, the fabled territory that Cherokee Chiefs had traded away in return for bribes during Major Ridge's younger days. He recalled his anger at the time. 8

CHAPTER THREE

SOMMERVILLE, REESE & COMPANY

In 1837, Sommerville, Reese and Company, who were interested in developing steamboat traffic between Tusculumbia and New Orleans, leased the Tusculumbia, Courtland & Decatur Railroad from Decatur to the landing on the river. They also leased warehouses at both ends of the line and began transacting business. Their next step was to establish a line of boats, in connection therewith, between Decatur, Chattanooga and Knoxville. They secured the contract for carrying the mail from Tusculumbia to Knoxville. They had four fine boats built as large and well as any that navigated the Tennessee River. Thus they opened up a tremendous traffic between Knoxville and New Orleans, handling every pound of freight and carrying every passenger going and coming.⁹

The question of the development of the Tennessee River at Muscle Shoals had been one of the problems of the government since the time of President George Washington. He had considered it for the purpose of pacifying the new west, restless because of the lack of roads and markets. In 1819, Alabama Governor Bibb was authorized by the legislature to appoint an engineer to determine the most feasible means of improving navigation, and to discover the best route for a canal to connect the Tennessee with the rivers running into Mobile Bay.

In 1824, John C. Calhoun declared that a canal through or around Muscle Shoals was a matter of national importance. In 1828, the Federal Board of Internal Improvement was given authority to make an examination of Muscle Shoals with a view of the promotion of navigation. On its recommendation, Congress donated to the state 400,000 acres of "relinquished lands." Funds arising from the sale of it were to be utilized in the construction of a canal. Excitement ran high in the valley and construction work began in 1831. A local paper of that year advertised for 500 laborers to go to work on the project. After six years in building, a canal fourteen miles long and six feet deep was completed and opened to traffic. The length was not sufficient to take care of the approaches in all stages of the water, being limited to only a portion of the channel in the middle of the proposed improvement section and thus leaving both ends obstructed. The lack of funds to sufficiently complete and maintain the canal led to abandonment of the project one year later.¹⁰

No doubt the enthusiasm in the river improvement cooled off and led the Sommerville, Reese and Company to turn to the Tusculumbia, Courtland & Decatur Railroad for the means to bypass the shallow shoals. Thus, the Sommerville, Reese and Company leased the railroad from 1837 until 1846. This company wound up receiving most of the government contracts for transportation of Indians in the famous "Trail of Tears." They handled the latter part of some thirteen planned marches to the west. On June 9, 1838, Lt. Edward Deas brought four flat boats of Cherokee Indians and their black slaves down the Tennessee River to Decatur, where the river became impassable. He hired thirty-two

cars and two locomotives to handle half of the group at a time to Tuscumbia, where they would pass the shoal. The males of the first half reaching Tuscumbia got drunk and many had escaped by the time Deas returned with the second group. At Waterloo, Alabama, he loaded those that remained aboard a double-decker keelboat pulled by the steamer "Vesper." Indians refused roll call, so he was not certain that 489 was correct. He believed that about 311 had left him.

After Lt. Deas' movement, there came another group of over 800 Cherokee Indians and black slaves under the command of Lt. R. H. K. Whiteley. Uncooperative and embittered, they would not give their names, refused clothing and provisions. In the first two days of fighting the rapids, one child died and one was born. Twenty-five escaped before the steamer "George Guess" and the flatboats reached Decatur. The Indians were unfamiliar with trains. They spent many hours contemplating the engines and staring at them. An aged woman died and a man was killed by the train when he tried to retrieve his hat from beneath it.

By June 17, 1838, General Winfield Scott dispatched 1,070 Indians but the upper Tennessee River was too low to get to Decatur. They had to travel by land on 650 wagons with teams of oxen and mules and some on foot for the 160 mile trip to Waterloo. Most wells and springs were dry and the weather very hot. Cherokee Chief George Lowery petitioned to stay at Waterloo until cooler weather and rising waters. General Scott agreed to wait until September first for this fourth march. About 300 Indians escaped during this layover. Approximately nine more marches were initiated before all remaining Indians were moved.¹¹

Contracts between the railroad and the Federal Government for transportation services was probably a first-time experience for both parties. The next need for the United States government to pay for transportation costs for large numbers of people was probably not until the Civil War, and would be for military rather than civilian purposes.

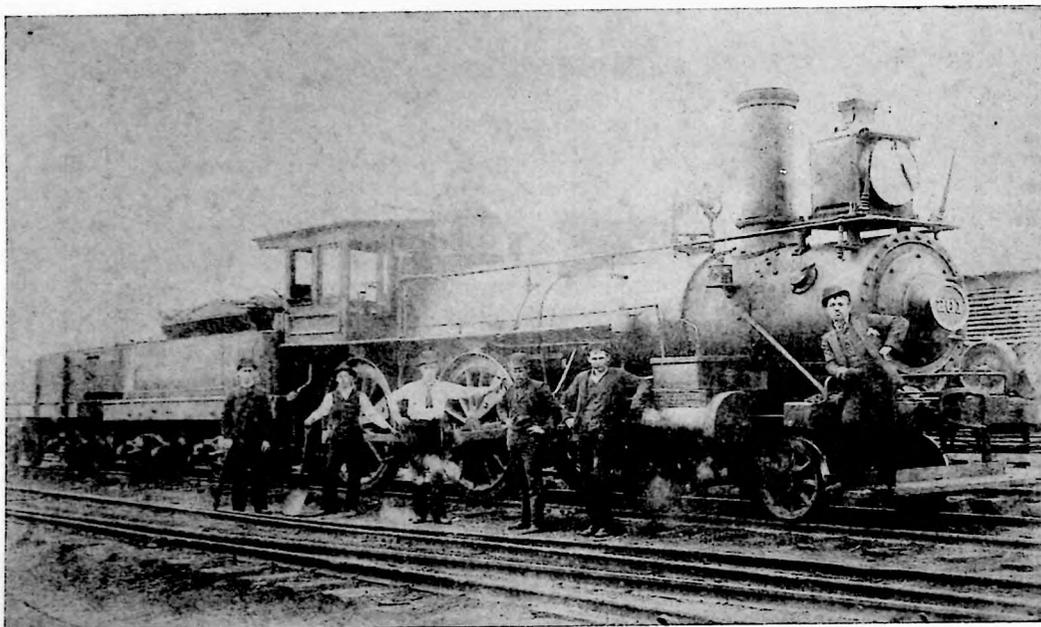
CHAPTER FOUR

THE TENNESSEE VALLEY RAILROAD COMPANY

In 1846, The Tennessee Valley Railroad Company bought the railroad and property of the Sommerville, Reese & Company. The directors and officers of this railroad were basically the same people involved in the earlier Tuscumbia Railway Company and the Tuscumbia, Courtland & Decatur Railroad. The property consisted of the following: Tuscumbia: Four acres containing a large depot and inclined plane connecting the depot with the Tennessee River, a stone wharf extending to low water mark, and a large frame building for storage. Another parcel of land containing a railroad warehouse, shop, offices and a foundry was included. At Leighton: a depot, stables, and a frame building. At Courtland: a depot and stables. At Decatur: a large brick and stone depot, offices and shops at the head of the inclined plane, and a brick boarding house for the railroad company. Equipment: ninety-one freight cars, two passenger cars, and five locomotives.

While the Tennessee Valley Railroad was operating, cotton was transported past the shoals, but there still remained the long and arduous trip down the Tennessee, the Ohio, and the Mississippi Rivers to New Orleans. The planters were at a disadvantage because of the time involved in delivering their crop to market and because it could only go to New Orleans. They desired the option of choosing whether to send their cotton to a Gulf coast or to an East coast seaport for sale.

Consequently, it was the planters who joined in with the plans and proposal of Edmund Pendleton Gaines who initiated the drive to locate an east-west railroad that would connect Memphis on the Mississippi River with Charleston on the Atlantic Ocean. These investors and promoters became encouraged when the LaGrange & Memphis Railroad constructed nine miles of track from Memphis to Whites in 1837. The need now was to connect the LaGrange & Memphis with The Tennessee Valley Railroad and fill in that gap. The next need would be to continue eastward from Decatur to reach Chattanooga. From Chattanooga, connections could be utilized with other short segments of railroads to reach Charleston and the Atlantic Ocean. In 1850, after four years of operation, this company was bought by the newly formed Memphis & Charleston Railroad at less than fifty cents on the dollar. ¹²



(Former M&C locomotive 201 at Decatur, Alabama, summer 1887. Photo courtesy Muscle Shoals Railroad Club.)

CHAPTER FIVE

LaGRANGE & MEMPHIS RAILROAD

News about railroads and how they were getting goods transported, when roads were mired with mud, was spreading rapidly. Planters became very interested in expanding their cotton market prospects. They were having to accept what they considered low prices because of limited markets. A Memphis Daily Appeal newspaper account appeared on November 14, 1837 as follows;

It has always been the policy and practice of our Southern farmers to expend their entire amount of their surplus on the purchase of more Negroes and more land. We would persuade our planters to change this policy for at least two or three years and devote a portion of their time and means to the construction of railroads. Some still regard the railroad mania as a grand speculation, but we would point out these undisputed figures: To transport 2,000 tons of merchandise 300 miles, allow two tons to the wagon. Five yoke of oxen per wagon will be needed. The required 1,000 wagons at \$80 each and 10,000 oxen at \$15 each is \$230,000. At least 1,000 drivers will be needed with their salaries and expenses. At least 15 days will be required to make the delivery and 12 more to return empty. The farmer can ship the same merchandise on the railroad for \$9 a ton. His savings would be more than \$70,000.

It was that kind of persuasion that got planters and farmers in north Mississippi to get interested in a railroad so they could ship to Memphis and have the prospects for a better market. John McLemore of Memphis shared their interest. John McLemore was at one time surveyor general of the military district. He purchased vast land holdings, including the Memphis bluff, from Andrew Jackson. It was this land that Fort Pickering (not the military post) was built on.

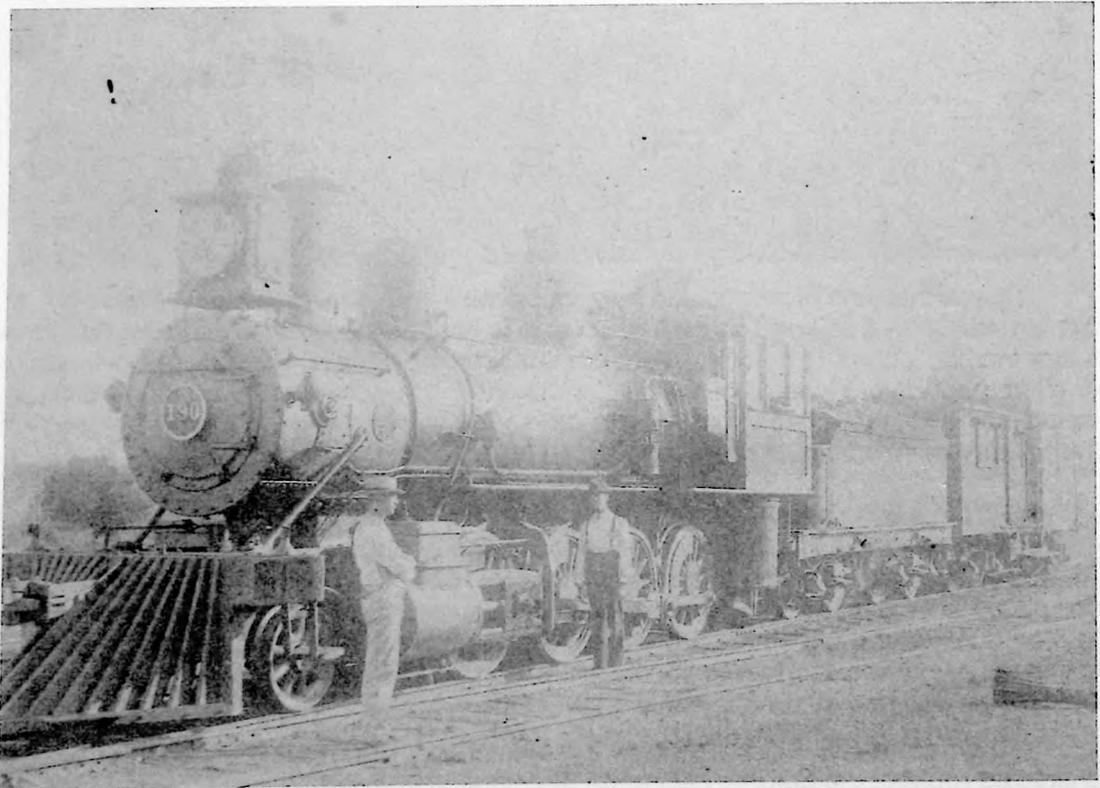
Fort Pickering became a rival town to Memphis. It was growing and John McLemore made land available on the bluff for a depot and a proposed LaGrange & Memphis Railroad. Construction on this road started in 1834. Actual laying of rail had been completed to Whites, some nine miles, when the depression of 1837 brought construction to a halt. When the LaGrange & Memphis Railroad failed in this panic, John McLemore sustained heavy financial losses. Some years later, in 1861, Fort Pickering was renamed Chickasaw City and in 1868 became a part of Memphis. ¹³

In Chapter Six it is shown how the Memphis & Charleston Railroad utilized the chartered route of the defunct LaGrange & Memphis Railroad.

The old aqueduct that transported steamboats over the shallow shoals at Muscle Shoals, Alabama. The canal system was built in 1884 and designed by George W. Goethals of Panama Canal fame. This system proved of no value so shippers depended on the railroad for transportation around the shoals. (Photo courtesy Muscle Shoals Railroad Club.)



Southern Railway locomotive 130 built by Baldwin in 1888. Pictured here with "paycar" with seat on top for guards. Wooden pilot and oil-burning headlight with brass eagle on top.



CHAPTER SIX

THE MEMPHIS & CHARLESTON RAILROAD

One of the most influential men in enlarging the importance of Memphis was Edmund Pendleton Gaines. He was closely associated with Marcus Winchester, the first Mayor of Memphis. General Gaines may have been faulty in public relations and indifferent to politics but he was a visionary years before the nation was ready for him. He lived from 1777 to 1849 and was slight of person. He was considered to be dignified and courteous. He moved army headquarters for the whole west to Memphis in 1831. Gaines was also credited with getting the original Natchez Trace surveyed and built. General Gaines was well aware of mercantile as well as military services. He was a strong believer in Memphis as the position destined to become the principal commercial emporium of the state.

Gaines began advocating rails from Chattanooga to Memphis in 1831. His fundamental interest was in transportation for the Army. He obtained from Washington, D. C., the services of Colonel Stephen Long, of the Topographical Bureau. Long had a reputation as the best Engineer and Surveyor of that day and time. People at Nashville and Jackson tried to influence Long that the mouth of the Hatchie River, some 30 or 40 miles upstream, was a better site for the rail terminal than the mouth of the Wolf River. That would have boosted Fulton or Randolph, rival towns, over Memphis. Long determined that Memphis would be the best place for the rail terminal and he surveyed three routes to the Atlantic, by way of Knoxville, Charleston and Savannah. He concluded that Charleston would be the best destination and also the most economical choice since the 43 mile Tennessee Valley Railroad was already operational and could easily provide access to Chattanooga. It was during the year 1846 that plans for the Memphis end of the proposed line were concluded.¹⁴

James C. Jones was just completing a term as Governor of Tennessee when the South's early dreams took definite shape when a charter for The Memphis & Charleston Railroad was granted. The company was officially organized and officers were elected in April, 1850. Ex-Governor Jones was named President and a member of the Board of Directors. He was re-elected to both offices in June, 1851. Jones resigned in December of that year to take up his duties as United States Senator after having been chosen by the electorate in a previous election.

Born on a Tennessee farm in 1809, Jones was delicate and sickly as a child. He left school at an early age for that reason. Fresh air and farm work helped mend his health but his schooling suffered. Though his formal education was scanty, he had a wide knowledge of people. His contributions to the Memphis & Charleston Railroad were somewhat overshadowed by those Presidents to follow him such as George P. Bierne and the able and energetic Colonel Samuel Tate. However, it was during Jones' tenure with

the railroad that the preliminary surveys were made, the route selected out of Memphis and the early construction contracts made.¹⁵

On March 23, 1851, the Board of Directors of the M&C purchased land from R. C. Brinkley for the location of a depot. The lot was located east of the bayou and consisted of 14 acres. It extended from Pigeon Roost Road to Overton Avenue (or Adams Street Extended), and was cornered on the Tanyard and was divided by a spring branch. The total cost of the lot was \$4,200 or \$300 an acre.¹⁶

The Board of Directors of the M&C hired surveyors to map out a proposed route for the railroad to go east. There were different opinions and pressure for the route to go by LaGrange and another to go by Holly Springs. In order to keep from becoming embroiled over the proposed route, an important meeting was held May 20, 1851, at the Commercial Hotel. Mayor Edwin Hickman, first Mayor after South Memphis merged with Memphis, presided and D. H. Porter served as secretary at the meeting. J. T. Trezevant, a lawyer and second Mayor of South Memphis and prominent railroad builder, explained the object of the meeting. It was to consider the location of the M&C through north Mississippi. The LaGrange route was chosen. At an earlier meeting, the Memphis stockholders had adopted a resolution declaring a neutral position and calling on other stockholders to abide by the recommendation of the surveyors.¹⁷

The Memphis City Council met July 10, 1851, and adopted a resolution authorizing the Mayor and Finance Committee to issue to the M&C \$200,000 in railroad bonds bearing six per cent interest. Plans and activity began to increase in intensity after that council meeting. M&C President Jones was sent from Memphis to New York to negotiate the purchase of iron. (Later, when in Congress, Jones would fight against a proposed tax on railroads for imported iron). He reported back to Memphis that it would be vastly cheaper to buy in England than in the North. It was decided to send R. C. Brinkley to Liverpool for the purpose of purchasing rails. Brinkley was a Memphis bank President and would later become one of the Presidents of the Memphis & Charleston Railroad. While in England, Brinkley met George Peabody, a financier with Julius S. Morgan Company. Peabody made arrangements with Brinkley to extend credit to the M&C.¹⁸

It was some eight months later, on March 12, 1852, when the boat "Mohawk" arrived at the landing with the the first lot of iron rails. The Memphis Daily Appeal newspaper reported: "This certainly looks like substantial progress in the prosecution of that great work which nothing can now retard but want of punctuality on the part of the stockholders in coming forth with their pledges of capital."¹⁹

Meanwhile, up at the Alabama end of the proposed railroad, they too were having a sharp contest between those favoring a route north of the Tennessee River and those advocating the route south of the river where the Tuscumbia-Decatur road already existed. Should the new company just organized for building the link of the Memphis & Charleston Railroad through north Alabama buy up the old road and make it a part thereof, or pass north of the river? The latter cause was strongly advocated by Florence and Huntsville, and ably defended by Senator C. C. Clay and George P. Bierne, then President of the

proposed road. Both routes had been surveyed and a full report sent in by the engineers, yet neither side was satisfied. Finally it was agreed to submit the whole matter to a full hearing before the President and the Board of Directors at a meeting in Tuscumbia. The meeting was held in the Methodist Church. The large auditorium and galleries were crowded with people from Huntsville, Decatur, Florence, Tuscumbia and also from Aberdeen and Holly Springs, Mississippi. The Honorable J. N. Clapp of Holly Springs had been retained by the people of the south side to protect their interests.

President Bierne opened the debate with a plain and simple statement of facts, which gave reasons for having called the meeting. The Board of Directors were confident the people would abide by the results of the deliberations whatever they might be. Senator Clay was to begin with an hour's speech. Mr. Clapp would follow with another hour of allotted time, then Mr. Clay would close the debate. Mr. Clay's first speech was indeed a great one and considered an oratorical display, but it was better adapted to the Senate Chamber than to a great railroad discussion. When Mr. Clapp arose he held in hand not only the report of the engineers for both sides of the contemplated road, but also a report of Major David Deshler for the old railroad company already in existence and whose stock could now be bought two for one. That would reduce the cost of forty-three miles by at least one-half. His argument was very exhaustive and dissected each report thoroughly. Bringing the exact cost of the two routes into contrast, he announced the result as being some half million dollars in favor of the south side. Senator Clay arose and gathered up his papers. As he did so, he tied them up as if no further use. It was stated that he then turned to Mr. Clapp remarking, "Since hearing your argument, Sir, I am compelled to explain as did Agrippa to Paul, 'thou almost persuadest me.'" The debate was over and it was determined to be a signal victory for the south side.²⁰

The Memphis & Charleston Railroad was chartered through Alabama in 1850, and the Alabama commissioners then acquired the property of the Tennessee Valley Railroad along whose route the M&C tracks were laid. For \$75,000, paid in stock, the M&C received not only the tracks and land but also the warehouses, depots, shops and tools.

Construction of the M&C in Alabama began in Madison County in the summer of 1851, when the engineers arrived to survey the route. The section between Decatur and Huntsville was completed in October of 1855. On October 13, 1855 the first engine, "General Garth," entered Huntsville and regular service with Tuscumbia began shortly thereafter. The following spring the track was completed into Stevenson, which became the eastern terminus of the M&C. The Nashville & Chattanooga Railroad had already constructed a railroad from Nashville to Chattanooga which entered Stevenson from the north, with tracks on into Chattanooga. That road had already bored a tunnel through a mountain west of Chattanooga. The Directors of the Memphis & Charleston Railroad decided that it would be better to try to work out a lease with the Nashville & Chattanooga Railroad to use thirty-eight miles of their tracks from Stevenson on into Chattanooga, especially since the tunnel had already been bored. A thirty year lease was negotiated with a cost of \$20,000 per year. Many of the early railroads found it expedient to negotiate leases and "trackage rights" with other railroads particularly if it eliminated the duplication of costly tunnels and railroad bridges. Many of those early agreements are still in effect today as they have been renewed over the years.²¹

To celebrate the completion of the eastern section of the road, the M&C provided a complimentary ride from Huntsville to Stevenson, Alabama, and return for the stockholders. The 300 passengers made the 60 mile trip in four hours. In order to prevent an accident, a separate locomotive was run several hundred yards in advance of the train to signal should any obstruction be discovered on the tracks. The depots along the way were observed to be tastefully and commodiously constructed, and pleasantly located. Those on board further noted that Stevenson was the town of Jackson County. It was only four or five years old, and already it contained a number of very pretty private residences, three hotels, and several large wholesale and retail houses, which were doing a thriving business. As for the railroad itself, the passengers could not be too flattering. The road, which was infinitely smoother than they had anticipated, in view of the great haste with which the work was done; the cars, the depots, the bridges were really superb, the cordial receptions on the way, the company, the dinner, in short, every thing connected with the trip pleased them vastly.²²

For operational ease, at Iuka, Mississippi, (legally the Mississippi state line near Bear Creek was the dividing point) the Memphis & Charleston Railroad was divided into Eastern and Western Divisions, with Huntsville being the headquarters of the Eastern Division and Memphis the Western. This meant that Huntsville and Memphis received more substantial depots than other towns of similar size because they contained the offices for the administration. In addition, shops were located in Huntsville which gave the town its first real industry. These shops consisted of a large roundhouse with turntable, engine house, car shop and machine shop. The railroad employed machinists in the shops to carry out the necessary repairs and rebuilding of the rolling stock. The company also built homes for many of those employees near the depot.

It was reported on February 9, 1855 that construction of the M&C bridge crossing the Tennessee River at Decatur was progressing slowly. There were six spans yet to be put up. The draw bridge had been placed upon the round tower. People anticipated that the bridge would be completed in three months. These early bridges were made of iron and the supports were constructed with masonry materials.²³

The route of the Eastern Division of the Memphis & Charleston Railroad ran through Tuscumbia, Alabama, and bypassed both Sheffield and Florence. The citizens of Florence lost no time in promoting a branch line to the Memphis & Charleston Railroad to connect their city with the main line at Tuscumbia. The Board of Directors approved this branch line and in the year 1857, the road bridge across the Tennessee River was modified and repaired to accommodate the railroad. The railroad would be placed on top of the road bridge. Memphis & Charleston Railroad Chief Engineer, M. B. Pritchard, issued his report of July 1, 1860 which included the cost of the Florence Branch. His abstract of the cost was as follows;

Memphis & Charleston Railroad

Chief Engineers Report

Florence Branch

July 1, 1860

To: Samuel Tate, Esquire

President, Memphis & Charleston Railroad

Sir: The attached report of operations in the departments of Construction and Maintenance of Way for the Florence Branch in the year ending July 1, 1860, is respectfully submitted.

Grading \$25,571; Masonry, including old river bridge \$51,617; Bridge superstructure and trestles \$69,729; Rails, chairs, spikes and frogs \$29,914; Crossties, track laying & ditching \$6,631; Depot, platforms, turn table, engine house, division house & water station \$6,024; Land damages and depot ground \$1,270; Toll bridge and franchise \$23,000; Engineering and contingencies \$3,838; Grand Total of \$217,596.

Signed,

M. B. Pritchard
Chief Engineer

M. B. Pritchard's report also stated that the bridge was re-opened for travel in September and for the passage of trains in December of 1860 after having been struck by a tornado in April of 1860.

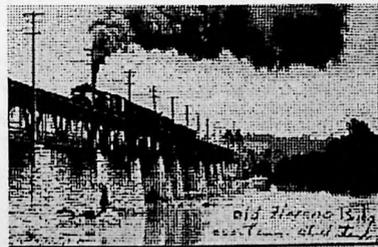
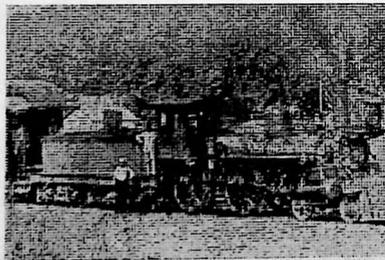
"Some additional work is yet required in extending the warehouse and freight platforms and constructing a wood shed and water house at Florence. I would also recommend that a dwelling house for the runner of the engine be erected at Florence.

"The freight business upon the branch will require much more extensive accommodations than yet have been provided; and it may be good policy, in view of the increasing amounts of freight brought by steamboats from the Mississippi and Ohio Rivers, to construct a track from the depot to the steamboat landing.

"On the morning of April 4, 1860, the Tennessee bridge was struck by a tornado; the anchor bolts proved sufficient to hold the main bridge, but the roof, including the iron track, stringers and cross-ties, was torn off for one thousand and fifty feet in length. It was not deemed advisable to replace the roof until the whole structure should be more firmly anchored; and it may be considered a matter of doubt if any system of anchorage can be devised sufficient to resist the violent tornadoes that prevail in this portion of the Tennessee Valley. I am confident, however, that a system of heavy anchor bolts can be put in, from the bottom chords of the masonry, that will hold the bridge and roof; and would recommend that the experiment be tried. The track and structures are generally in very good condition and compare favorably with any part of the main line."²⁴

On the timetable of 1860, train number 32 left Florence at 11:55 P.M. and arrived at Tuscumbia at 12:25 A.M.; Train number 34 left Florence at 1:10 P.M. and arrived at Tuscumbia at 2:40 P.M.; Train number 31 left Tuscumbia at 3:15 A.M. and arrived at Florence at 3:45 A.M.; Train number 33 left Tuscumbia at 4:30 P.M. and arrived at Florence at 5:30 P.M. These schedules allowed passengers from Florence to make connection with the Memphis & Charleston Railroad trains at Tuscumbia and likewise allow Florence passengers deboarding at Tuscumbia to get to Florence.

(M & C trains on the Florence Branch. Photos courtesy the Muscle Shoals Railroad Club. Used with permission.)



The following pages consist of a complete text of the Memphis & Charleston Railroad Chief Engineer, M. B. Pritchard's July 1, 1860 report. (Note the costs of the 1860's)

Memphis & Charleston Railroad

M. B. Pritchard

Chief Engineer's Report

To: Samuel Tate, Esquire
President, Memphis & Charleston Railroad

Sir: The following report of operations in the departments of Construction and Maintenance of Way, for the year ending July 1, 1860, is respectfully submitted.

WESTERN DIVISION

Grading and arch culvert, 280 feet long, at Memphis \$8,070.40; Masonry and superstructure of Madison Street bridge over railroad \$8,325.71; Superstructure of Davis and Capp's Creek bridges, 140 feet \$2,170.00; One mile of new road and bridge at Wolf River, total cost \$9,214.44, expended this year \$7,809.44; Arch culvert at Saulsbury and fill, this year \$17,020.36; Arch culvert at Spring Creek No.2 \$9,250.00; Stone culverts at 55, 56, and 58 miles from Memphis \$860.00; Embankment at Big Hill \$13,375.00; Wood sheds and water stations at White's, LaFayette, 67 mile post, and Pocahontas, each 220 feet long by 48 wide, with two tanks, 16 feet in diameter by 8 feet high \$6,827.61; Pipe and pipe laying for Fountain tank at 67 mile post \$440.13; Water tanks, pipes, etc., at LaGrange and Taylor and Knowles Mill \$1,455.23; Two stationary engines, saws, etc., \$1,075.69; Six Winchell pumps, lead pipe, valves, hose, tanks, tank frames and lumber principally on hand \$1,278.40; Amount paid for real estate at Memphis \$11,966.40; Completing Memphis Foundry \$386.62; Iron pipes for Memphis depot and cotton yard \$376.62; Cotton platforms at Memphis, Grand Junction, and other points \$2,023.20; Settlement old claims for right-of-way with Vanderbilt & Blythe, Paine, David, Hayne, Burns and S. K. Hall & Brother \$2,352.66; Engineering \$4,370.40; Expenses of rock trains transporting stone for masonry \$3,025.00; Hydraulic cement and transportation of same \$2,741.82; Expenses of company's force of masons, less value of work at Wolf River \$5,884.00; Extra allowance to Robert W. Smith for losses in grading contract in 1856, per order of Board of Directors \$1,500.00; Sundry work and material at various points and on hand \$627.15; TOTAL CONSTRUCTION PROPER OF WESTERN DIVISION \$113,211.84; EQUIPMENT \$115,726.96; GRAND TOTAL \$228,938.80.

Memphis & Charleston Railroad

M. B. Pritchard

Chief Engineer's Report

To: Samuel Tate, Esquire
President Memphis & Charleston Railroad

Sir: The following report of operations in the departments of Construction and Maintenance of Way, for the year ending July 1, 1860, is respectfully submitted.

EASTERN DIVISION

Town Creek revision, total cost \$15,150.49, this year \$12,220.49; Crossties for Tennessee & Alabama Railroad connection \$225.00; Huntsville passenger house in progress to July 1 \$5,517.62; 68 feet iron truss bridge at Mallard's Creek \$408.00; Iron, materials and labor for bridges and repairs \$935.00; Portable houses for negroes, and division houses \$694.94; Fencing at Huntsville and on the road \$332.00; Filling 1000 feet trestle at Beaver Dam, Swan Lake Slough and other points \$4,500.00; Settlement of old account with *South Carolina Railroad Company* for transportation of iron in 1856 \$21,470.00; Huntsville Car Shop, total cost \$6,169.47, this year \$3,850.30; Other charges to machine shops and engine houses \$3,478.14; Furniture and machinery for Huntsville Car shop, sheds, etc., \$973.17; Iron tank at Huntsville shop \$941.32; Company's proportion of right-of-way for bridge across Savannah River at Augusta \$12,500.00; Robert King for six acres of land, including right-of-way on new line at Town Creek \$315.30; J. C. Looney, Guardian, for right-of-way \$156.00; Real estate - Lightfoot tract of land in Franklin County, Alabama \$4,756.13; Wood sheds at Trinity, Madison, Jonesborough, Gurley, Timberlake \$3,178.77; Large pipe for fountain tank at Trinity, and new tanks \$500.00; Six new pump motors and sundry work for water tanks \$692.66; Attorney's fees and Court costs \$4,371.43; Chattanooga transfer platform, depot and tracks \$1,893.440; Masonry at Mallard's Creek and other points \$1,166.00; Masonry at Swan Lake \$700.00; Huntsville Hotel \$293.16; Tinning depots at Cherokee and Dickson \$1,582.00; Moving ticket office at Huntsville and building passenger shed \$430.00; Painting depots at Iuka and Paint Rock \$200.66; Painting and whitewashing bridges at Bear Creek, Hurricane Creek, Flint Rock, Paint Rock, and roofing, weatherboarding and tinning at Hurricane Creek \$1,768.06; Lumber from Georgia and sundries on hand \$545.45; TOTAL CONSTRUCTION PROPER \$90,595.19; AMOUNT CHARGED TO FLORENCE BRANCH THIS YEAR \$180,948.31; GRAND TOTAL \$291,052.12.

Memphis & Charleston Railroad

Chief Engineer's Report

WESTERN DIVISION

July 1, 1860

Statement of work done during the year, and where situated:

Bridge Masonry for 17 bridges	1,183 perches.
Arch masonry for 3 culverts	3,204
Culvert masonry for 1 double 3 x 4	271
Culvert masonry for 16 single 3 x 3	898
Culvert masonry for 5 single 3 x 4	837
Culvert masonry for 3 single 2 x 2	76
Total	6,499 perches

161 lineal feet Howe Truss bridge at Wolf River.

70 lineal feet Howe Truss bridge at Davis Creek.

155 lineal feet Howe Truss bridge at Madison Street crossing, Memphis.

6 small bridges completed.

10 small bridges 34 feet and 50 feet spans in progress.

6 spans of 65 feet Iron truss girder in progress.

By means of the above, and 154,394 cubic yards earth excavation and embankment at Spring Hill, Big Hill, and other points, and a large amount of filling done by the repair force, 8,095 lineal feet of trestle work has been replaced by earth embankment and bridges of a permanent character.

The work done at Memphis Depot yard, and the improvements now in progress there, will nearly double the capacity of the cotton yard, and greatly facilitate the operations of receiving and forwarding freights at that place. The completion of the Madison Street bridge dispenses with the dangerous crossing of the Pigeon Roost Road over the main and side tracks at grade, and adds greatly to the passenger accomodations at Memphis.

The trains commenced running over the new road at Wolf River in December of 1859. This change of location, besides saving distance, dispenses with a large amount of trestle work, and avoids many reverse curves. The bridge over Davis Creek was completed in April last, and is, in all respects, a first-class structure. The masonry for the short spans through Wolf River bottom is completed, and the bridges are now in rapid progress. Culverts have been built at all water courses between Wolf River and Saulsbury, and the trestles filled. (continued next page)

MEMPHIS & CHARLESTON RAILROAD

Chief Engineer's Report

The arch culverts over Spring Creek (Nos. 1 and 2) are completed, and the embankment made over the larger one, and progressing at the smaller. The masonry for an iron bridge at Muddy Creek is now in progress. Culverts have been completed at many of the high trestles, between the 89th and 91st mile posts, and the work of filling commenced.

The filling of the long trestle east of Big Hill, under the energetic management of Messrs. Hopper & Jackson, Contractors, has progressed rapidly. This work has been done principally by means of the steam excavator, which, in this instance as heretofore, has proved itself to be a most reliable and efficient labor-saving machine. The embankment on the west side of Big Hill, under contract, has been commenced, and will be completed, as will the filling of the trestles in the bottoms of Hatchee, Tuscumbia and Cypress Rivers, by the time the cotton business commences.

Upon the EASTERN DIVISION, the masonry for an iron truss girder bridge of 34 feet span, near Dickson, is well under way; also, the requisite masonry for 6 spans of 65 feet each at Swan Lake. The slough east of Swan Lake has been filled, and a water way provided under it by a double culvert with openings 6 x 4 feet. The trestle adjoining the lake is now being filled, as is also Beaver Dam trestle. The new line and bridge at Town Creek was completed and opened to travel in March, and is a great improvement to the road. The new car shop at Huntsville was completed in February, and is a most useful and valuable accession to the facilities of the company for manufacturing and repairing of cars. The new passenger house at Huntsville (70 x 58 feet) is nearly finished, and is a very substantial and serviceable building. The house is built of brick upon a stone foundation. The first floor will furnish large waiting rooms for ladies and gentlemen, engineer's and conductor's rooms, ticket office, baggage room, etc. Upon the second floor will be the offices of the Superintendent, the Secretary and Treasurer, and other officers of the road. These offices are provided with vaults believed to be fireproof. The upper story will be furnished with sleeping rooms for the officers of the road. A house of this kind has long been needed; and although somewhat costly, it is believed that the wants of the road imperatively demanded its construction. Freight and passenger houses, to be built of brick, have been contracted for LaFayette, Colliersville, and Scottsboro.

The estimate hereinafter submitted, of expenditures recommended for next year, cover the cost of similar houses at other towns along the road. At a meeting of the Board of Directors in April last, a report was submitted by the undersigned, recommending a total expenditure for the year of \$200,000 for construction, and embracing the work at the time deemed necessary. The report was accepted, and the expenditure ordered. Much of the work is now in progress. On the following page is a revised estimate, somewhat lessening the amount of work, it is believed, will cover all that is essential for the next year.

Memphis & Charleston Railroad

Chief Engineer's Report

WESTERN DIVISION

ESTIMATES FOR WORK REQUIRED DURING THE YEAR ENDING JULY 1, 1861.

Memphis - New cotton platforms and tracks, chargeable to construction \$10,000; Memphis - extension of engine and car houses \$7,000; Memphis - reservoir and distributing pipes \$3,000; Grand Junction - turn table and freight house, M & C Railroad proportion \$2,500; Grand junction - additional side tracks including rails \$3,000; Memphis to 27 mile post - 1200 perches culvert masonry and 200 perches bridge masonry to replace trestle \$4,400; Completion of arch culvert at 27 mile post \$1,500; 10 spans iron truss girder bridges, 34 feet spans \$2,040; 6 spans iron truss girder bridges, 50 feet spans \$3,600; 6 spans iron truss girder bridges, 64 feet spans \$6,240; Porter's Creek, Muddy Creek and Yellow Creek masonry \$5,000; Completion of arch masonry at Spring Creek Nos. 1 and 2 \$3,000; Filling at Big Hill trestle, Spring Creek and Hatchee bottom \$15,000; Completion of fountain tank, woodshed at Chewalla \$3,000; Woodshed and tank at Bedford's \$1,200; Woodshed and tank at LaGrange, Saulsbury, 95 mile post and Burns \$4,000; Extension of side track at Burns \$1,000; Passenger station at Saulsbury \$500; Sundry work that may be required \$3,000. GRAND TOTAL \$78,980.

EASTERN DIVISION

Burns to luka - 10 culverts and 1 bridge, 700 perches masonry \$2,500; Bear Creek bottom - iron bridge 200 feet \$2,400; Bear Creek bottom - masonry for same, 300 perches \$1,500; Decatur to Tuscumbia - iron bridge, 6 spans, 34 feet each \$1,220; Decatur to Tuscumbia - masonry for same \$2,000; Big Nance Creek - masonry and superstructure for bridge \$9,500; Big Nance Creek - change of location and new roadway \$1,500; Swan Lake and Slough - iron bridge, 6 spans, 65 feet each \$6,140; Swan Lake and Slough - masonry for same \$ 1,250; Swan Lake and Slough - filling trestle, 20,000 cubic yards, \$3,200; Piney Creek and Slough - iron bridge, 4 spans, 50 ft. each \$2,400; Piney Creek and Slough - masonry for same \$1,000; Huntsville - passenger house (to complete) \$5,000; Huntsville - negro hospital arrangements \$500; Huntsville - storehouse for railroad stores \$1,500; Decatur - passenger house in connection with *T. A. & C. Railroad* \$1,500; Tuscumbia - freight and passenger house \$3,500; Leighton - freight and passenger house \$2,500; Courtland - freight and passenger house \$2,500; Water stations and woodsheds at luka, Piney Creek, Gurley and Stephen's Gap \$6,000; Water pipe and laying at Jonesboro, Trinity, Gurley and Stephen's Gap (fountain tanks) \$3,000; Turn table at Tuscumbia \$1,500; Additional cotton platforms and tracks at Florence \$1,500; Sundry work that may be required \$2,500. GRAND TOTAL \$81,730.

Memphis & Charleston Railroad

Chief Engineer's Report

The utility, and even necessity, of the expenditures on the preceeding page must be so apparent to yourself and the Directors, that further explanation is deemed unnecessary. The trestles to be replaced by the permanent structures proposed are kept in safe condition only at very considerable cost and require incessant watchfulness and care.

The general plan of bridges proposed and adopted, is that known as Fink's Truss Girder, built principally of iron. The iron work for ten spans has been already received, and a contract has been made for twenty-four additional spans at Louisville, Kentucky, where the work will be under the immediate supervision of Albert Fink, Esq., the patentee of the truss. Two short spans of this kind of bridge have been erected over Mallard's Creek, and have proved themselves to be reliable in every particular.

The work of construction during the past year is of the most substantial and permanent character, and is creditable alike to the contractors and employees of the company, and to the road. The great activity that has been displayed upon the construction of permanent masonry and bridges, and of a solid roadway, has not been lost upon the traveling community; and the road is rapidly acquiring the character of being one of the safest and most reliable railways in America.

MAINTENANCE OF WAY

Account of Expenditures for year ending July 1, 1860.

WESTERN DIVISION

Chairs, spikes, castings, switches, etc., \$1,401.08; Cross ties \$19,401.22; Incidentals \$1,555.60; Labor on track \$56,707.28; Repairs of division houses \$137.41; Bridges and trestles \$12,706.44; Road cars \$1063.91; Tools and repairs of tools \$544.03; Supervisors \$1,200.00; TOTAL \$94,716.97.

EASTERN DIVISION

Chairs, spikes, castings, switches, etc., \$3,229.74; Cross ties \$33,413.85; Incidentals \$436.92; Iron rails \$1,527.50; Labor on track \$65,768.58; repairs on division houses \$131.08; Bridges and trestles \$71,137.75; Road cars \$1,579.98; Tools and repairs to tools \$1,393.82; Supervisors \$2,168.65; TOTAL \$180,805.87.

*Memphis & Charleston Railroad**Chief Engineer's Report*

Total expenditure for maintenance of way for year ending July 1, 1860, \$275,522.84, less total done for year ending July 1, 1859, \$171,263.99, leaving an excess of year 1859-60 over 1858-59 of \$104,258.85 and distributed as follows;

Chairs and switches \$3,407.08; Cross ties \$35,848.26; Incidentals \$533.93; Iron rails \$1,527.56; Labor on track \$7,233.88; Bridges and trestles \$54,072.12; Road cars \$1,393.19; Tools and repairs to tools \$563.89; Supervisors \$89.18; TOTAL INCREASE \$104,669.03; DIVISION HOUSES - DECREASE \$410.18 leaving NET INCREASE \$104,258.85.

The increase in the items of chairs and switches, incidentals and road cars, is owing to the legitimate wear and tear incident to continuous service, and will be likely to increase as the road grows older.

The increase in ties is very great, and is caused by the destruction of the original ties by decay. The timber used was of inferior quality, and the safety of trains imperatively demanded its renewal.

The total number of new ties laid during the year is 126,877 and ties on hand 13,946.

More than half the new ties are red cedar, the life of which is at least twenty-five years; any other timber will not last over an average of five years. An equal expenditure may be expected every year.

The item of \$1,527.50 for iron rails, was for new rails purchased for the bridge at Decatur.

Labor on track is increased \$7,233.88, on account of the six miles of Florence Branch being added, the higher wages paid for labor and supplies; and also on account of the large amount of trestles filled and roadway raised by the repair hands. The increased number of trains running, increases the amount of work to be done, and at the same time lessens the time for available work on track. Upwards of twenty miles of track has been ballasted with broken stone, gravel and sand; the expense of all which has been charged to maintenance of way. This work should be continued until all track that is now laid upon an insecure material shall be thoroughly ballasted. It is not probable that the expenditure for labor on track can be reduced during the present year.

The increase for bridges and trestles \$52,627.13, is more than accounted for by the extraordinary expenditures caused by the total reconstruction of 1,288 feet of Tennessee River bridge at Decatur, Alabama, destroyed by a tornado, July 17, 1859, at a cost of \$50,163.38. (continued next page)

*Memphis & Charleston Railroad**Chief Engineer's Report*

The building of 219 feet Howe truss bridge at Tuscumbia Spring Creek, in place of three spans of arch carried away by flooding in April of 1858 was \$4,884.00; Replacing 1,050 feet of track blown from Florence bridge was \$2,500.00; rebuilding in part Crowe Creek bridge was \$2,455.47 for a TOTAL \$60,002.85.

This shows a saving of \$7,375.72 on the ordinary expenses of bridges and trestles last year. The substitution of permanent structures of iron and stone, completed or in progress, will materially lessen expenditures for these items next year.

The increased equipment of road cars and tools, fully account for the increased expenditures in those accounts.

The road has suffered seriously during the year, from violent winds and from freshets. On the 17th of July 1859, eight spans, equal to 1,288 feet of the bridge over the Tennessee River, at Decatur, were destroyed by a tornado. A temporary trestle bridge was immediately commenced, and the cars were passed over on the 6th of August. The trains commenced crossing on the trestle bridge on the 17th of August, and continued regularly crossing, without delay or accident, until the 23rd of September, when an extraordinary freshet in the river, bearing with it immense masses of drift timber and snags, moved the trestle out of line, rendering it unsafe for the passage of trains. A new Howe's truss bridge was completed on the 16th of October, and the trains have crossed upon it ever since with entire security. The new bridge is far superior, in materials and workmanship, to the one destroyed, and may be considered a model bridge of its kind. But one mail connection, East, was lost by this occurrence, and owing to the untiring energy and good management of Capt. W. J. Ross, the Superintendent of the Eastern division of the road, the through connections, both of passengers and freight, were regularly kept up.

On the night of the 30th-31st of December last, a sudden rise of 20 feet occurred in Town Creek carrying away 250 feet of the trestle. The whole available force of the road was immediately concentrated at the place, and a temporary bridge was completed on the evening of the 3rd of January. The completion, in March, of the new bridge over Town Creek, supported by stone abutments and piers, will obviate all dangers from freshets, at this point, for the future.

With these exceptions, no detentions, of consequence, have occurred to trains by reason of failure in the road-bed or track.

The number of rails replaced during the year, in consequence of wear and lamination, is 262; but it is probable that a much larger number will be taken out this year, and the
(continued next page).

Memphis & Charleston Railroad

Chief Engineer's Report

For the year ending July 1, 1860

item of new rails will enter largely into the repair accounts of the future. The wrought iron chairs (rail joint bars) originally used, are found to be too light for a smooth track, and I would recommend that, as the track is renewed, a more substantial joint shall be used. I have recently ordered from Reeves, Buck & Company, wrought chairs for two miles of the road, rolled so as to exactly fit the base of the rail, and two feet long. The joint of the rails is placed between two ties, laid eight inches apart. About half a mile of track has been laid with the chairs, and is fully as smooth and free from jar and rattle, as the fish joint, and much simpler and easier adjusted. I believe it will prove to be the best joint now in use.

The road-bed and track upon the entire road is in excellent condition, and has been maintained so during most of the year. The Roadmasters - Messrs. Gramps upon the Western Division, and McIntosh and Jordan upon the Eastern Division - have attended to their duties with their usual efficiency and success; and the good condition of the track, and the fact that there have been no accidents on the road from bad track, is attributable to their watchfulness and care.

Respectfully submitted,

M. B. Pritchard

Chief Engineer

"Getting back to the Memphis end of the road, construction began here at the same time construction started on the Eastern Division. On August 7, 1852, there was an occasion of great public celebration to mark the completion of the first link of track to White's. Everyone was invited to Colonel Eppy White's plantation for a barbecue. The train carried the guests and it was said ' the speed attained by the locomotive gave one and all a thrill never to be forgotten.' One month later, the tracks had been extended past Germantown. On August 11, 1852, a contract was awarded to Isaac Phelon's Wagon Manufacturing Company on Poplar Avenue in Memphis, to build 40 burthen cars for a cost of \$25,000. These cars would resemble a stagecoach. About this same time, three bales of cotton were brought into Memphis by rail from the Andrew Taylor plantation near Collierville and passenger service had commenced between Memphis and Germantown. On September 19, 1852, nineteen passengers from the Commercial Hotel took the train to Germantown."²⁵

New passenger cars and locomotives arrived between September and November of 1852, and the road had expanded eastward to Moscow. By July 4, 1853, the railroad had reached LaGrange at which time a grand celebration took place. It was recalled that it was 16 years earlier when The LaGrange & Memphis Railroad had been proposed but never materialized. The iron horse had at last made its appearance and aroused the village.²⁶

"On March 9, 1854, it was announced that passenger trains now leave Memphis daily at 7 a. m. and arrive at LaGrange at 10 a. m. The LaFayette train will connect with L. Sims & Brothers daily line of four-horse post coaches for Holly Springs, Ripley, Jacinto, Tuscumbia and Decatur. Passengers leaving Memphis at 7 a.m. will arrive Decatur at 2:30 p. m. the next day; thence, by steamboats on the Tennessee River daily to Chattanooga. This was just before the railroad had been completed from Decatur to Huntsville and on into Chattanooga."²⁷

In late 1853 and early 1854, the citizens of Somerville convinced the Board of Directors of the Memphis & Charleston Railroad to run a branch line from the main line at Moscow, Tennessee to Somerville. There would be stops at Hollis Lane and Williston in between. A train in each direction between Memphis and Somerville was run each day except Sunday. Wilma Carrell (Everett) worked at the Somerville depot.

Between the summer of 1854 and 1856, the line was extended to Pocahontas. On June 14, 1856, the steamer "Simonds" brought a cargo of iron to commence laying the tracks eastward from Pocahontas the next week. Work was progressing westward from Tuscumbia and the final gap would soon be closed and uninterrupted connection by rail with the Atlantic ocean. Between Corinth, Mississippi, and Cherokee, Alabama, was Yellow Creek and Bear Creek. Bridges had to be built over these creeks, so until they were built, trains had to stop at Burns (Burnsville) and then return to Memphis. The Memphis & Charleston Railroad had to build a turntable and a water tank at Burns so the engines could be turned around and serviced for their trip back to Memphis. The sidetrack at Burns was also extended. The bridge over Bear Creek was 200 feet long and it was

completed along with the Yellow Creek bridge in 1857. ²⁸

President Samuel Tate reported in October of 1854 that the M & C Railroad owned six new locomotives. These locomotives were given names rather than numbers. The road also owned forty-five freight cars, four first-class passenger cars, ten hand cars and six gravel trucks. He also reported that even though the railroad was not completed, it had carried fifty-seven thousand bales of cotton in 1854 and one-hundred thousand bales in 1856.

Excitement mounted through the early months of 1857 as the road neared completion. As the workmen put in the last miles of track, front-page advertisements in the *Memphis Daily Appeal* kept pace with ringing sledge hammers. "Open to Corinth, the need for stagecoaches reduced to 40 miles." "Open to Burns, staging reduced to 12 miles." And finally on April 1 the boldface letters "Completed."

President Samuel Tate had pledged to the stockholders that the road would be open by April 1. Actually, the deadline was met with several days to spare. Memphis went all out to celebrate the new railroad era. In the early dawn of May 1, an artillery battery on the bluff near Memphis sent echoes from their cannons rolling down the muddy shores of the Mississippi. Later in the morning, a mile-long procession began to form on upper Main Street. Visitors from every state in the South helped to swell to 30,000 the crowd that jammed the streets, packed the balconies and wooden awnings, or vied for places at the shop windows.

Headed by military companies, bands and fire companies - among them Charleston's Phoenix Fire Company, with their engine and two hogsheads of Atlantic Ocean brine brought from Charleston for the celebration - the procession made its way through flag-decked streets to Court Square. In the parade were school children in May Day costumes and carriages bearing visiting mayors, aldermen, city officials of Memphis and other distinguished guests.

A crowd in high good humor applauded speeches by President Samuel Tate, of the Memphis & Charleston, Mayor A. H. Douglas of Memphis and Mayor William P. Miles of Charleston. (As a bachelor, Mayor Miles took a full measure of good-natured ribbing about the "marriage of the waters" during the celebration.)

The 10,000 guests made their way to the quarter-mile-long tables that had been set up at the Navy Yard for a picnic-style dinner. There was dancing that night at the Navy Yard and fireworks burst and glared on the bluff opposite Madison Street.

With the ball at the Exchange Building, the visitors thronged in the street till dawn and the triumphal arch at Main and Madison streets was aglow with flickering gaslight. Night became a colorful prelude to the ceremony to be held the next day at the river.

Long before the appointed hour on May 2, people swarmed over the bluff, the wharf and the decks of river steamers, growing more and more restless as the parade from

Court Square failed to arrive. Finally, the marchers appeared, with the Phoenix Fire Company and their engine in the lead. When the orators were finished, the fire engine went into action. With firemen manning the engine and a dignitary holding the nozzle, the muddy Father of Waters and the Atlantic were officially united by a spray of salt water that glittered like a shower of diamonds as it burst from the nozzle and arched into the Mississippi River.

Following the ceremony, there was an excursion up the river in five palatial steamboats, a fitting close to an eventful day. Later that evening, there was a banquet where local newspapermen gathered with visiting press representatives to toast the various states represented and the new railroad era that was beginning.²⁹

The actual completion date of the railroad was March 25, 1857. The junction of the east and west divisions of the line was effected at Iuka, Mississippi. This occasion was marked by another elaborate ceremony at Iuka. Governor Jones drove down a silver spike to mark the spot. Speeches were given by great dignitaries and officials of the railroad. A barrel of water was carried from the Mississippi River at Memphis to be emptied in the Atlantic Ocean at Charleston to commemorate the marriage of the two sections. The event was celebrated at Charleston by a banquet and a ball at which delegates from the "West," as this area of Tennessee and Alabama was still called in Charleston, were toasted on the completion of so great an achievement. They were given white satin badges bearing the picture of a train of cars. Several delegates from Memphis, Huntsville and Tuscumbia attended this ball at Charleston.³⁰

The Memphis & Charleston Railroad ran from Memphis, Tennessee, to Stevenson, Alabama, a distance of 272 miles. From Stevenson to Chattanooga, the M & C would lease 38 miles of track from the Nashville & Chattanooga Railroad. To get to Charleston, South Carolina, connections would be made with the Western & Atlantic Railroad to Atlanta; from Atlanta to Augusta, Georgia, would be over the Georgia Railroad and from Augusta to Charleston would be over the South Carolina Railroad. Thus the rail mileage from Memphis to Charleston was 759 miles.

Major David Deshler, the surveyor from Tuscumbia, who was so instrumental in getting the earlier Tuscumbia, Courtland & Decatur Railroad built, was a retired military man who was used to keeping diaries and logs and wrote the following leaf in his diary:

"March 27, 1857. The last rail laid. Memphis and Charleston united. It is now over a quarter of a century since the inception of the project of uniting the Mississippi at Memphis with the Atlantic at Charleston by rail, and just now-this-day it is accomplished.

"The men who conceived the idea and commenced the work were not permitted to bring it to a consummation. A large portion of those spirits whose boldness in enterprise subjected them to a suspicion of having run mad, have fallen by the way, and have

been if not almost entirely forgotten whilst a few remain to witness the rejoicing in the realization of their early dreams.

"Those upon whom has fallen the task of carrying out to completion the work so early begun have great reason for self gratulation, and deserve all the applause that can be bestowed by a grateful and appreciative community. Yet so far as inward feeling goes, the few who yet survive and who were at the beginning and now see the end, experience that peculiar and thrilling joy and appreciation in the consummation which only those so situated can possibly comprehend.

"The great work is now accomplished, and our favored valley is fairly unlocked so that we have free and speedy access to the South Atlantic Seaports on the one hand and to the 'Father of Waters' on the other. Who will say we are not blessed?"³¹

Earlier forms of transportation, the canals and turnpikes, usually had provided no special buildings for passengers but instead used wayside inns or taverns as their collection points. When railroading began, the companies were forced by economics to invest all their funds in track, bridges and equipment in order to start operations as quickly as possible. However, the necessity for depots became apparent, and they were soon erected in every town the railroad entered. The earliest depots tended to resemble cottages, perhaps in an effort to reassure a skeptical public that railroad travel was safe by providing it with a domestic image.

The site of the depot was a factor that contributed to its prominence. It was slow to move goods and people to and from the depot so that a central location within the business district was essential. A business site near the depot was desirable, causing the city to grow around the depot. A train's arrival was the primary means of contact with the outside world by its delivery of goods, mail, newspapers, food and people.

The Memphis & Charleston Railroad ran through sparsely populated rural areas so that the depots were, for the most part, modest frame structures. The railroad was principally a freight line built to haul cotton, although the tonnage of lumber and stone eventually exceeded that of cotton. Because of this, the M & C stations were predominantly freight depots incorporating a ticket office. Also common during the days of steam were stops without depots where the train took on fuel and water. These water stops often grew into small communities, which were referred to as "tank towns." The railroad contracted with local land owners to supply cord wood stacked near the tracks. The railroad would build wood sheds to place the wood in so as to keep the wood from getting wet. The locomotives burned wood for fuel. The majority of the locomotives were of the "American" type that had a 4-4-0 wheel arrangement. That meant that the engine had two sets of small wheels up front and called "pony" trucks and then it had two sets of

larger "driving" wheels. These engines had a tractive effort of 15,000 pounds of boiler pressure per square inch. As the petroleum industry had hardly made its appearance yet, animal oils and tallow were used as lubricants and sperm oil fed the headlights. The average capacity of the box car was eight tons and the average number of cars in a train was fifteen. Since the early locomotives consumed lots of water and wood, the water and wood stations had to be placed about every twenty miles or so.³²

From the time of the beginning of the Memphis & Charleston Railroad in 1850 and the completion in 1857, the Construction and Maintenance of Way engineers had hired and trained a fairly efficient force of stone masons and laborers. These employees were never idle or lacking in work to do. From early on, nature, through tornadoes and freshets (floods), had shown the construction engineers that their bridges and trestles could not withstand torrential rains and wind. Major damage had been done to the Tennessee River bridges at Florence and Decatur, Alabama, as well as other structures over Spring Creek, Town Creek and the Wolf River bottoms. The construction and maintenance crews could be concentrated at any damaged area and temporarily have the railroad back in operating condition in a short period of time.

Construction engineers were gaining knowledge at the same period from 1850 to 1860. A few new products and materials had been developed that could improve railroad maintenance. Mr. Albert Fink, of Louisville, Kentucky, had developed an improved iron bridge girder and was named "Fink's Truss Girder" and was proved more reliable. Red cedar cross-ties were substituted over other types of wood for longer life periods. Reeves, Buck & Company had developed a newer wrought-iron chair (support bar at rail joints) that was heavier and rolled to fit the base of the rail rather than stick up above the rail head. Hooper & Jackson Contractors had put a labor-saving machine to use which was called a steam-excavator (steam shovel). This machine could speed up the filling-in of trestles and swamp areas with earth, dirt and rocks.

Through the use of these newer products and machines, the Memphis & Charleston Railroad rebuilt bridges, filled in trestles and re-aligned road beds at Wolf River bottoms and at Town Creek. The re-alignments cut down distance as well as eliminated several reverse curves in the track. All and all, the M & C was gradually becoming a better and more dependable railroad. As Chief Engineer, M. B. Pritchard, stated in his annual report of July 1, 1860, "The road is rapidly acquiring the character of being one of the safest and most reliable railways in America." Little did he and other officials of the railroad realize what was looming ahead in what would become known as the "Civil War" and what role this railroad would play in that tragic struggle.

THE CIVIL WAR YEARS

(Tracks)

The increase in railroad mileage between 1850 and 1860 was greater in the South. The South Atlantic states more than trippled from 1,650 miles to 5,400 miles, the Gulf region from 290 to 2,063 miles, the South Interior states from 55 to 2,666 miles. There were 22,000 miles across America with nearly 7,000 located within the seceding states in view of a Northern superiority in population of more than two to one. The South contained 745 more miles than did Great Britain. The South's capital investment was only \$237,139,000 compared to \$1,177,994,000 nation wide.

Virginia led the Southern states with 1,800 miles, Georgia 1,400, South Carolina 1,000, North Carolina 900, Alabama 643, Mississippi 797, Louisiana 328 and Florida 327. Very exceptional among the western states of the South was Tennessee, which, in January of 1861, claimed a surprising total of 1,284 miles of completed lines.

The cost per mile by states was as follows; Louisiana \$40,223, Virginia \$38,548, Texas \$31,186, Mississippi \$28,841, Alabama \$26,845, Tennessee \$24,000, Georgia \$19,709 and North Carolina \$19,161. Of course, the topography and terrain of the states would have a bearing on the cost per mile. However, the South had no trunk lines but mere fragments with only feeder lines to some waterway or route of local trade. The average Southern main stem was 200 miles. The longest single company was the Mobile & Ohio that ran from Mobile, Alabama, to Columbus, Kentucky, for 469 miles. Basically, there were two major Southwest-to-Northeast routes; from Memphis to Chattanooga to Bristol, Tennessee, and from Montgomery, Alabama, to Atlanta, Georgia, to Augusta, Georgia, to Wilmington, Virginia, to Petersburg, Virginia. These two major routes were connected twice with lateral lines; the Mobile & Ohio and the Mobile & Meridan connected with the Memphis & Charleston at Corinth, Mississippi, and the Western & Atlantic linked Atlanta, Georgia, to Chattanooga, Tennessee. By no means had the construction boom produced what would be considered a "System."³³

In an age without dynamite, heavy grading was avoided. When hills were encountered, the railroads ran around them, sometimes in a series of violent curves. In swampy areas, the track was laid on pile trestle work. Stone or gravel ballast was rarely used but crossties were laid on native earth with very little ditching. The wooden bridges were susceptible to fires.

In 1861, rails were made of wrought-iron and varied in length from 18 to 24 feet and weighed 35 to 68 pounds per yard. However, these rails were suitable for re-rolling. Iron straps on wood stringers was still in existence in 1861 on the Nashville & Chattanooga Railroad and the Montgomery & West Point Railroad. (This was what was used on the earlier Tuscumbia, Courtland & Decatur Railroad in 1832.)

Tie plates were not used and rail joints were not connected by angle bars but by a device called "chairs." There were no double-tracks and very few side-tracks. The

Memphis & Charleston Railroad was 272 miles long but only had 20 miles of sidings. Investment in track materials represented one-quarter of construction costs. Nowhere in Dixie did trackage exist that could be described as "permanent way."³⁴

(Motive Power)

There were a few exceptions to the 4-4-0 "American" type locomotives. The Macon & Western had 2 "singles," having a pair of driving wheels only; Virginia Central had 2 with 6 drivers and the Virginia & Tennessee owned 4 locomotives with 8 drivers.

There was no standardization or interchangeability of locomotive parts. The cylinders averaged 14 inches with a 22 inch stroke. Driving wheels ranged from 4 to 5 feet. These little locomotives may have looked alike, but their details were apt to be as individual as the names which shone on their footrails. The names of the locomotives were changed to Confederate states, Generals and political figures. The speed of these engines seldom exceeded 25 miles per hour, the limiting factor being the track rather than the locomotive. The water tenders generally held about 1,000 gallons.³⁵

William H. ("Uncle Billie") McAnally became a locomotive engineer on December 1, 1864, and he describes a M & C locomotive he ran as follows:

"The Antelope" (and she lived up to her name) weighed twenty tons, built by Moore & Harkness of Cincinnati, Ohio. She was a drop hook engine with two starting bars and reverse lever with only three notches, one center, one full stroke and one full stroke back. The two starting bars were just what the word implies because you could rarely get to move without using both. Wish some of the boys today could see that old wood burner with the big stack standing at Huntsville to take out a passenger train. I have made 45 to 50 miles per hour with the old Antelope on level track. She would run up the hill from Huntsville to Fearn (Chase) with three passenger coaches in eight minutes. She had five-foot drivers, 13 inch cylinders with a 30 inch stroke. Old crosshead pumps on each side. No blowers as they were unknown in those days."³⁶

Locomotives for southern roads were regularly shipped on the river, since there was no complete rail connection. It was a common sight in the 1850's to see handsome little engines fresh from the erecting shop, their polished brass, vermilion wheels, and bright Russian-iron jackets gleaming in the sun as they moved over temporary tracks to the public landing and awaiting steamer. The *Cincinnati Gazette* of June 12, 1852, vividly describes the scene:

"Look out for the locomotive when the bell rings, ought to be placarded on the public landing, for we certainly saw a locomotive steaming at a good rate from Broadway to Main yesterday morning. A temporary wooden track had been laid down and a new sixteen ton locomotive built by Harkness, Moore & Co., for the Memphis & Charleston Railroad, was thus working its own passage to the landing of the steamer Memphis."³⁷

In June, 1852, the Memphis & Charleston took delivery from Harkness, Moore & Co. a nineteen-ton locomotive named "Somerville" that had 54-inch drivers and a sixteen-and-a-half-ton named "J. W. Garth" with 48-inch drivers; in December, 1852, it took delivery of a twenty-three-ton locomotive named "Lurahoma" with 48-inch drivers; in March, 1853, two twenty-three-and-a-half ton locomotives named "Magnolia" and "Antelope" that had 60-inch drivers with 14 x 20 inch cylinders; in November, 1853, the "Southerner" and the "Tuscumbia" were delivered. Other deliveries were made as follows: In 1856, the "Memphis," "J. F. Cooper," "Pocahontas" and "Gray Eagle"; in 1857, the "Chickasaw," "Iuka," "Cherokee" and the "Powatan"; and finally in 1861, the "Michigan" and the "Tennessee" were delivered.³⁸

Mr. A. B. Latta designed the locomotives that were purchased by the M&C. Mr. Daniel H. Feger, one of the partners in Covington Locomotive Works of Cincinnati, Ohio, and a draftsman and designer, came to work for the Memphis & Charleston Railroad as a master mechanic. His services should have been valuable to the M&C since he had been involved in locomotive construction. He had also worked for the Philadelphia & Reading Railroad.

Mr. J. H. Buckalew was also a master mechanic for the Memphis & Charleston Railroad and stationed at Memphis, Tennessee. There was a shop located at Memphis, Tennessee, and one at Tuscumbia and Mr. H. N. Burford was at Huntsville, Alabama, that did repairs to the Memphis & Charleston Railroad locomotives.

(Cars)

Air brakes had not come into being at this time so the cars were braked by hand and were coupled by link-and-pin. There were baggage, mail and express cars and the passenger cars were divided into first and second class. Only The Memphis & Charleston Railroad operated sleeping cars. The ratio of passenger cars to freight cars was less than ten per cent.³⁹

(Supplies)

The amount of wood locomotives consumed varied. Western & Atlantic's "Swiftsure" ran 73 miles for each cord consumed while the "General" covered less than 33 miles. Central of Georgia's easier terrain enabled 80 miles or more per cord. Some roads hired full-time agents to purchase wood. The best wood was selected for the passenger engines. Some roads purchased timberlands so they could be independent of wood sellers while other roads ran wood trains as far as 70 miles from their depots.

Whale oil came from New Bedford, Connecticut, while boiler tubes for locomotives came from Pittsburgh, Pennsylvania. Tredegar Iron Works at Richmond, Virginia, was capable of supplying metallurgical needs and they had manufactured 40 locomotives. Nashville Manufacturing Company produced locomotives at Nashville, Tennessee. Forest

City Foundry at Augusta, Georgia, specialized in railroad car castings with a capacity of 50 car wheels per day. The Atlanta Rolling Mill adapted to the rolling of rails. Etowah Iron Works of Cartersville, Georgia, had 2 pig-iron furnaces, one rolling mill and a nail factory that provided bar-iron and was the only facility south of Richmond, Virginia, capable of producing car axles. The Montgomery & West Point Railroad manufactured all cars belonging to them at Montgomery, Alabama. The big question was, would the Southern manufacturing concerns be capable of supplying rolling stock and guns for the war at the same time?⁴⁰

(Men and Methods)

Except for a few outstanding figures, the human side of Confederate railroading was difficult to reconstruct. Companies frequently chose not to publish information concerning their officers; no railroad labor organization yet existed, and statistics dealt more on specifications of locomotives than with personalities. A number of officials were Northerners. William Wadley came to Georgia from New Hampshire. Less amenable were the officers of the Alexandria, Loudoun & Hampshire, who were accused of being "worse than so many full-blood yankees." There exists much evidence that the railroad men of the Confederacy were as loyal to the cause of the South as any other element of the population.

With roads less than 200 miles, they did not need a General Manager for a single division and a single Superintendent was deemed sufficient. Very frequently, the remuneration of a Superintendent exceeded that of the President of the road. Charles Talcott of the Richmond & Danville received \$3,333 per annum, while President Harvie's was fixed at \$3,000. Among the most highly rewarded positions in the South was Superintendent of The Georgia Railroad, which carried a stipend of \$6,944.

Especially interesting was the participation in that most peculiar of Southern institutions, chattel slavery. Many lines owned considerable numbers of Negroes. The Nashville & Chattanooga Railroad had spent \$128,000 purchasing Negroes. However, far more common was the hire of slave labor. The treatment of the slave seems to have met better standards of the period; medical care was provided. Brakemen on passenger trains were frequently chattel Negroes. The colored fireman was a feature, while certain mechanics proved so skillful that they commanded a wage (payable to the slave owner) of \$140 per year, nearly double the wage of the common laborer.⁴¹

(Schedules and Safety)

A typical day's run of a train was 223 miles and took about 15 hours. Including about 23 intermediate stops, the mail train rolled at an average speed of 15 miles per hour with some roads allowing 20 to 25 miles per hour. Still worse was the absence of any system of standard time. Each railroad regulated its operations in accordance with a single specified clock of a specified town.

Though speed remained slow, it could not be accounted very safe. The United

States led the world in the number of accidents. In the 1850's, one out of every 188,000 passengers met a violent death. "Rule Three" of the South Carolina Railroad said "no passenger train will be permitted to run without a cord connecting the hindmost car with the bell of the engine." Another rule said, "watchmen on bridges will be required to follow every train with a bucket of water and extinguish any coals that may have been dropped from an engine."⁴²

The telegraph had not made its appearance as a method of dispatching; therefore, the movement of trains was governed solely by time card and train order.

(Dollars and Cents)

Southern railroad operations were local in nature when Northern lines were beginning to enjoy the fruits of interchange. The South usually refused to permit their rolling stock to pass onto the iron of another line even where a direct physical connection permitted. Freight moving over several carriers might have to be unloaded and reloaded three or four times. So unwieldy was the situation that Georgia roads received little traffic from the Mississippi Valley, much of it moving northward by river to the terminus of some eastern line, thence to the seaboard over a route perhaps a thousand miles longer. In truth, the rail carriers of the slave states had not outgrown their initial function as feeders to water routes. The real trunk lines of Dixie in 1861 were steamboat lines. One exception to the interchange dilemma was The Memphis & Charleston Railroad which had worked out interline cooperation with the Nashville & Chattanooga Railroad in the form of "trackage rights."

The rate structure remained primitive. Long or short haul, the price demanded for railroad transportation was high. Passenger fares were less chaotic and averaged about 4 1/2 cents per mile. It was the business of railroading that brought corporate organization, on an extensive scale, to the Southern states for the first time. The region was hardly prepared for it. Ordinary law-making machinery proved inadequate to the needs. State legislative calendars were choked with bills for the incorporation of new railway companies, or for the amendment of the charters of the old. The deficiencies of old-fashioned legal concepts became evident upon the map, where many of the new railroads were brought up short at state boundaries, delaying development of effective trunk lines for decades. It was the railroads that created the necessity for general incorporation laws. Purging of corporate channels was not to come until after the Civil War. Railroads remained local affairs in the South, local in outlook, and locally owned. They appear to have been owned and controlled to an extraordinary degree by southerners. Northern capitalists were not interested in southern railroads in 1861. Most southern states, counties and many cities constantly joined hands to push for construction of railroads from which so much good was expected for their area and they provided capital and arranged bond issues.

In 1860, The Memphis & Charleston Railroad's net income exceeded expenses by more than \$100,000. The Mobile & Ohio broke even. Many southerners enjoyed the fruits of profitable railroad ventures. Very few yet realized the opportunities that awaited the consolidation of little companies into unified systems. Indeed, in 1861, the railroads of Dixie had attained neither physical nor financial maturity. Instead, they would learn to

meet adversity. ⁴³

(Iron Horse Goes Forth to War)

No sooner had Jefferson Davis delivered his inaugural address as provisional president of the Confederate States of America, the yet unfinished Mississippi & Tennessee Railroad offered free use of its road for military purposes. Such sacrificial gestures were not universal. Some states passed legislation exempting the railroads from taxes on military goods.

The vital role to be played by the steam locomotive in the upcoming war was not appreciated. The earlier conflict with Mexico had been waged hundreds of miles from the American right-of-way and the railroads did not understand what was to be expected of them. The Provisional Congress had established a Quartermaster Department, which was a reproduction of the one of the Federal government, and was charged with the transportation of troops and supplies. At first it possessed only paper personnel and facilities; it did not even have paper money. The first Confederate troop trains ran at the behest of local authorities.

An early strategy was to confront the Federal garrison at Fort Pickens near Pensacola, Florida; troops for the purpose were to be drawn from Louisiana, Mississippi, Alabama and Georgia. The enthusiastic but inept Leroy Pope Walker, the Confederate Secretary of War, inaugurated the program by bickering with Governor Thomas Moore of Louisiana, who insisted that Confederate authority was responsible for the transportation of the Louisiana Volunteers beyond his borders. Secretary Walker dispatched Captain John Galt with orders and hastily prepared drafts upon the Confederate treasury. The most serious obstacle to the concentration of men at Pensacola was not administrative but physical. There was an unfinished gap in the railroad at Montgomery, Alabama, besides a difference in gauge. Next was a serious shortage of rolling stock to carry the troops and supplies.

At Montgomery, the harassed Confederate government realized that their newborn nation stood deficient in manpower, in the sinews of war, and in the means to provide them. President Davis possessed a better than average military mind but had to trust in southern skill and courage to meet the challenge. It remained for the Postmaster General, John Reagan, to initiate the first deliberate effort to harness the iron horse for war. In April of 1861, he called a convention of key southern railroad officials. Among the delegates were Richard Cuyler of the Central of Georgia, Charles Pollard of the Alabama & Florida, John Caldwell of the South Carolina and two well known men from states which had not yet seceded: William Johnston of the Charlotte & South Carolina and Samuel Tate of The Memphis & Charleston. The proposals coming from the convention were: soldiers' fare of two cents per mile and military freight would move at one-half the regular local rates. Secondly, the roads were to receive payment in bonds or treasury notes if ordinary currency were not available. Thirdly, mail contracts were approved. The delegates extended their approval with unanimity almost without parallel in the history of conventions.

A little less than a month later, President Samuel Tate of The Memphis & Charleston and Walter Goodman of the Mississippi Central called a meeting at Chattanooga, Tennessee. A through passenger schedule of 78 hours was arranged between New Orleans, Louisiana, and Richmond, Virginia, by way of Jackson, Mississippi, to Grand Junction, Tennessee, on to Chattanooga, Tennessee, on the M & C. Steps were taken to establish a system of freight classification, omitting military traffic, and publish in a common tariff. Finally, the carriers agreed to patronize any southern iron mill in preference to those beyond the Confederacy.

Weeks before the first shells went whining across the lands, southern railroads knew they were at war. Railroad steamboats had been seized by the Federal government. Many of the rail lines were too close to the enemy and the Confederate government provided no protection from the enemy. In the cotton belt dwelt many Union sympathizers who frequently did acts of sabotage. Guards had to be placed at key bridges and trestles. Conductors faced nightmares when private citizens found it feasible to pose as recruits and enjoy rides at the expense of the commonwealth. Even worse was the disposition of many well-meaning military officers to interfere with the operation of the trains. The requirements for safety made some regulation necessary, and on quick orders of General Robert E. Lee, the practice stopped at once.

For months a large portion of the South's military transportation continued to be directed by individual state ; Alabama even assumed the financial burden. Railroads not only transported the first soldiers, they furnished a portion of their arms. Plagued by a thousand manufacturing deficiencies, the authorities turned early to locomotive and car shops for a multitude of critical war items.⁴⁴

(Transportation Emergency)

The Confederates use of supply lines could not continue on an informal basis. There was no coordination. Local Quartermasters believed in the doctrine of laissez-faire. This wasted the time of President Jefferson Davis, the Secretary of War and the Adjutant General. A broad control in the hands of a professional was clearly indicated. The Confederacy never exerted effective supervision over its railways. Everyone seemed to be smitten by a fatal hesitation. Perhaps Jefferson Davis feared unfavorable political reactions as his popularity was never universal. Excessive Confederate faith in States Rights was very strong. Unity was needed but it did not exist. Private interests were inviolate. No organization could appeal more to the States Right doctrine than a southern railroad company. Nearly every carrier represented a state and any interference from Richmond was regarded as a plot on behalf of a competing railroad. William Shepperd Ashe was finally placed in charge of Confederate rail transportation. Badly needed regulation to govern the transit of the wounded to the Richmond hospital finally came. Ashe met early discouragement. Quartermasters had a habit of using loaded freight cars as storehouses thereby tying up badly needed equipment.

Of special concern were the roads that extended from Virginia into eastern Tennessee, northern Alabama and northern Mississippi, which afforded the only complete

line of rail communication the Confederates possessed. Many of these links suffered shortage of rolling stock and Ashe approached these roads for interchange of cars. The carriers chose to cling to their own cars. The depots of east Tennessee were so choked with freight that Secretary of War Walker ordered seizure of The East Tennessee & Virginia until every pound of freight for the army destined for Richmond and Manassas was sent from Knoxville to Bristol. But on the following day he was afraid his order would set off charges of military despotism and he backtracked and that became a fatal precedent. Walker was replaced by Judah Benjamin. The new Secretary tried to secure six engines and seventy boxcars from the Western & Atlantic and the Mobile & Ohio roads by contract, even impressment, if necessary. His bid met instant rejection. When he tried to invoke his seizure, Governor Brown of Georgia wired Richmond and within a few hours, Secretary of War Benjamin was reading a crisp lecture upon the sovereign status of Georgia.

Northward from Jackson, Tennessee, the brand new iron of the Mobile & Ohio extended to the Kentucky shore of the Mississippi River at Columbus, while from Nashville, Tennessee, the Louisville & Nashville curved into the mid-section of the same state. From Bowling Green, Kentucky, the Memphis, Clarksville & Louisville and the Memphis & Ohio ran through Memphis Junction, Clarksville, Paris, McKenzie and Humbolt to Memphis, affording a tenuous link between the two principal North-South roads. Richmond authorities placed General Albert Sidney Johnston in command of the scanty Confederate forces to guard this highly important region. Johnston reputedly was the ablest officer of the whole of the southern service.

Richmond, the Confederate Capital, was not even linked by rail with roads running south. A Virginia convention approved work to close this gap but with provision that forbid private freight and required the removal of the track after the war. The link was laid down between the Richmond, Fredericksburg & Potomac Railroad and the Richmond & Petersburg Railroad with excessive gradient and it did not connect to the Richmond & Danville because of different gauge. It did expedite flow of traffic from the Carolinas into Richmond. During Major Ashe's regime, he concerned himself with other gaps and links at Savannah bewailing the 600 yard gap and deplored wagon transit at Montgomery because of a gap and a difference of gauge. The Confederate government was paying a \$2,000 per month drayage bill for wagon transfers. To move a regiment and equipment from one station to the other took five hours. Even greater paralysis existed on what should have been main routes between central Alabama and central Mississippi as the Tombigbee River had not been bridged. Government freight was clogged at Memphis and Grand Junction and tonnage from New Orleans had to be diverted to the slow route by Mobile Bay. All this because only 23 miles of road was incomplete. A special problem, never solved, was the lack of railroad facilities between Texas and the remainder of the Confederacy. It was suggested that a pony express system close this gap but whether such service ever existed is unknown.

Few men yet realized that the iron horse had become a military weapon of the first magnitude. Perhaps the perception of George McClellan would have been less acute had he not been a railroad man himself.⁴⁵

(Profits, Losses, and Shortages)

It only took the first wartime summer of 1861 for the railroads to learn that with the increase in the cost of railroad supplies coupled with the loss of civilian business, that they were in financial difficulty. Military business tended to be in one direction which created empty movements in the other direction.

On the Fourth of October, representatives of the principal roads met again in Chattanooga, Tennessee, and set up a more remunerative rate schedule for government traffic. Shipments on Confederate account were divided into four classes: ammunition forty-five cents per 100 pounds per 100 miles, live stock \$20 per car per 100 miles, stock feed \$15 per car per 100 miles and miscellaneous twenty cents per 100 miles. There was no reduction for shipments less than 100 miles because of built-in overhead. Quartermaster General Myers accepted the Chattanooga tariffs.

It is doubted that work forces were reduced to cut costs as the southern roads only had a total of 7,000, less than one-fifth of the national total of 36,000. Furthermore, a large number of the railroad workers abandoned their throttles for service as volunteer soldiers. Some went to work at munitions factories for higher wages and less strenuous work.

The war not only was affecting railroad balance sheets but it was quenching the zeal for new construction and the completion of the gaps that were much needed. However, the connection between Memphis, Tennessee, and Louisville, Kentucky, was opened and the final spike of the Mississippi & Tennessee, linking Memphis with Grenada, Mississippi, was pounded home. Other roads with rugged terrain and devoid of traffic, faced early bankruptcy. The roads suffered from the lack of rails and locomotives and maintenance efforts suffered also. Where 1860 locomotives got 81 miles per cord of wood, 1861 was down to 79 miles. A shortage of equipment and the government effort to re-locate them, where needed most, was met with little success. The problem became so great that a meeting was called at Richmond to discuss and try to resolve.

Accidents were on an increase in the year 1861. On June 27, a Mobile & Ohio northbound special carrying sixty calvrymen collided headon with a southbound regular freight near Trenton, Tennessee, injuring twenty-five soldiers, two critically.⁴⁶

(William M. Wadley)

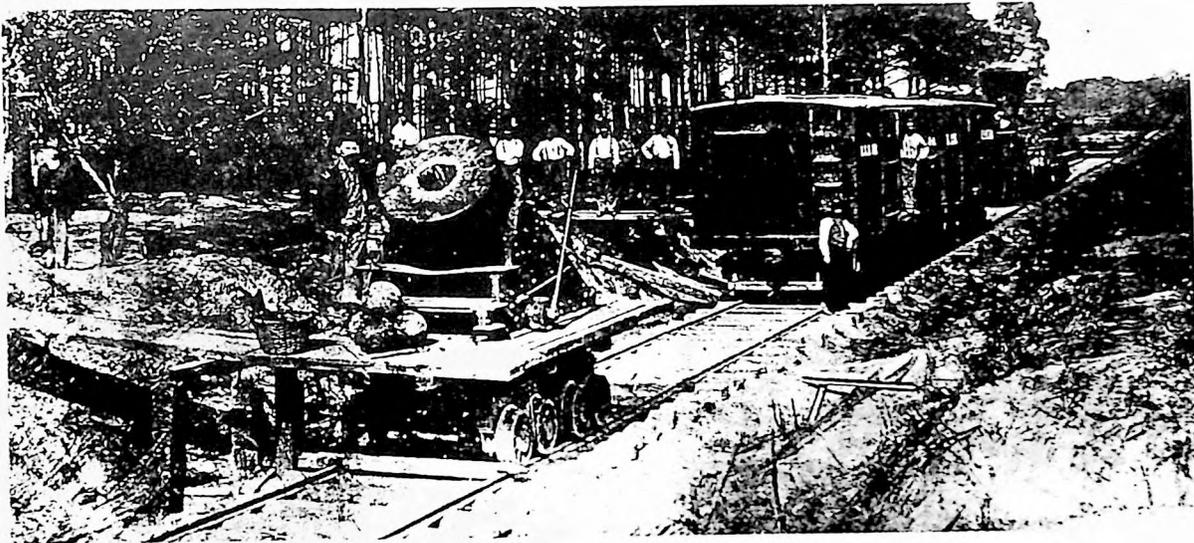
William M. Wadley became one of the most capable railroad officials in the south as President of the Southern Railroad of Mississippi. He was a yankee, having moved from New Hampshire to Savannah, Georgia. On December 3, 1862, he was officially charged to take supervision and control of the transportation for the government on all the railroads in the Confederate states. He was appointed a Colonel and his chain of command short-circuited the Quartermaster Department. Quartermaster General Myers didn't like the arrangement but Secretary of War, James Seddon, didn't care. Wadley was eventually

given an assistant, a Captain Sims, an old friend.

On December 15, 1862, Wadley called his first convention at Augusta, Georgia. Forty-two delegates representing forty-one railroads attended. Wadley presented a simple plan; through train schedules and a system of freight-car interchange. The convention failed to do anything except recommend rate increases. Wadley then recommended public control of the roads. This was similar to the plan used during World War II, whereby carriers were permitted to carry out broad policies by themselves, but under the threat of coercive action in case of failure. The Third Session of the Confederate Congress, on January 12, 1863, urged control of the roads under some general supervision, and to resort to power or impressment if necessary.

On April 25, 1863, Wadley said; "railroad officials were patriotic but exceedingly jealous of each other and of their rights. They were too much under the influence of selfish instincts inherent in money-making corporations, and frequently catered to speculators rather than the government."

The first real railroad law passed by Congress was on May 1, 1863. The Act was satisfactory but it did not mention the railroad bureau of Wadley but placed supervision of the carriers in the hands of the Quartermaster General. Congress relieved Wadley of his duties the next day.⁴⁷



Heavy artillery took to the rails in the war. Pictured here is a 13-inch mortar used during the closing months of the war. The mortar threw 200-pound shells three miles or more. (From Southern Railway "TIES" Magazine, December, 1961, used with permission.)

(Expanding Difficulties)

Not a single new rail iron was produced after 1861. Very few rails were imported. Labor became more scarce. Efficiency of the locomotives dropped continuously and no box cars were available. There still had not been devised a system of per-diem from foreign roads for use of their cars. Fuel became more scarce and wood prices increased tremendously. Building materials were unavailable and structures grew shabby and deteriorated badly.

The human shortages became serious as the work forces were becoming overworked and underpaid. Munition plants paid higher wages and the railroads had not increased wages since 1862. Shop Machinists pay was increased from \$4 to \$5 per day. The value of paper money decreased. Railroad workers were exempt from the draft but later were reduced to specific categories. The railroads advertised for colored workers from the slaveowners but that failed to solve the problem. The war was going to last longer than the capacity to finance it. In April, 1863, income tax for individuals was 5% on the first \$500 up to 15% on \$10,000. The corporate rate was 10% of earnings.

Train speeds were reduced. Civilian fares rose rapidly but it showered stockholders with dividends and paper money. The railroads were forced to establish civilian embargos; as an example, no more than two carloads of civilian freight from Montgomery, Alabama, per day.⁴⁸

(Concentrations)

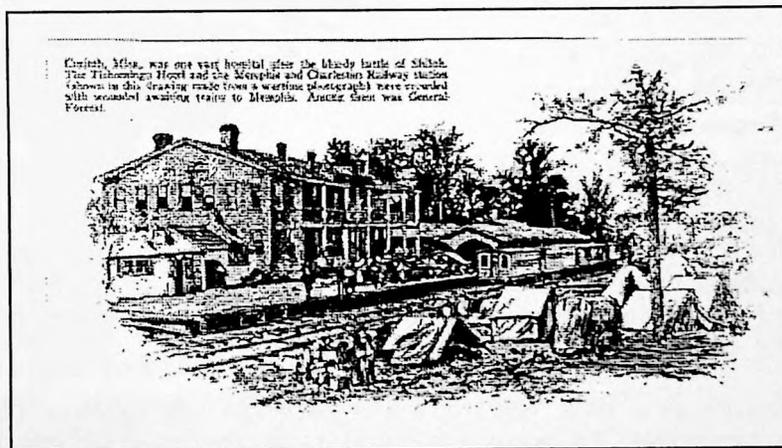
In February of 1862, during torrential rains and sudden blizzards, Fort Henry and Fort Donelson fell, leaving bare approaches into central Tennessee. The Federals had control of the Cumberland and Tennessee Rivers. Nashville had a large supply of military material that could not be moved in time. The Confederates failed to concentrate on Nashville but were scattered about. There was uncertainty as to where the Confederates should gather. Jackson and Chattanooga, Tennessee, were considered but The Memphis & Charleston Railroad was the vertebrae of the Confederates. Corinth, Mississippi was chosen as the best place to gather. Regiment after regiment was drawn there. It was an administrative chaos as Richmond was far away, and the assembly of the armies were among four different Commanders. To the east was Albert Sidney Johnston and Braxton Bragg came from Mobile. General Beauregard set up headquarters at Jackson, then went on to Corinth. Van Dorn came from Arkansas. Johnston was presumed to be in over all charge. One officer and five enlisted men guarded each train but proved to have little effect upon traveling soldiers, who misconducted themselves with gusto.

Wood and water stations stood abandoned; employees did not receive their pay and refused to work; engineers and conductors were either exhausted, or being northern men, abandoned their positions. Bragg complained that troops were arriving too slowly and without adequate supplies. By March 29, 1862, the concentration at Corinth was nearly completed. Johnston had seized a large number of Western & Atlantic cars. He must have

taken that responsibility upon himself.

Packed into ill-ventilated freight equipment, the soldiers cut the sides and roofs to pieces. Railway forces suffered interference from the well-meaning quartermaster officers, who commandeered their trains, upset schedules, and violated operating rules. Nevertheless, the railroad compared favorably with the river as a mover of armies. In less than two months it had gathered 40,000 men from as far away as 500 miles. When on April 3, 1862, the Confederates marched out of Corinth toward Pittsburg Landing, their numbers nearly equaled the Federal forces encamped along the river bank. The famous "Battle of Shiloh" took place within a few hours.

In less than a week they returned through the mud, carrying 8,000 wounded. Their Commander was dead. Within three days, Northern troops would sever the line of The Memphis & Charleston at Huntsville, Alabama. However, the iron horse had not failed. Southern leadership had failed the iron horse. When the Army of The Mississippi walked unmolested from Shiloh, it lost the trunk railroad line of the Confederacy. Tactically the battle had been a draw, but strategically it remained a Southern defeat of the first order. Never thereafter would a Confederate locomotive run through from Chattanooga to Memphis for the remainder of the war.



(Corinth, Miss., was one vast hospital after the bloody battle of Shiloh. The Tishomingo Hotel and the Memphis & Charleston Railway station were crowded with wounded awaiting trains to Memphis. Among them was General Bedford Forrest. This drawing was made from a wartime photo. April 1957 Southern Railway "Ties" Magazine. Used with permission.)

The loss of Huntsville and the Memphis & Charleston Railroad was initially the result of faulty intelligence, and it appears, of the Union sympathizers of certain M & C personnel. At dawn on April 11, 1862, without warning, a large Federal force under General Mitchell came pouring into Huntsville and within a few moments, the yards, shops and general offices of the railroad were in their possession, including eighteen locomotives, one hundred freight cars and six passenger cars. Suspicion pointed to one Larcombe, a telegraph operator, and to the Assistant Superintendent, A. J. Hopper, who had been

instructed to move the rolling stock to Corinth some days before. It was whispered that even greater personalities were involved.

With the northern strip of Alabama in enemy hands, once again troops flowed toward Corinth, especially from Memphis, where Van Dorn had at last crossed the Mississippi River. The Memphis & Charleston brought four of Van Dorn's brigades in four days to Corinth. Beauregard, Johnston's successor, could count close to 50,000 men at Corinth. Daily, there was the sound of clanging bells as the trains rolled in with additional food and munitions.

And yet Corinth now seems less strategic after the loss of Island Ten in the Mississippi River. Soon Memphis would lie at the enemy's mercy. Beauregard ordered much of the railroad stock in Memphis moved to Grenada, Mississippi, and then decided to evacuate Corinth. The major traffic load fell upon the Mobile & Ohio Railroad, but at least seven trains, filled with military supplies, were ordered westward over The Memphis & Charleston Railroad to Grand Junction, Tennessee, for transfer to The Mississippi Central Railroad. Someone held them at Corinth until 4:00 a.m. by which time Confederate detachments, west of town, had complied with orders to burn all bridges in the area. The rear guard had no choice then but to burn the seven trains. The loss to The Memphis & Charleston Railroad being four locomotives and over thirty cars.

Yet on the whole, the steam locomotive had served the evacuation well. How a train was run back and forth during the final hours to the rigged cheers of a crowd, giving the Union forces the impression that large reinforcements were arriving at Corinth, is a familiar story. Certainly no such quantity of supplies as were saved could have been carried away without the railroad. President Samuel Tate of the M & C, with his remaining employees and equipment, followed the army settling at Marion, Mississippi, on the line of the Mobile & Ohio. Here he erected temporary shops, and presently the M & C was back in business, repairing engines and rolling stock and leasing them to other lines. Nineteen of its locomotives and eighty-three cars found their way into the eastern Confederacy.⁴⁹

In the summer of 1862, occurred the largest single troop movement by rail. Thanks to the steam locomotive, the long battered Army of Mississippi would march almost, if not quite, to glory. Triumphant in captured Corinth, the Federal army proceeded to thrust eastward along the M & C. Under command of General Buell, it moved slowly into Alabama, and Braxton Bragg remained uncertain of its objective. But at Knoxville, General Kirby Smith concluded correctly, that Buell planned the occupation of eastern Tennessee.

With a large portion of the M & C in Federal hands, the newest key to the Confederate lines was Chattanooga. Now that the Memphis line was gone, the line through Chattanooga to Georgia remained the best artery between Richmond and the lower Mississippi valley. Both Bragg and Smith realized this. Smith hastened to mass at Chattanooga every man he could spare, while Bragg recognized an opportunity - a swift movement around the point of Buell's advance and a blow upon the heart of the Union

communication system far away in Kentucky. But how could he reach Chattanooga before Buell?

Approximately 3,000 Confederate soldiers were shipped via Mobile, Montgomery and Atlanta, 776 miles over six railroads. They reached Chattanooga just six days after orders were issued. During much of the summer, Union forces maneuvered divisions in the complicated terrain. Bragg sat in Chattanooga and cried for reinforcements. It was not until September that Buell intended a movement around Bragg's left flank and an assault upon his only rail line to the interior of Georgia. Aware of his peril, Bragg evacuated Chattanooga and moved south to Chickamauga Creek. About 6,000 Virginia men arrived to help Bragg but arrived after the Battle of Chickamauga was over. And yet this longest and most famous Confederate troop movement by rail greatly influenced the outcome. The Virginia soldiers served well, especially on the second day, when they broke through the Union right and drove it from the field. And if Bragg failed to press the Federal rout, that, once more, was no fault of the railroads, which for the second and last time had enabled him to strike with an equality of numbers.⁵⁰

President Samuel Tate of The Memphis & Charleston Railroad reported to his Board of Directors that in the fall of 1862, after the evacuation of the road by the Federal army, from Decatur to Stevenson, by order of General Bragg, the Board again resumed its possession, rebuilt the road between those points, and a portion of the shop machinery, all of which had been destroyed or badly damaged. As soon as rebuilt, they operated this portion of the road until July 1, 1863, when they were again forced to evacuate by order of General Bragg, taking south what little machinery they had left.

From this time until the close of the war, the property remained in the hands of the Federal army, being constantly raided upon by the Confederates. It was hard to tell what was best to do, or where to go for safety. The books and valuable assets were kept in charge of Mr. Robertson, Treasurer, who acted under Tate's immediate direction, and moved from place to place as circumstances seemed to justify for safety. Numerous efforts were made to get more valuable assets to Canada or Europe, and succeeded in sending to Liverpool over \$300,000 of Tennessee Bonds. Immediately after General Taylor's surrender, Tate passed into the Federal lines and proceeded to Washington, and procured a special amnesty and pardon from President Lincoln restoring him to his rights of citizenship.

President Tate was thus in a position to ask for the return of the property to its prewar owners and to reorganize the company with a Board of Directors acceptable to the Federal Government. This he did at a special meeting of the stockholders in July of 1865.

Tate went to Washington and presented the organization to the President, who approved it, and on the 8th of August he gave an order to the military commander of the Division of Tennessee to have the road and property turned over to the company. On September 3rd the Eastern Division was released by the military. Eight days later, the Western Division was returned. The gap from Pocahontas to Decatur, 114 miles, was almost entirely destroyed, except the road bed and iron rails, and they were in very bad

condition - every bridge and trestle destroyed, crossties rotten, buildings burned, water tanks gone, ditches filled up, and track grown up in weeds and bushes; not a saw-mill near the line; the labor system of the country was gone.

That was the gloomy prospect facing the Memphis & Charleston railroad in 1865. Practically all equipment needed heavy repairs, which the company was in no condition to make. More than 100 miles of road had to be rebuilt completely. All buildings had to be renewed. In all, the company had nearly 270 miles of road to equip and run with little cash and less credit.

Like the rest of the South, the M & C somehow managed to rise from its own ashes. Under the terms of the presidential order, the railroad purchased from the military on credit 10 locomotives, 226 freight cars, 14 passenger cars, a number of shop tools and a supply of road and shop material. The expense came to almost a half-million dollars, for which the government received the company's bond and the personal security of its officers that the debt would be paid in two years, either in cash or in transportation services. In addition, the government turned over to the M & C 18 locomotives captured early in the war, 10 of them in reasonably good condition. As fast as the track could be put in order, trains began to run. By November 6, 1865, the line was completely open except for the 1,700 foot bridge destroyed at Decatur. (Passengers and freight were transferred by steamer at that point.) By July of 1866, a new and better bridge was completed.

Did the railroads play a role of any significance in the Civil War? It is the opinion of most historians that they did. Railroads formed the backbone, though not the whole structure, of the Southern apparatus of supply and communication. They afforded a principal Confederate advantage, interior lines. So long as a majority of those lines remained intact, the Southern front might give ground, but it did not suffer general collapse.

Yet the Confederate States did not win the Civil War. Were the carriers of the South in any degree responsible for that failure? To this question historians answer yes. Railroad transportation in the Confederacy suffered from a number of defects, all of which played a recognizable part in the defeat:

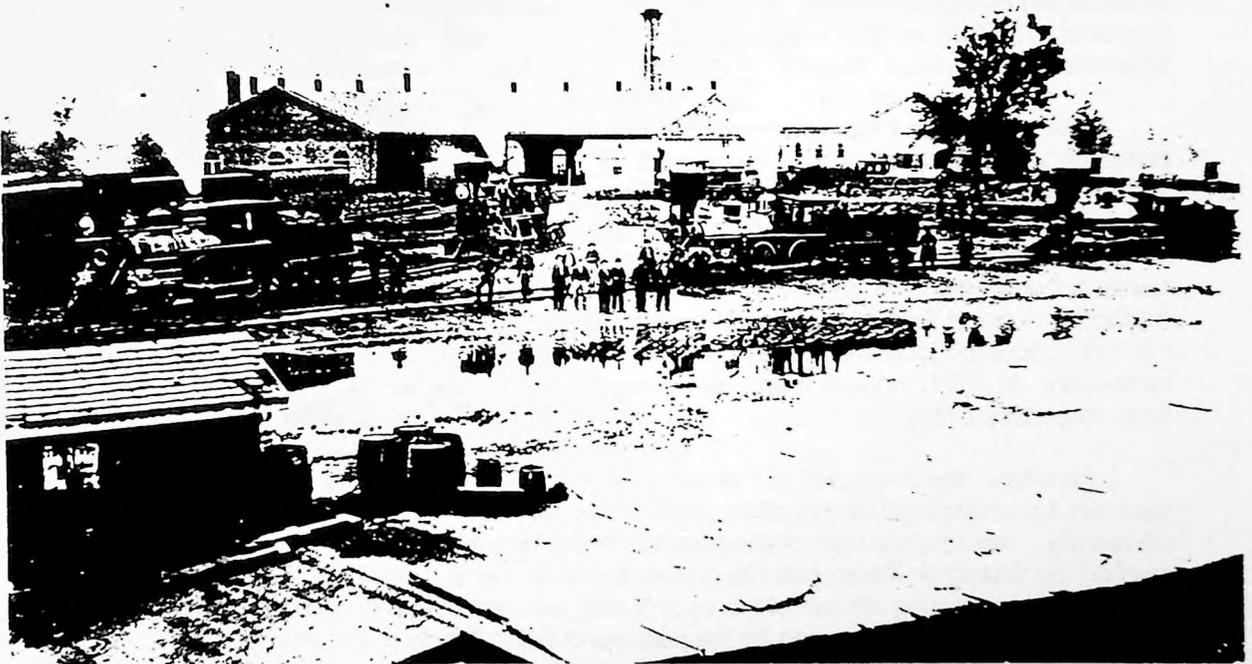
1. There were not enough railroads in the South, in terms of line miles, and they were not always in the right place, strategically.
2. There existed far too many gaps in what should have been continuous lines. Included here should be difference of gauge, though this was not an exclusively Confederate deficiency.
3. The Southern ability to manufacture railroad supplies was much too low. In the face of general lightness of construction, a distinct initial shortage of rolling

stock, and an increasingly effective Federal blockade, this was an extremely serious, if not fatal, matter.

4. Railroad owners, managers, and even employees were unwilling to make serious sacrifice of their personal interests.
5. The Confederate government was loath to enforce the kind of transportation policy the war effort demanded.

Without either wholehearted public cooperation, or government coercion, it is practically impossible to wage a war. It is well to possess both of these things. The Confederacy had too little of either. The North could claim at least one of them in good measure, a powerful government that understood its own potentialities and was comparatively unafraid to use them.

It is here, if anywhere, that the story of the railroads of the confederacy assumes a distinctive meaning. And though it be but a minor chapter in a huge tragedy, it is still worth telling as an object lesson for Americans. For it has not been sufficiently emphasized how extraordinarily American the Confederates were. Even the type of locomotives were called "American." ⁵¹



Huntsville, Alabama, M&C Shops that were captured during Civil War. (Photo furnished by James Record and Hugh Dudley of Huntsville, Alabama.)

Post Civil War Years

Major changes occurred in the decades following the Civil War. Companies were consolidated and lines connected, locomotives and rolling stock became specialized, tracks were improved, steel rails replaced the wrought-iron rails, and automatic brakes were introduced. The resulting size and efficiency of the railway system in this country made imperative the regulation of local time. Train schedules had become hopelessly confused with each community setting its own time based on the sun. The railroad movement to consolidate times on the railways may be said to have its beginnings in May of 1872. A group of railroad superintendents had met at the Southern Hotel in St. Louis, Missouri, for the purpose of arranging summer passenger train schedules. At this meeting a permanent organization was formed which became successively, the Time-table Convention, the General Time Convention, the American Railway Association, and finally the Association of American Railroads.

On October 11, 1883, at a gathering of the General Time Convention held in the once-famous Grand Pacific Hotel in Chicago, Illinois, Standard Time was officially adopted by the nation's railroads. A major part of the credit is given to William F. Allen who acted in a dual capacity as secretary of the General Time Convention and managing editor of the Official Guide of the Railways.⁵²

The plan was remarkably simple in operation. The United States was to be divided into four zones - Eastern, Central, Pacific and Mountain. The four zones were based upon mean sun time on the 75th, 90th, 105th and 120th meridians west of Greenwich, England. The four meridians passed approximately through Philadelphia, Pennsylvania, Memphis, Tennessee, Denver, Colorado and Fresno, California.

As the South began its recovery from the war, it became readily apparent that complete economic reconstruction would require easy commerce with the rest of the nation - an impossibility so long as differences in gauge existed. At first, the problem of interchange had been temporarily relieved by laboriously loading freight from one car to another car at interchange points between railroads of different gauges. But the growing trade between the South and the rest of the nation soon required faster and less costly methods. A crude form of containerization was devised, with freight remaining in the same car throughout the journey - with the wheel trucks being changed at interchange points as necessary. In 1871, no less than twenty-three different gauges existed, ranging in width from three to six feet.

In effect, the pressures of free competition had provided a catalyst, and the stage was set for changing the gauge of practically every road in the South - a change that, ultimately, would be accomplished in less than thirty-six hours. February 2-3, 1886, marked the first step. As agreed the previous October at a meeting of the Southern Time Convention, operating officers of the south's railroads met at the Kimball House in Atlanta, Georgia, in a convention called for the purpose of fixing the date and arranging for change of gauge. But the most important decision of all involved the exact width of the new gauge. Although the nation largely had adopted the 4 foot 8 1/2 inch width, the

Pennsylvania Railroad, with which many of the South's roads required an interchange - used a 4 foot 9 inch gauge. For this reason, the Convention had voted to adopt the Pennsylvania gauge as its standard.⁵³

Only one rail would be moved in on the day of the change, so inside spikes were hammered into place at the new gauge width well in advance of the change, leaving only the need for a few blows of the hammer once the rail was placed. As May 31st drew near, some spikes were pulled from the rail that was to be moved in order to reduce as much as possible the time required to release the rail from its old position.

Rolling stock, too, was being prepared for rapid conversion. Contemporary accounts indicate that dish-shaped wheels were provided on new locomotives so that on the day of the change, reversing the position of the wheel on the axle would make the locomotive conform to the new gauge. On some equipment, axles were machined to the new gauge and a special ring positioned inside the wheel to hold it to the correct width until the day of the change.

To shorten the axles of rolling stock and motive power that could not be prepared in advance, lathes and crews were stationed at various points throughout the South to accomplish the work concurrently with the change. Finally, in the early morning hours of May 31, 1886, the concentrated work began. Men worked in crews of various sizes charged with various goals - some given specific mileages to cover, others under instructions to begin at a specific point and work in a specific direction until they met another crew working toward them. The task was accomplished and finally the problem of interchange had been solved.

The Post War Memphis & Charleston Railroad

An 1881 Baldwin Locomotive Works catalog has two letters from Master Mechanic Burford describing how well the Memphis & Charleston was pleased with the "Dummy" engine they had purchased and had numbered it 13 on their roster. Copies of the two letters follow;

Memphis & Charleston Railroad
October 11, 1876

Messrs. Burnham, Parry, Williams & Co.
Baldwin Locomotive Works, Philadelphia, Pa:

Gents - The Dummy engine ("Mayor Flippin") built by you for this company arrived safe and was put up by your engineer. She works first-rate in every respect, and I am sure she will do work that she is intended for.

Your engineer hauled with the engine ten cars up the Washington Street grade with ease. The patent exhaust is a success without

a doubt, and I think is the best thing out for an engine that has to run in cities and towns.

The engine came here with wood-burning grates in her, and I had to take them out and put our coal-burning grates into her.

With best wishes, I am yours, etc.,
(Signed) H. N. Burford
Master Mechanic

Memphis & Charleston Railroad
June 18, 1878

Messrs. Burnham, Parry, Williams & Co.,
Baldwin Locomotive Works, Philadelphia, Pa.;

Gentlemen, - In addition to what I have heretofore said about the dummy locomotive "Mayor Flippin," I can further state that the engine has given entire satisfaction up to date and does its work well. The patent exhaust is a success without a doubt. As the engine passes by horses in the streets they do not notice it any more than they do a wagon. Our track runs through one of the most active business streets in the city.

The "Mayor Flippin" makes from three to five trips per day; has not lost a single trip, and has not cost us a cent of repairs.

With best wishes,
(Signed) H. N. Burford
Master Mechanic

The dummy locomotive was an enclosed noiseless locomotive that was used for passenger service in and around city streets. These miniature engines were primarily used to shuttle from downtown Memphis out into the country to an amusement park which was then called Montgomery Park, now called the Fairgrounds, where horses raced.

The Memphis & Charleston clearly influenced the speed and direction of the growth of Memphis. At that time there were few homes outside the city line at Dunlap. Little incorporated towns such as Madison Heights, Idlewild and Lenox gradually crept eastward. In 1899 they all were annexed into Memphis and made the 1900 population grow to 100,000. The legislature outlawed betting on horses in 1905, which shut off public interest in horse racing. Montgomery Park was sold to the city in 1911 and became the Fairgrounds. The old pavilion burned on Valentine's day 1923 and the years of big crowds were almost over. ⁵⁴

THE MEMPHIS & CHARLESTON RAILROAD CONTINUED TO MAKE THE NEWS

During the 1850's through the 1870's, the Memphis & Charleston Railroad continued to make the news. Following are a few of the news items from the Commercial Appeal files (Copyright by year of publication, The Commercial Appeal, Memphis, Tennessee. Used with permission.)

July 26, 1852

We have an old acquaintance who lives on the line of the Memphis & Charleston Railroad who has never seen an "iron horse" in action. He eagerly awaits the day when the tracks shall be built through his land and the first locomotive makes its appearance. He was thoroughly incredulous when told of the speed of the new invention. "I have a good sorrel in my stable and I intend to take her to the blacksmith and have her well shod. Then when that thing starts through here I'll give it one good heat, at least," he said.

Sept. 30, 1852

We took the new passenger car of the Memphis & Charleston Railroad yesterday and in a very brief time found ourselves in the neat village of Germantown. There the ladies' fair was in progress and it proved a great success. The object of the fair was to complete the Presbyterian church in that village. On repairing to the church we found it had been handsomely decorated by the ladies and was being admired by many visitors from Memphis. We then betook ourselves to the political speaking in a nearby grove. Mr. Penn of Memphis was holding forth, after which the crowd disposed of a great quantity of delicious barbecue and other victuals. We returned home on the first afternoon train.

Dec. 17, 1852

We availed ourselves of the courteous invitation of the conductor, Mr. George Brinkley, to take an excursion on the cars of the Memphis & Charleston Railroad, which are now running as far as LaFayette, a distance of some 32 miles. The business of the railroad is very fair, having amounted to some \$4,000 last month. With favorable weather the cars will run to Moscow by March 1st and to LaGrange the first of June.

Jan. 2, 1853

We learn that real estate along the line of our railroad continues to rapidly appreciate in value. In a few years, almost the entire country between Memphis and LaGrange will be cut up into 50 and 100-acre lots by fine family residences. In this way the wealth of the country will be increased and the tone and character of society improved at the same time that the energies of our people will be more fully drawn out and the resources of our soil developed.

Aug. 6, 1853

If one is determined to keep cool in this oppressively sultry weather we can recommend but one plan. Take the railroad cars from Memphis depot at 6 a.m. The sensation is delightful. Barring the dust, cinders and smoke, one seems to be fanned by a thousand breezes, propelled, it seems, for one's sole benefit by some protective deity. One is borne along as on the wings of the storm king through smiling fields and shady forests, past rills and villages to the beautiful village of LaGrange. The cars will arrive at 9:30 a.m. and depart again for Memphis at 11:00 a.m., giving the excursionist a chance to explore the village and locate his future villa. By 2:30 p.m. the cooled individual finds himself at the Memphis depot again.

March 8, 1854

The Somerville Branch of the Memphis & Charleston Railroad will run daily as follows; leave Moscow at 8:30 a.m., connecting at Somerville with a tri-weekly line of stage coaches to Brownsville. Passengers must purchase their tickets from agents at the stations or an extra charge will be made if bought on the train. Negroes must have a permit to be delivered to the conductor naming the point to which they are to go and specifying that they are to be carried by railroad, without which they will not be carried. Signed, R. A. Williamson, Superintendent.

March 22, 1854

Our present efficient postmaster has made such an arrangement with the railroad company as to give us the advantage of railroad mail until he can hear from Washington. This will certainly be good news for all. The misfortune to which we were likely to have been subjected is now abated. Now we can congratulate ourselves. This arrangement will continue for 30 days during which time it is hoped that some permanent contract will be made for the regular transportation of the mails on the Memphis & Charleston Railroad.

May 3, 1854

Pursuant to a decree rendered on the chancery side of the Common Law Chancery Court in Memphis in the case of Joseph Lenow, administrator of James Lenow, deceased, vs. Indiana Peyton, I will on Monday, May 8, in front of my office, sell to the highest bidder for cash, a certain Negro woman named Nancy. Also, stock or shares in the Memphis & Charleston Railroad.

Sept. 17, 1854

We are gratified to learn that a contract has been closed by the Postmaster General of the United States with the Memphis & Charleston Railroad for the transportation of mail. The railroad company will receive the amount which they claim for the service, to-wit, \$100 an hour. Now if the Postmaster General will appoint an agent whose duty it shall be to see that the mails are promptly received and delivered from the railroad, we will soon get them

in proper condition.

Feb. 12, 1856

The cars on the Memphis & Charleston Railroad came in filled with passengers last evening. The engine ran into a cotton wagon as it was coming in from Buntyn Station, breaking the wagon into a thousand fragments and cutting several bales of cotton all to atoms. But little damage was done to the engine and none to the wagon driver and the cattle.

April 14, 1856

The Eastern Telegraph Line from this city to Huntsville, Alabama, went into operation yesterday and messages from Memphis and Huntsville were sent to each other. May they live in amity and alliance as long as time shall last.

May 7, 1856

The Memphis & Charleston Railroad is now receiving at the landing two large express locomotives. The wheels are more than six feet in diameter and will, it is estimated, drive a train at the rate of one mile a minute.

Nov. 29, 1856

Last Thursday, on the Memphis & Charleston Railroad, while the cars were going at the rate of twenty-five miles per hour, a young man jumped from the platform of the hindmost car to the ground. He turned a couple of summersets, then rose and was seen by the passengers walking away, apparently uninjured. It seems he performed this feat to save a walk of a mile or two. Such a man should be cared for by the managers of a lunatic asylum.

July 7, 1877

The moonlight festival tonight at Buntyn Station will be the most delightful occasion of the season. The Memphis & Charleston Railroad has furnished their very finest palace cars, the very best band of music has been procured and the round trip, including music, dancing and refreshments, will be \$1. A committee of gentlemen, assisted by 15 ladies, has done all in their power to administer joy and comfort to the occasion.

July 10, 1877

The locomotive of the outgoing train on the Memphis & Charleston Railroad yesterday ran into streetcar No. 68 at the Vance crossing, badly injuring the driver. The engineer failed to give the required signal. A few days ago the same locomotive smashed the buggy of Sam Tate. From now on we advise all passengers in the streetcar to get out and walk across Vance street crossing.

Sept. 17, 1879

Several new cases of yellow fever have appeared at or near Buntyn Station on the Memphis & Charleston Railroad. Mr. Reuchard is quite ill with the fever. Dudley Nall, a colored man, was taken sick and is in critical condition, as are Mollie Kennedy, Claude Cubbins and Minnie Foley. Several of these are said to have been sleeping under bed clothing which was used by yellow fever patients last year and never exposed to freezing temperatures.

June 3, 1881

White plug hats distinguish the Nashville boys who have "fattened up" on the advance in Memphis & Charleston stock, and not a few chapeaux blanche can be seen around first-class public resorts. Trains on the Memphis & Charleston road move as follows; Mail leaves daily at 11:39 p.m. and 7:00 a.m. Mail arrives daily at 11:45 a.m. The Somerville accomodation arrives daily at 8:00 a.m. and leaves daily at 4:40 p.m., except Sunday.

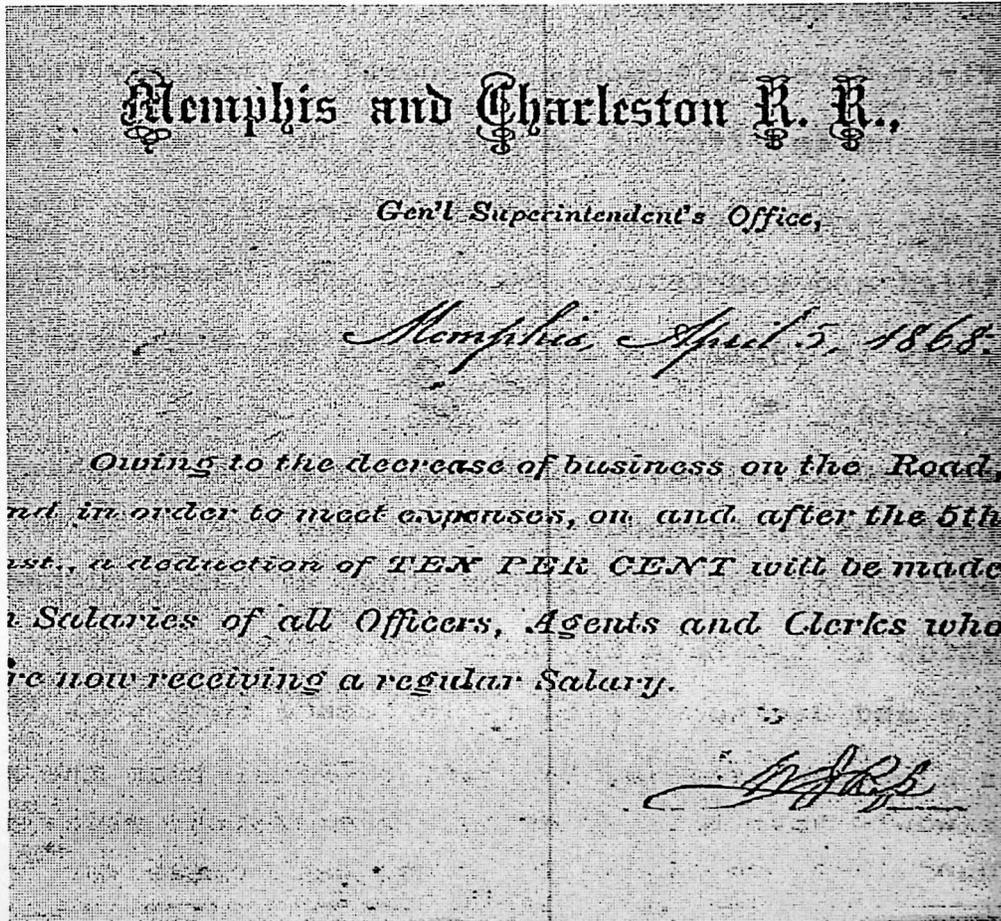
June 6, 1881

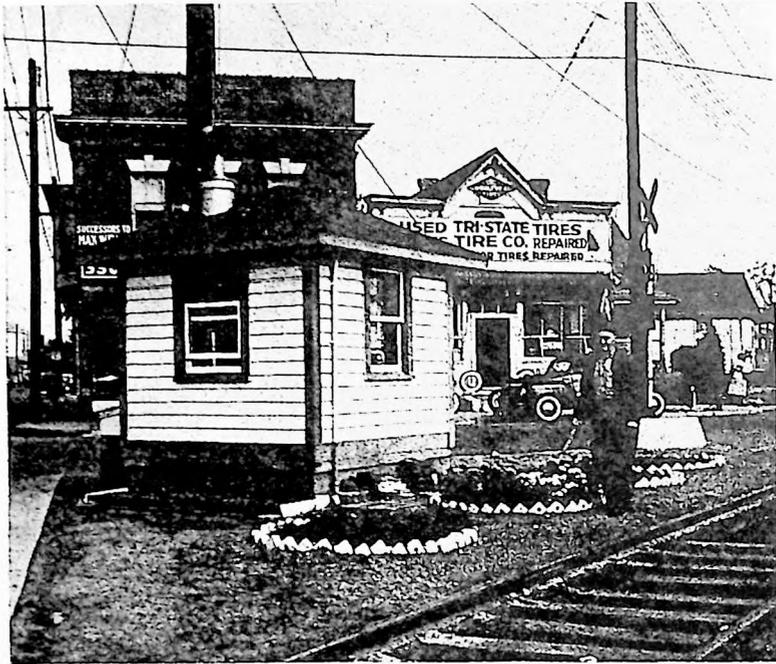
Corinth, Mississippi - The northbound train on the Mobile & Ohio Railroad today had General U. S. Grant's private coach attached. A large crowd greeted him with cheers as he made his appearance on the platform of the car. When called upon for a speech he remarked that the train would not stop long enough for him to gratify the wishes of the people, since he was always in the habit of making long speeches.

Nov. 16, 1881

A dispatch from Huntsville settles all doubt as to the future of the Memphis & Charleston Railroad. In the hands of the new directory instead of being a side-link in a system running from Cincinnati, Ohio to Brunswick, Georgia on the Atlantic, we may reasonably hope that it will be what it was from the start, the principal part of a trunk road to the east on the shortest line and running through much of the best country on the route. Most of the new Directors are citizens of Tennessee, who have a personal interest in pushing the fortunes of a railroad that before the war was one of the most promising in the United States. Hereafter we hope that it will be in the best sense a Memphis road.

General Superintendent's note from Memphis dated April 5, 1868 states: "Owing to the decrease in business on the Road, and in order to meet expenses, on and after the 5th inst., a deduction of TEN PER CENT will be made from salaries of all Officers, Agents and Clerks who are now receiving a salary." (Courtesy Muscle Shoals Railroad Club.)





A Southern Railway man since 1918 and a crossing watchman since 1948, Roy Richardson liked to look after the flowers he planted at the Vance and Walnut street crossing in Memphis. His neighbors, as well, enjoyed the beautiful flowers. It was hailed as "the prettiest railroad crossing in all of Memphis." (From Southern Railway "TIES" Magazine May, 1954, used with permission.)

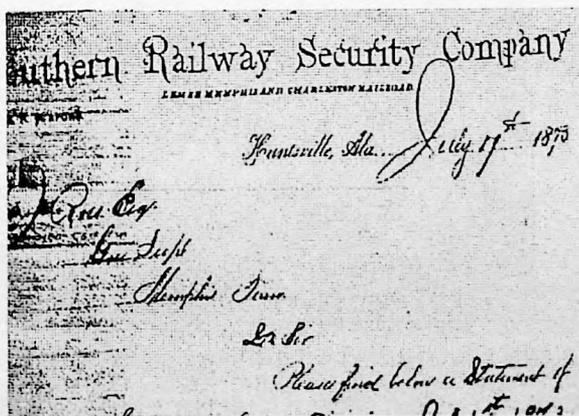
CHAPTER SEVEN

THE SOUTHERN RAILWAY SECURITY COMPANY

After the Civil War, Northern railway speculators became interested in railroads of the South. Many of these roads offered a tempting target and caught the eye of Thomas A. Scott, vice-president of the Pennsylvania Railroad, who was busily creating a Southern empire for his trunk line. Scott and his allies began buying controlling stock and transferred their holdings to the Pennsylvania's subsidiary, The Southern Railway Security Company, a holding concern created to control all the Pennsylvania's Southern roads. On March 5, 1872, The Southern Railway Security Company acquired control of the Memphis & Charleston Railroad under a 99-year lease. However, when the panic of 1873 hit, his company's stockholders began an investigation of the Pennsylvania's finances. On April 20, 1874, the committee recommended that they divest themselves of all its Southern holdings, and Scott had to dispose of the stock he had worked so hard to acquire.

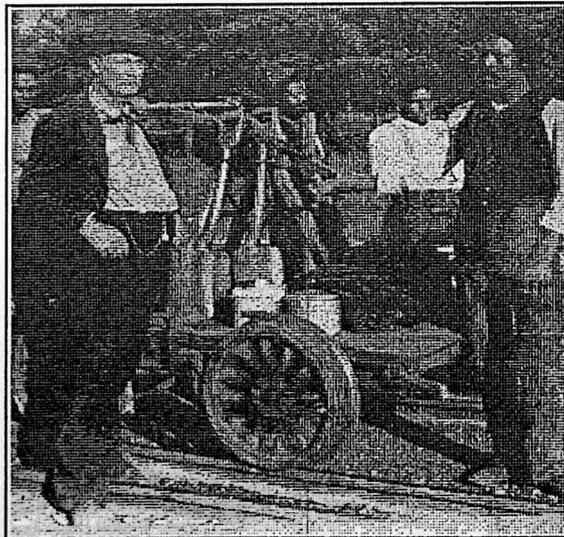
A letter from Master Mechanic H. N. Burford at Huntsville, Alabama, to W. J. Ross, General Manager at Memphis, Tennessee, dated July 17, 1873, was on a letterhead of The Southern Railway Security Company. This letter was a listing of the locomotives on the Eastern Division by number and name and the condition of each locomotive. Apparently The Southern Railway Security Company kept the officers of the various roads they had acquired to continue to run and operate their newly acquired roads.

The next chapter will tell how Richard T. Wilson, a native Southerner and former merchant of Loudon, Tennessee, and president of The East Tennessee, Virginia & Georgia Railroad acquired the controlling stock from Scott and The Southern Railway Security Company.⁵⁵





The Brotherhood of Locomotive Engineers in Tuscumbia, Alabama, was Division 423 and they met in the Bickley Building on the First and Third Sundays at 2 o'clock p.m. and the Second and Fourth Mondays at 7:30 o'clock p.m. The Grievance Committee Chairman was Thomas Kincella and other committee members were C. M. Porter and J. H. Bryant. (Courtesy Muscle Shoals Railroad Club.)



An early Southern Railway System section foreman and gang with an old hand car. (Photo courtesy Muscle Shoals Railroad Club.)

CHAPTER EIGHT

THE MEMPHIS & CHARLESTON RAILROAD YEARS

Under Lease To

EAST TENNESSEE , VIRGINIA & GEORGIA RAILWAY

Richard T. Wilson, a native Georgian, had served the Confederacy as commissary general. He became a partner in a New York banking and brokerage firm. Among his early moves, Wilson acquired majority stock of the Memphis & Charleston Railroad and then leased its lines to the East Tennessee, Virginia & Georgia Railroad for ten years. The lease, as stated before, was for the operation of the M & C railroad only as title was not passed for ownership of any property. Tickets, waybills and rolling stock still carried the M & C name. Some rolling stock made its way onto the M & C property with the East Tennessee, Virginia & Georgia Railway name but was transferred from other locations belonging to that road.

The East Tennessee, Virginia & Georgia Railway, known as the "Kennesaw Route," had been built up into a major railroad system of the South under the control of Thomas Clyde and his son, William P. Clyde, both steamship operators of Philadelphia, through a holding company known as the Richmond & West Point Terminal Railway & Warehouse Company.

The Clyde Steamship Company with its predecessors was closely related to the railroad and operated one of the largest fleets of coastal steamers on the Atlantic seaboard when it took over operation of the M & C in 1877. The Clyde rail empire, embracing the Richmond & Danville Railroad, known as the Piedmont Air Line and the East Tennessee, Virginia & Georgia Railway, known as the Kennesaw Route, touched Atlantic coastal waters at West Point, Virginia, and Brunswick, Georgia, and the Gulf of Mexico at Mobile, Alabama. Connecting rail lines reached Savannah, Charleston, Wilmington and Norfolk and for a time provided a profitable rail-water route between Boston, New York, Philadelphia, Baltimore and the land of Dixie.

Although the Clyde interests attempted to consolidate the Piedmont Air Line with the Kennesaw Route in 1887, a court order nullified their lease of the East Tennessee, Virginia & Georgia Railway. However, in the early 1890's at the time it was about to take over the Central Railroad & Banking Company (Central of Georgia), the Clyde railroad empire fell into a state of collapse. In 1894 the properties, which had been declared bankrupt, were sold under foreclosure and it was necessary for J. P. Morgan & Company, New York Bankers, to step in and reorganize and consolidate the various companies into the Southern Railway System.

Even though the Southern Railway System was formed in 1894, it didn't take over operation of the Memphis & Charleston Railroad until 1896, and did not take control of the company until 1899. It must be presumed that the railroad continued to operate under the name of Memphis & Charleston Railroad from 1894 until 1899.⁵⁶

Thus, the lease of the M & C by the East Tennessee, Virginia & Georgia Railway lasted from June, 1877 until 1894. However, during this period of time, a number of important events took place on the M & C. The original rail line bypassed the city of Sheffield, Alabama, which adjoined Tuscumbia to the north. It was not until the 1880's that the citizens of Sheffield began pushing for the line to divert a little to the north from Tuscumbia and serve their city. It was also proposed to build larger shops for the M & C in between the cities of Tuscumbia and Sheffield.

The following are excerpts taken from unpublished notes of Harold Damsgard of Sheffield, Alabama, which were given to the editor:

April 17, 1885

"Mayor Cooper of Tuscumbia called a public meeting, object of which was to take the necessary steps to secure land needed for the M & C shops. All the land needed was donated by L. B. Cooper and Judge Ligon and the committee reported the same to General Thomas through Captain Pegram for final action by the Directors of the Memphis & Charleston Railroad."

Nov. 30, 1886

"The M & C shops will be located on 40 acres north of Mr. McClain's place. The M & C is busy at work on the tract between Sheffield and Tuscumbia, and are devoting all of their spare time to the consideration of the knotty problem as to how to handle most economically the enormous freights to and from Sheffield."

May 21, 1888

"Agitation to force the M & C rail lines to come into Sheffield gains impetus."

March 8, 1889

"Memphis & Charleston Railroad shops definitely to be built this year,"

August 29, 1890

"Work on the Memphis & Charleston Railroad shops progressing well."

February 27, 1891

"Roundhouse for M & C shops now completed."

October 23, 1891

"The approach to north end of railroad bridge to Florence fell as an L & N ore train was crossing. The engine stayed on the tracks but several cars fell and were smashed."

May 7, 1892

"A train fell through the bridge crossing the Tennessee River. The locomotive with six cars, including engineer Mr. Clam along with a Mr. Hamlet and a fireman, fell 100 feet. No one was killed. The bridge has been condemned. The span which fell was 150 feet long."

Feb. 16, 1895

"First notice in press that the Memphis & Charleston Railroad would be sold to satisfy bondholders and the Central Trust Company of New York."

April 4, 1896

"Discontent over the Memphis & Charleston Railroad bridge tolls severe enough that Florence businessmen announce a boycott."

Feb. 26, 1898

"The Memphis & Charleston Railroad scheduled to be sold at auction today. No bidders interested except Southern Railway System. Nothing less than an opening bid of \$2,500,000 will be accepted."⁵⁷

BRANCH LINES SOLD

After the war several branch lines were acquired by the Memphis & Charleston Railroad including branches to Sparta, Fayetteville, and Tullahoma, Tennessee. The road anticipated extending a route to Cincinnati but this project was abandoned. In 1877, these were sold to the Nashville, Chattanooga & St. Louis Railroad.

INTERESTING SPEECH OF NOVEMBER 21, 1924

The following is an excerpt from a speech given by Captain C. A. DeSaussure, former Historian and Superintendent of Memphis Union Terminal, to passenger agents meeting in Atlanta, Georgia, on November 21, 1924:

"In March of 1886, I was sent by the late B. W. Wrenn, then General Passenger Agent of the East Tennessee, Virginia & Georgia Railroad, from Knoxville to Memphis to take charge of the passenger affairs of this leased line and relieve the late Thomas S. Davant, (afterwards Vice President of the Norfolk & Western Railroad) who was then both passenger and freight officer. About every week the two of us were called to the office of the Superintendent where we found the two receivers, Henry Fink and Charles M. McGee, and told that the next week must produce enough money to meet the payroll and other obligations of that week.

"Necessity seemed to be unhampered by law and all sorts of practices were resorted to to put cash in the treasury. Honest confession is good for the soul. There were many nights when the continuous sound of the dating stamp was heard until midnight, and the next morning saw a grip full of tickets leading its owner to the scalper at Little Rock, Hot Springs and other western seaports, and there were not a few of these gentry in our town who could be induced to 'place' the means of transportation in the hands of their brethren in other and sometimes far distant cities, wherewith to accommodate the traveler seeking to turn an honest penny. No man who came into a ticket office to inquire the price of a ticket ever left the office without the ticket in his pocket. If he had enough to fill the requirements of the 'rate sheet' (there was no tariff or book or pamphlet form of rates), well and good; if not, we got what he had. Leaders of large parties shopped around town for days and put up the passenger men at auction. There were many sleepless nights wondering and calculating what the other fellow was going to do for the leader of the big party. There was a sort of unwritten law regarding concessions to parties, one free ticket for so many sold, two for so many more, etc. Agreements were made between agents, but I am sorry to say were not always kept. In fact, there were certain men whose word was as good as gold. There were others who were smart and kept the letter of the agreement, but were full of tricks and side cuts that knocked the spirit of any agreement into a cocked hat. I do not know what the freight boys did, but from analogous circumstances and reports that filtered through, it was doubtful if railroad Sunday School classes flourished among them.

"Another rotten plank in the railroad passenger superstructure was the system of commissions. For a week after the first of each month, the mails of ranking passenger men would be loaded with great envelopes containing 'Commission Vouchers' showing dates, forms and numbers, routes and destinations of tickets sold by foreign lines ticket agents over the particular agent's line. At first these 'vouchers' were sent to Auditors to be checked up with ticket reports of foreign lines. But ticket agents got to be masters of the situation and complained of delay, so that the auditor hired another clerk and checked

them up with ticket collections. If the check did not agree, the agent accused of 'holding up' might threaten to divert business. The amount of these commissions was absurd to think of. The Memphis & Charleston fare from Memphis to Chattanooga was \$9.30 and the commission on a Chattanooga ticket was \$2.00. On a New York ticket it was between the same termini \$3.00, and as each road in line paid on the same ticket, it is apparent what a gold mine the ticket agency was.

"One of the evils was that the ticket agent endeavored, within limitations, to ticket the passenger over circuitous routes carrying the same rate and involving as many roads as possible. Some agents in Memphis enjoyed salaries of \$125.00 per month and their receipts from commissions reached \$1,200.00 to \$1,400.00 per month. It is a noteworthy and somewhat characteristic fact that I do not recall one ticket agent enjoying these large returns from commissions whose financial status was eventually benefited. The evil became so great that the railroad executives got together and an announcement was made that no commission voucher would receive consideration after March, 1898. The last one that I received from the ticket agent of the Cotton Belt at Pine Bluff, Arkansas, had a half yard of crepe attached to it.

"With the advent of better times, better business, and, let us hope, better business morals, all these disreputable practices dwindled and finally ceased altogether, and now we either secure full rates or lose the business. One of the hardest features of this reformation was to convince the public that we were in earnest and to have them abandon the universal 'Oh, you can do this for me if you want to.'

"AND SOLICITATION: this was a different article from the present semi-dependence upon facilities and conveniences. These were 'knock down and drag-out days.' Arkansas and Texas were open fields. Land was cheap and settlers more than welcome. The mountains of east Tennessee, north Georgia and western North Carolina were well watered and every spring among the valleys had the potential of a dozen additions to the nation's population and took advantage of it. Race suicide was an unknown condition. The large families rapidly outgrew the areas of the caves among the mountains and the exodus had to take place. First the younger sons went out and as they wrote of the glories of the promised land, entire families caught the fever. It was a busy time for the passenger man. Every Saturday they gathered at the court house town and scouted among the wagons hitched at the racks around the court house yard. Later they would get up on a wagon and each proclaim the excellencies, real and otherwise, of his railroad, and villify his competitors.

"Meantime, his henchmen would circulate among the crowd and do the 'circular work.' Then all would join in and there would be pulling and mauling and not a few fisticuffs. The big thing was to get the prospective emigrant's money, or a part of it, before the other fellow had made progress.

"Every side-cut man had an office to which was attached an 'emigrant room.' This was fitted up with bunks, built Pullman fashion, two or three high, with straw mattresses and comforts, and a stove for cooking. Whole families were captured and quartered in

these rooms until all of the preliminaries were settled - the pigs sold and household effects packed. Often the passenger agent would have to buy these pigs and other belongings and dispose of them afterward as best he could. Barter of watches in part payment of tickets was a regular feature of the game and I recollect at least two of these side-cut men who became pretty good watch repairers, so that they could sell them to future travelers and start them off, as it were, 'on time.'

"Slicky Billey Rogers seldom had less than a quart of watches on hand, and always two or more on his person ready for any opportunity that might offer. The baggage of these domestic emigrants was distinctive. There were a few trunks, ancient ones, covered with horse-hide with hair on, but bald-headed in spots and studded with brass headed nails. But the great majority were 'Arkansas Saratogas,' dry goods boxes of every size and condition, containing clothes, bedding, even stoves - everything was grist that came to our mill. We used to accuse one competitor of checking free an old piano. The volume was greater than the baggage car equipment could take in and we used to retaliate upon the practice of the freight department in their giving of free tickets and free passes to their shippers, by forwarding these boxes to Memphis billed as freight, and the waybills somehow canceled or mysteriously lost.

"Then the Mormon movements. Elder John Morgan, one of the high lights of the Latter Day Saints had his home in Chattanooga. I have seldom met a more genial or cultured gentleman, or a more refined and charming family. There would be a dozen sub-elders, gathered at Chattanooga and parceled out among the mountains. Every spring, John Morgan would write me saying 'on tenth of next month, arrange movement to Salt Lake City, fifty whole, two hundred fifty halves, a hundred pieces of baggage.' A special train was arranged, exact number of tickets and baggage checks prepared and carried over. I never found any time when the people and the baggage varied from his list, nor one time when his check on the Chattanooga Bank was not instantly honored. This business was peaches and cream which the NC&StL tried in vain for years to get away from us.

"The personnel of the converts to Mormonism was noteworthy. The parents of each family (and there were none but families taken) were hardly above animals. Not one in fifty could read or write, or had ever been twenty-five miles from the wretched shacks in the mountains which they called home. But each pair had a large family, the children of all ages and degrees of dirt and squalor. Asked why he selected this kind of cattle, Mr. Morgan said, 'We do not count on the grown people, except as dry nurses. We will give them all the land they can cultivate and 20 years in which to pay for it, we fit them out with horse and wagon and tools and seed. We take the children, put them in compulsory 'S-R' schools and also in schools of shoe-making, carpentering and other trades, and in ten to fifteen years we have a set of good Mormons, trained in the faith and bound to us by special privileges. But they are raising their own home grown Mormons now, and there is little, if any, proselyting, and no concerted movements.'

"One of the customs prevalent in those days was that no gentleman ever allowed one of the female members of his family to travel by herself. One trustworthy member of

the men went along and saw her safely delivered into the hands of those whom she was visiting. Occasionally, circumstances would render this accompaniment impossible. Then inquiry would develop the day on which a certain conductor, in which the brother or father had confidence, would make his run. The lady was placed in the coach, the conductor brought in and formally introduced, and he pledged his attendance and her safe-guarding. I believe any one of these conductors would have willingly sacrificed his life rather than any harm should come to this lady.

"I wonder how many can remember the equipment of those days. The engines were scarcely larger than a logging engine, and if Superintendent Pegram had more than five of the little light cars of that period to haul there was something doing. The coaches seated 46 passengers, lighted with oil lamps, which every now and then made us pay for a silk dress or fashionable hat. There were open platforms and link and pin couplings, and when the engine made an unusually quick stop, every one in every coach simultaneously bowed his or her obeisance. Similarly when the start was made, unless one paid attention to the successive taking up of the slack, the passengers felt that the back of the seat was the only thing that kept them from going heels over head backwards.

"There were only the hand brakes with wheel on platform. Each brakeman had charge of two of these brakes and after setting up one, would rush madly through the aisle to reach the wheel on the next car. Experienced mothers learned to know the engineer's whistle to set up brakes and hurriedly gathered their children from the aisles to keep them from destruction in the wild flight of the brakeman.

"And the sleeping cars: The first one I remember was about 40 feet long and the ceiling and the upper berths were lined with oilcloth. I wonder how many, now in passenger service, recollect the Woodruff sleeper, four of which (and the only four I ever saw) constituted a line between Memphis and Lynchburg. It was like an ordinary coach with reversible seats and used as such in daytime, with a straight open dressing room at the end, equipped with a heavy red marble slab, out of which was hollowed a bowl and fitted with a pump with brass handle and air chamber. When occupants were ready for bed, the porter would turn two seats together, then go to a closet and bring out two poles, each provided with a bracket about shoulder high. These he would set in holes provided in the roof where the clerestory began, and corresponding holes in the floor. Next came a lattice of laths which rested on the brackets on the poles, and on others on the side of the car, and on this lattice the upper berth was made with a thin mattress, also brought out from the closet. The separation between the upper berths on the same side was made by curtains and longer curtains extended to the floor from permanent rods extending on each side from one end of the car to the other, like on a street car. We used to sleep in these berths with about as much appreciation and comfort as we do now, except that every now and then the lattice of an upper berth would give away or become detached from its moorings and let the occupant of the upper down upon that of the lower, to the no small dismay and confusion of both, or sometimes the brackets on the poles would fall, and those on the side of the car hold, and then the sleeper would slide out into the aisle. Oh, we used to have some lively times.

"The schedules: I quote from a hand book published by George B. Ayers, General Passenger Agent, in 1858. 'Through-time schedules' as adopted at a meeting of officers representing the various companies between Memphis and Washington City, held in Chattanooga, Tennessee, April 1, 1858.

Lv. Memphis	7:15 PM	Ar Stevenson	11:45AM
Lv. Stevenson	12:noon	Ar. Chattanooga	2:30 PM
Lv. Chattanooga	3:10 PM	Ar. Dalton	5:30 PM
Lv. Dalton	6:30 PM	Ar. Knoxville	12:30 PM
Lv. Knoxville	1:00 AM	Ar. Bristol	9:00 AM
Lv. Bristol	9:30 AM	Ar. Lynchburg	8:30 PM
Lv. Lynchburg	9:30 PM	Ar. Richmond	5:30 AM
Lv. Richmond	7:00 AM	Ar. Washington	2:00 PM
Lv. Washington	3:00 PM	Ar. New York	1:00 AM

"Total 70 hours 45 minutes. Now by the Memphis Special 34 hours, 15 minutes.

"The Memphis Division is essentially a home-grown road. In its transportation department every one of its 15 passenger conductors and of the 18 who have passed to the beyond since 1886, there is not one who was not born and brought up within sight or sound of the road. I am informed by our transportation department that there are approximately 110 engineers and twice that many brakemen, and that all of them except four are products of towns, or of counties, through which the division runs. The result is a solidarity of feeling for the road and for each other and a primal desire to see the division the best in the system.

"The division has produced some men who have taken high positions in railroad work. I may mention;

Mr. A. H. Plant, Assistant to the President; Mr. R. B. Pegram, Vice President; Mr. W. H. Gatchell, Assistant to the President; Mr. R. L. McKellar, Foreign Freight Traffic Manager; Mr. J. J. Hooper, Chief Claim Agent; Mr. Leslie H. Woodall, Superintendent CNO&TP; Mr. Charles Chandler, Superintendent Macon Division; Mr. C. B. Hayes, Vice President, Mobile & Ohio Railroad.

"No mention of the Memphis & Charleston would be complete without naming Captain R. B. Pegram, the father of our present Vice President. A Southern gentleman, who with trained mind and precision, guided the storm tossed bank of the Memphis & Charleston through its many troubled waters. Nor of that genial Irishman, Barney Hughes, whose wit and efficiency was the incarnation of the spirit and genius of the road, and who, to Memphis was the road. Barney's epigrams and his practical jokes, which he reserved for his best friends, still live among his old acquaintances.

"Perhaps the best known of the latter is his cross fire with his great friend Billy Gates, whom he induced against protest, to purchase a ticket to New Orleans via Grand Junction. As intended by Barney, Gates landed in Grand Junction with no prospect of a train for 23 hours, and who, realizing the situation, wired Barney 'I am in Grand Junction; I wish you were in Hell.' All the satisfaction he got out of his objurgation was Barney's reply: 'I would rather be in Hell than Grand Junction.'

"My first acquaintance with Memphis was a city of 30,000 and now it is 200,000. Then it was just emerging from its pall of depression consequent upon the fearful yellow fever epidemic of 1878-79. Property was a drug upon the market. Estates and mansions sold for a song. But recently, property has been sold for \$6,558.00 per front, or \$93.67 per square foot. Our \$1,500,000.00 Court House is a classic in architecture. Our \$2,000,000.00 Auditorium, seating 12,500, is said to be the last word. The pulling down of the old Peabody Hotel, including the 15 year old \$125,000.00 addition, and the substitution of a \$1,200,000.00 department store is another item in its progress. In addition to the Claridge, the fine large King Cotton Hotel opened last June, we have two others, elegantly appointed. The erection of the new \$2,000,000.00 Peabody Hotel, with 626 rooms, will be opened next spring. The building and operation of the \$1,000,000.00 new Ford Assembling Plant, the largest outside of its parent in Detroit, is still another.

"We have the most convenient and well appointed and perhaps the best conducted passenger station on the system. We have on our division the great Wilson Dam at Muscle Shoals, Alabama, which will have cost over one hundred million dollars, and which will be completed next year. We have at Corinth, the nearest railroad point to Shiloh National Park and Battlefield. We have the best gateway over the Mississippi River and two fine railway bridges across the river. We have the best passenger and ticket office in the city, and perhaps on the system. To imitate Kipling, we all feel that, to secure success:

It ain't the Southern Railway
 Nor the Department as a whole;
 But the everlastin' teamwork
 Of every bloomin' soul."⁵⁸

(This copy of the speech was provided by Mr. Ross Martin, Superintendent of the Memphis Division of Southern Railway from 1951 through 1966, and the only Superintendent who came up through the ranks and was appointed as Superintendent and stayed on in the Division and was never transferred. Mr. Martin said this was because he wanted to care for his elderly parents while they were still living and railroad management cooperated, understandingly. Mr. Hugh Dudley of the North Alabama Railroad Museum in Huntsville, Alabama, made this document available. Mr. Martin donated this to the railroad museum. The editor appreciates their contributions of this rare document.)



(Yard and shops at Memphis as they looked in the 1880's. They looked much the same at the outbreak of war in 1861, when the railroad shop also undertook the manufacture of cannon and shot for the Confederacy. Photo from Southern Railway System *Ties* Magazine, March, 1957, used with permission.)

(Human Interest & Train Crews)

Prior to the 1880's, there is little information or names of train crews on the *M & C*. It is known that in many instances just a few families made up the train crews. It was the custom of that day for the conductor to select his brakemen to work with him and the engineer selected the firemen to work with him. It was customary to have three brakeman in a crew in the days of hand-applied brakes. Following are a few employees on whom some information was available through the Retired Employees Association annual publications of the 1940's.

Jessie F. Wilson



To quote from a letter dated December 30, 1939 from Jessie F. Wilson:

"As to my record I hired to Conductor L. H. James at 3:40 p.m., April 12, 1881. I was hired as freight brakeman at \$1.30 per day or \$36 per month with loss of two Sundays - no overtime. Local every other trip. Was promoted by Mr. J. R. Shaler and recommended by my conductor, Mr. W. J. Day at 5 p.m., January 18, 1885. C. M. Porter was engineer on my first trip. Went into passenger service in 1898 in which capacity I remained until retirement on December 15, 1937. I was in railroad service 56 years, seven months and three days. I was promoted on the *M & C* and the Southern Railway both. I now live at 1561 Neatherwood, Mphs., and have plenty of good eats and I do not have to worry about any call boy." 59

Captain W. J. (Bill) Wilson



Captain W. J. (Bill) Wilson was born at Stevenson, Alabama, March 14, 1860, was hired as brakeman December 15, 1893, and was promoted to Conductor November 6, 1898. He retired June 30, 1937 because of ill health. Captain Bill bought a home at 432 North Locust Street, Florence, Alabama.

Captain G. Burl Wilson



Captain G. Burl Wilson was born at Stevenson, Alabama, October 20, 1862, and hired as brakeman December 12, 1891. Promoted to conductor February 2, 1898 and retired because of ill health on April 28, 1937. He lived on Netherwood Avenue, Memphis, Tennessee. Captain Burl was the runt of the family but had an enviable record as conductor in both freight and passenger service. Like his brothers, he was strictly business on the job but enjoyed a keen sense of humor and was not adverse to kidding in the proper place and time.

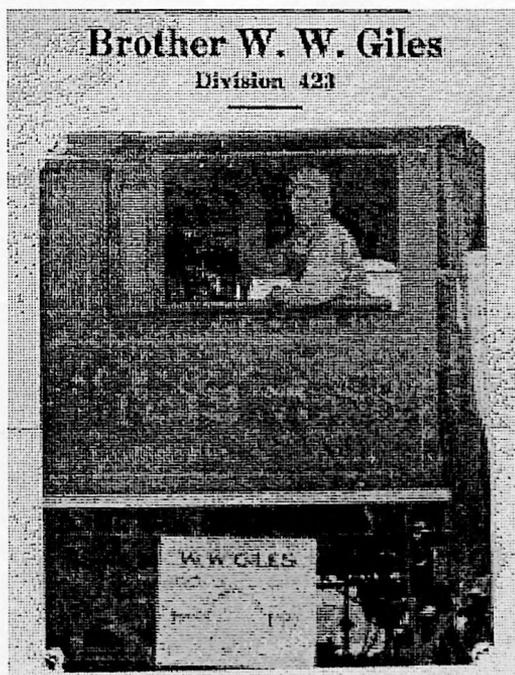
Charles B. Rose

Charles B. Rose was born September 11, 1872 at Chewalla, Tennessee. He became a brakeman for the M & C at age nineteen. He stated:

"They surely had the right name for brakeman for at that time you had to ride the top of the train come rain or snow or sleet or hail. When the engineer gave that long toot on the whistle you had to get busy twisting up brakes for your life as well as some others was at stake."

Mr. Rose retired to his home at 2254 Nelson Avenue, Memphis, Tenn.

W. W. (Buddy) Giles



Mr. Giles was born in Madison County, Alabama, on Nov. 2, 1868. He was employed as a flagman by conductor Harry Ryan in 1888. He began firing in 1891 and was promoted to engineer on Jan. 16, 1898. Mr. Giles stated:

"Our locomotives were small Baldwin, Cooke or Rogers brands with tenders of limited capacity. There were water tanks about every twenty miles but it was by no means certain that the necessary supply of water would be available upon your arrival. I made it a habit of stopping fairly frequently and filling the tank to overflowing. I got the nickname 'Water Tank Giles' for this habit. It was later changed

to 'Buddy' because that was the way I greeted my friends. When the new terminal at Memphis was completed, I brought the first train, No. 25, to enter the station. I caught the run at Tuscomb, Alabama, which was an hour and forty-five minutes late but arrived at Memphis on time with the cooperation of the dispatcher."

Buddy Giles brought in train No. 36 with engine 1212, a beautiful green and gold light pacific, and was greeted by a large crowd of friends, railroad officials and his wife and daughter to wish him well in retirement. He made his home at 506 West 6th Street, Sheffield, Alabama.

John W. Curry



John W. Curry was born at Houlika, Mississippi, on Nov. 30, 1864. He entered service as roundhouse helper in 1883, went firing in 1884 and was promoted to engineer in 1887. He was assigned locomotive No. 346 for several years. He was made passenger engineer around 1891 where he remained until his retirement on Dec. 29, 1939. A few months before he retired, his fireman became ill one day some 25 miles from the end of the run and Mr. Curry had to fire and run the locomotive. He brought the train in on-time. The following poem was dedicated to Mr. Curry on his retirement;

*May you double your expectancy,
Making of it just what you please,
Listening not for a call boy,
But always at your ease.*

*You have earned every hour
and have paid for every pleasure;
Enjoy it, my brother
At your own good leisure.*

*The young have their coming,
And will soon know all right
Just how you felt
On this December night.*

Steve E. Bradley, Jr.

S. E. Bradley, Jr. was born in Milton, Florida, on Sept. 24, 1871, and came to Tuscumbia, Alabama, in 1887. His father was General Shop Foreman for the M & C. Steve's first job was a call boy and sand drier and he also helped coal up the engines. On July 27, 1888, he entered service as a fireman. It was the duty of the fireman to keep the ash pan clean, and in order to do this he had to crawl under the engine and pull them out with an ash pan hoe. He drew \$1.50 per day, worked two days and had to lay over for one, at which time he must clean his engine, polish all brass and pack pistons with tarred hemp. He was promoted to yard engineer in 1893 and went on the road in 1897. Steve Bradley's service as engineer began with a six-driver Cooke engine, No. 306. His last trip was made on the gasoline-electric "Joe Wheeler." He saw the railroad grow from 54 pound rails to 90 pound steel rails, from a roadway with every third tie missing, to one with creosoted ties and good ballast.

Mr. Bradley had an opportunity to prove himself on train No. 11, when engine 1057 had the steam whistle broken off as his train approached Glens, Mississippi. He allowed his train to drift to the water tank between the switches, secured a plug from the pump boiler at Glens, made the repairs and got up steam again and brought the train in with a delay of one hour and thirty-five minutes. He was highly commended by Superintendent L. H. Woodall.

Engineering seemed to run in his family. His father was engineer on the historic ship "Alabama" of the Southern Confederacy. His brother Harry was engineer on many roads. Two brothers were both engineers, C. J. Bradley of Memphis with the Yazoo & Mississippi Valley and L. H. Bradley on the Southern Railway. Steve Bradley also had three sons who were engineers, A. E. Bradley who was later promoted to Road Foreman of Engines on the Southern and Walton F. Bradley who was a yard engineer at Sheffield Yards and H. F. Bradley was with the T. C. I. Company in Birmingham, Alabama. Steve Bradley retired to his home in Sheffield, Alabama.

Ike Wilson

Uncle Ike Wilson, as he was affectionately known, was born Nov. 22, 1845, in Delaware County, Ohio. During the Civil War he served in the Navy and in 1864 was wounded at the battle of Vicksburg, Mississippi. After the war, he entered the service of the Pennsylvania Railroad. In 1887, he came to Alabama, and got a job as locomotive engineer on the M & C. He was the first engineer to be retired under the new name of Southern Railway System around 1918. After his retirement, he returned to his old hometown of Delaware, Ohio.

Thomas F. Lansden

Thomas F. Lansden was born at Fayetteville, Tennessee, on March 15, 1870. He entered service of M & C Nov. 6, 1890; promoted to conductor Oct. 19, 1892. He entered service during the link-and-pin coupling days. He was shot by a Negro man at Trinity, Alabama when he was trying to get the Negro off the train. He loved a good joke as any Irishman. He retired on May 15, 1941 to his home in Memphis, Tennessee.

Jessie B. Short



J. B. Short

Captain Jessie B. Short was born at Stevenson, Alabama, on July 18, 1860. He entered service on M & C on Feb. 6, 1883; promoted to conductor on Aug. 6, 1886. J. B. Morton, the engineer who had pulled Mr. Short on trains 41 and 42 ("New York Limited") for several years, retired the same day as Mr. Short on July 31, 1937. He passed away at his home in Stevenson on June 27, 1940.

A. Hardie Wilson

A. Hardie Wilson was born at Stevenson, Alabama, on March 10, 1878, and entered service on the M & C as trainman on Feb. 17, 1898; promoted to conductor on Oct. 4, 1903. He was promoted to Trainmaster in 1917; returned to train service on trains 7 and 8. He retired because of ill health.

J. Bradley McWilliams

"Tuscumbia's Own Son"



J. B. McWilliams

J. Bradley McWilliams was born in Tuscumbia, Alabama, on Nov. 25, 1883, within a stone's throw of the old M & C roundhouse and spent his childhood playing around the sand house and turntable at Tuscumbia. He wasn't hired on the M & C but was hired as a call boy and as a fireman on Dec. 9, 1902 by Southern Railway; promoted to engineer on Nov. 6, 1906; promoted to yardmaster Apr. 10, 1923 and on Aug. 16, 1937, was made Superintendent of Terminals at Memphis, Tennessee.

Sam (Old Badger) Barnes

Sam Barnes, better known as "Old Badger," was born at Cowan, Tennessee, March 27, 1865, and started his career with the N. C. & St. L. Railroad as fireman in 1886. He came to the M & C as a fireman on January 1, 1887. Because of ill health, he retired on January 24, 1937, and on August 14, he passed away at his home in Sheffield, Alabama.

Captain Harry Ryan



"All records prior to the Civil War having been destroyed, we shall accept the fact that Captain Harry Ryan was a trusted and appreciated employee of the Memphis & Charleston Railroad during that war. Harry Ryan was made a Military Aide in charge of the railroad. Included in the equipment at Huntsville, Alabama, were three sleepers named; 'Iuka,' 'Memphis' and 'Huntsville' (later made into coaches). There were also three small locomotives, one of which was named 'H. P. Ryan.' Harry Ryan introduced the train order system under which the railroad operated for many years. He continued operation of the road during the war and for a short time afterwards. He returned to his old love out on the line as a conductor where he was in daily contact with his friends.

"I happened to be one of the lucky boys that Captain Harry Ryan hired as a flagman on the old 'News Boy' on June 7, 1903. My association with Captain Ryan until his retirement in 1908 at the age of 78 is one of the memories I shall cherish throughout my remaining years. I wish to pay tribute to that grand old character who gave me my chance."

Signed,

R. A. Haden
Conductor



Joseph E. Huddleston

Born near Cowan, Tennessee. First service with M & C as yard clerk at Stevenson, Alabama, later transferred to train service as trainman on July 24, 1892; promoted to conductor on February 25, 1898. He was known to his friends as "Joe Hud."

John Baxter Huddleston

Was born in Franklin County, Tennessee, July 28, 1871. He entered service with the M & C as a trainman on July 1, 1888, and was promoted to conductor on August 1, 1896. He left the railroad December 20, 1903, because of losing an arm while chaining up a draw head. He retired to his home at Stevenson, Alabama.

Houston Samuel Davis

He was born at Stevenson, Alabama, on March 20, 1868. He entered the service of the M & C as a trainman on November 17, 1892; promoted to conductor on May 14, 1904.

Edward Hamlet

Edward Hamlet was born at Huntsville, Alabama, September 28, 1874, the son of a Memphis & Charleston Railroad conductor. Edward's records with the M & C could not be found but the Southern Railway records indicate he entered service as a fireman on January 15, 1902; promoted to engineer on January 1, 1903, and died February 8, 1938.

Benjamin B. Davis



Ben was born near Stevenson, Alabama, on August 20, 1870. He entered service on the M & C as a trainman on February 23, 1893, and was promoted to conductor on September 26, 1903. Ben Davis was in passenger service for several years and was on "The Tennessean" for her first trip out of Chattanooga. He died at his home in Stevenson of natural causes on February 9, 1947.

Robert A. Palmer



Bob Palmer was born in Tuscumbia, Alabama, on June 27, 1870. At age twenty he was hired as a fireman by the Memphis & Charleston Railroad. He was promoted to engineer on October 16, 1898 and retired June 30, 1937 to his home at 301 South Mulberry Street, Tuscumbia, Alabama.

Thomas Kincella

Thomas Kincella, Sr. was born in County Westford, Ireland, on June 1, 1847. He came to the M & C as a fireman in 1861. He was promoted to engineer on November 1, 1870. He retired after almost 50 years service as engineer on April 1, 1919. He died of natural causes at his home in Memphis, Tennessee, on February 26, 1928. His son, Thomas Kincella, Jr. was a machinist with the M & C.

George Washington Cowan

George was born in Jackson County, Alabama. He entered service of the M & C as trainman on June 11, 1890; promoted to conductor on October 23, 1898. Mr. Cowan was out of service for about two years because of his health and died at his home in Stevenson, Alabama, on September 27, 1933.

James Taylor Huddleston

James Taylor Huddleston was born on a farm near Cowan, Tennessee. His first service was with the Nashville & Chattanooga Railroad, but he came over to the Memphis & Charleston on October 1, 1885 as a trainman. He was promoted to freight conductor on January 31, 1887. He entered passenger service in 1906 and continued until November 1, 1915 when he retired.

Mr. Huddleston had three brothers; John F. Huddleston, conductor, Joseph E. Huddleston, conductor, and Harry Huddleston, trainman, who later was made Superintendent of the A. B. & A. Railroad in Birmingham, Alabama.

Mr. Huddleston also had four sons in service of Southern Railway: John Baxter Huddleston, conductor, James Taylor Huddleston, Jr., conductor, Frank B. Huddleston, engineer and William M. Huddleston, conductor. If that were not enough, he had two grandsons' in service with the Southern Railway: Frank B. Huddleston, Jr., in Memphis and William Clifton Huddleston in Sheffield, Alabama. Mr. Huddleston died at his home in Stevenson, Alabama.

Oscar Napoleon Davis

Oscar was born near Stevenson, Alabama, on September 3, 1877. He entered the service of the M & C on January 11, 1898 as trainman; promoted to conductor on September 10, 1904 and continued in service until his death at his home in Tuscumbia, Alabama, on February 23, 1926. His son, Harry Lee Davis was Chief Yard Clerk at Sheffield, Alabama.

John Willie (Big Red) Smith

He was born near Stevenson, Alabama, on September 9, 1868. His father's farm lay along side the Nashville & Chattanooga Railroad and Big Red had a hankering to be a railroad man. In the fall of 1886 after the crops were gathered, he was hired by Captain Jessie F. Wilson as a brakeman on the Memphis & Charleston Railroad. Big Red was too big and husky to be riding on top of railroad cars, so he was hired as a fireman and made his first trip with engineer C. M. Porter on December 23, 1887. Promotion was in stages in those days. First a switch engine in 1889, next the run from Tuscumbia to Florence, then all stages of road service from work train through passenger service in 1910. Through all those years, he held the title of a "Whistle Artist" as he could make one crow like a rooster or sing a mournful tune.

There were four brothers in service for Southern Railway; Jim, Tom L., Charles E. and Calvin. John Willie Smith retired on June 30, 1937 and made his home in Memphis, Tennessee.

William H. (Uncle Billie) McAnally

Uncle Billie was born in Mississippi on June 6, 1845. His first service with the Memphis & Charleston Railroad was at Huntsville, Alabama, as a machinist apprentice on Sept. 1, 1860. After four years in the shop, he was promoted by appointment to engineer on Dec. 1, 1864. In those days, you took a mechanical examination and received an appointment by the Governor of your state. When he retired in 1914, he left with many, many friends. When men got in trouble on the railroad in those days, they went to Uncle Billie to get him to intercede for them, and he never failed his friends. He died at his home in Huntsville, Alabama, on October 11, 1919. He had two sons; Frank H. McAnally, Roundhouse Foreman in Memphis, Tennessee, and W. H. McAnally, who went to the Illinois Central Railroad as fireman then engineer on November 11, 1918.

George H. Wright



" Shortly after the Spanish-American War, while visiting my parents at Decatur, I went to the M&C depot and while talking to the baggage master, he asked me why I didn't try for a job with the M&C. About that time an L&N train came in and General Joe Wheeler got off and while waiting for his connection to go home to Wheeler, he noticed my uniform and asked me if I was working. I said no. He suggested that I write to Mr. R. B. Pegram at Memphis for a job and give his name as reference. A few days later I received a trip pass and instructions to go to Memphis and see Mr. Pegram. After I had reported to his office he sent me to Mr. J. H. Buckalew, master mechanic. He issued me a permit to ride engines and learn to fire them. I was called a student fireman. I remember that Mr. Buck Elliott, the shop foreman, didn't take to the idea too much. Anyway, I did learn to keep the engines hot.

"I rode various engines with different runners. I remember Mr. Sam Porter, a fine man who I caught a run with. I let him down on Moscow Hill as I couldn't keep up the steam. I hope he forgave me for that. At last, I was transferred to Tuscumbia and worked the high iron except when hostling at the roundhouse. I remember a Mr. T. C. Sanders and the 681 that he ran. It was a sweet steamer.

"I lived in a hotel near the dispatcher's office and later boarded with Mr. and Mrs. Howland, parents of engineer Will Howland, who were from Bellbuckle, Tennessee.

"One day an engine standing at the depot ready to relieve a train, developed a throttle leak so badly that it finally left for the east on its own accord. It was finally run down and brought back after it had reached Hopgood crossing. One night I was cleaning the ash pan on an engine just in from the road. I had to crawl under the engine to do the job. Suddenly the locomotive started to move and I just did get from under the wheels in time. The throttle had worked out enough to start the engine.

"I fired the wrecker that picked up engineer H. P. Armstrong when he derailed at Fern Hill near Brownsboro. He lost his life but I don't remember whether the fireman got hurt or not. I know that I had no rest and couldn't keep my eyes open enough to get the signals. It was a bad wreck.

"Once when we were crossing Flint River bridge, just before the scene of the wreck is reached about midnight or later, we hit a bunch of mules and horses, killing six or more. The story was told that the owner of the animals salted the right-of-way and collected damages for his loss.

"One night leaving Tuscumbia for Memphis, I heard a call. It was a Spanish war soldier that I knew in service. He asked to ride the empties. He said that there was also a defrocked Mormon preacher with him that was a card shark and they were on their way to Memphis. I got busy on the engine and forgot the incident until we reached Moscow when suddenly he raised his head from the back of the tender. He had hidden behind the tools on the tank and when I filled up with water I nearly drowned him. Mr. Sanders was my engineer that night and I doubt if he ever knew a thing about it.

"I will always remember the fine people I knew on the M&C and recall with regret my leaving the road. The grass looked greener on the other side but nothing to compare with the good ole Memphis & Charleston Railroad." 80

**MEMPHIS & CHARLESTON RAILROAD STEAM LOCOMOTIVES
AT TIME OF SOUTHERN RAILWAY TAKEOVER**

M&C Orig.#	Southern Re-No.	Southern 1898 #	Southern 1903 #	Sou. 1907 #	Builder	Date
<u>0-6-0</u>						
71		1348	1540		Schenectady	1890
72		1349	1541		"	"
<u>4-4-0</u>						
42	190	1007	1797	3797	N.Y.L.W.	1884
43	181	1008	1798	3798	"	
44	192	1009	1799	3799	"	
45	193	1010	1800	3800	"	
46	194	1011	1801	3801	"	
51	196	1013	1803	3803	"	
52	197	1014	1804	3804	"	
53	198	1015	1805	3805	"	
54	199	1016	1806	3806	"	
55	200	1017	1807	3807	"	
134		1185			Norris	1884
<u>4-6-0</u>						
12	301	688	1402	3402	Cooke	1882
14	309	674	1388	3388	Baldwin	1880
18	306	671	1385	3385	"	1881
19	339	675	1389	3389	"	1880
20	345	681	1395	3395	N.Y.L.W.	1884
26	340	676	1390	3390	"	1884
34	346	682	1396	3396	"	"
35	302	689	1403	3403	Cooke	1882
37	341	677	1391	3391	Baldwin	1881
38	300	687	1401	3401	"	"
39	307	672	1386	3386	"	"
40	308	673	1387	3387	"	"
41	347	683	1397	3397	N.Y.L.W	1884
47	350	686	1400	3400	"	"
48	348	684	1398	3398	"	"
49	349	685	1399	3399	"	"
2/49	303	668	1382	3382	Cooke	1882
50	304	669	1383	3383	"	"
77	305	670	1384	3384	"	"
78	342	678	1392	3392	Rogers	1881
79	343	679	1393	3393	"	"
80	344	680	1394	3394	"	"

MEMPHIS & CHARLESTON RAILROAD

1892 LIST OF MEMBERS DIVISION 423

BROTHERHOOD OF LOCOMOTIVE ENGINEERS

Thomas Anderson	L. D. Howland	William Pegg
S. J. Anderson	L. H. Patton	E. M. Roberson
W. H. Anderson	G. W. Hanlin	David Russell
H. P. Armstrong	J. W. Hurn	T. C. Sanders
Sam Barnes	W. H. Hardwick	E. R. Sims
J. L. Boothe	Z. T. Jacobs	Lee Smiley
Steve E. Bradley	J. C. Kelly	John W. Smith
J. H. Bryant	J. A. Keys	J. W. Stegall
Lewis Britzwine	W. S. Kirby	Thomas Troxel
Mike Brady	Thomas Kincella	L. Tanner
S. H. Cooper	J. L. Lacy	R. P. Taylor
P. Conerty	John McEwan	W. R. Ussery
J. W. Curry	J. B. Morton	E. Weatherford
S. Coburn	Ed Moriarty	J. W. Weatherford
E. H. Clem	George Moore	Issac Wilson
W. N. Edwards	Phil Miller	R. J. Wilson
Sam Ferguson	E. Mays	G. G. Whitson
Owen Finnegan	R. A. Palmer	T. J. Wiggins
C. R. Fawkes	W. Phelps	W. W. White
W. W. Giles	C. Porter	S. J. Porter

OFFICERS; Thomas Anderson, C.E.; Ed Moriarty, F.E.; W. R. Ussery, S.E.; G. W. Hanlin, F.A.E.; J. H. Bryant, S.A.E.; D. Russell, T.A.E.; S. J. Anderson, Guide; E. Weatherford, Chaplin; J. W. Weatherford, Sec. Ins.; G. W. Hanlin, Delegate.

 Lee Smiley and S. J. Porter were killed in a headon collision near Glens, Miss., on Dec. 9, 1910. H. P. Armstrong was killed in a derailment at Fern Hill, Alabama, date unknown.

LIST OF ORDER OF RAILWAY CONDUCTORS

Jessie F. Wilson	J. B. McCrory	W. J. Legg
James T. Huddleston	Harry Ryan	H. Samuel Davis
J. B. Short	P. W. Morris	Benjamin B. Davis
P. L. Plemons	C. B. Rose	A. H. Wilson
John B. Huddleston	George Burl Wilson	Oscar N. Davis
W. J. Wilson	A. H. Wilson	

List not complete due to lack of records. Names are not in seniority order.

(A Brief Summary of the Period 1830 - 1899)

Since the preceding chapters deal with a different type of needs, obstacles and competition for the period 1830 through 1899 than the chapters following for the period 1900-1982, it would be expedient to give a brief summarization at this point.

There were three main needs for a railroad to exist in the Memphis to Chattanooga area in the 1800's namely: (1) Dirt roads became impassable for wagons during wet seasons. (2) Water transportation was hampered by shallow shoals on the Tennessee River and prevented passage much of the year. (3) River transportation limited markets for cotton and farm products mainly to New Orleans thereby limiting competitive prices.

Those needs were met with the completion of the Memphis & Charleston Railroad and its connections with other railroads. This local railroad was meeting a local need and was not competing with waterway travel but rather complemented the waterways by receiving and forwarding freight at Memphis and Charleston. The primary financing of the railroad was done locally without outside capital.

The topography of the route of this railroad may not have had as many obstacles to conquer as other areas but it did have two major bridges to build over the Tennessee River; several smaller rivers to cross plus many creeks and streams. On the eastern division there were Town Creek, Mallard Creek, Bear Creek, Hurricane Creek, Big Nance Creek, Piney Creek, Limestone Creek, Indian Creek, Spring Creek # 1, Beaver Dam and Swan Lake. On the western division there was Davis Creek, Capps Creek, Spring Creek # 2, Muddy Creek, Porters Creek, Yellow Creek and the Wolf River, Hatchie River, Tuscumbia River and Cypress River. There were swamp areas such as the Wolf River bottoms and Town Creek bottoms that had to have pilings and earth-filling to be done. There were some hills to contend with at Moscow, Tennessee, Iuka, Mississippi, and around the Stevenson, Alabama, area. It is believed that they called Moscow Hill the "Big Hill."

It was evident that this railroad enjoyed the services of very capable construction engineers and construction workers as well as railroad officials. Their very capable Chief Engineer kept good records as was evident by his reports to management. Some of those records are included in earlier pages. The maintenance crews were kept busy repairing damages done by tornadoes and floods.

Besides the obstacles of nature, the railroad had to go through a war that saw many battles in its area plus much destruction to property by the enemy. The railroad was one of two major routes of the Confederate war effort.

Perhaps the greatest obstacle was the lack of equipment and supplies. Practically all the materials and equipment had to be purchased outside the South. The road did not have any manufacturing capabilities but did have facilities to repair locomotives and cars. It was the only road of the South that did have sleeping cars even though passenger traffic

was secondary.

However, the railroad rose from the ashes and destruction of the war and came back in operation and saw the installation of the telegraph and obtained a mail contract on September 17, 1854. This contract lasted 112 years as per the following letter. The railway post office cars were discontinued on the Memphis Division of Southern Railway on June 13, 1966:

SOUTHERN RAILWAY COMPANY

Knoxville-Memphis Division

Knoxville, Tenn., May 27, 1966 - wd

Bulletin No. 22

Effective Monday June 13, 1966 Railway Post Office car operating Trains 35-36 between Chattanooga and Memphis will be discontinued.

CP service will not be discontinued.

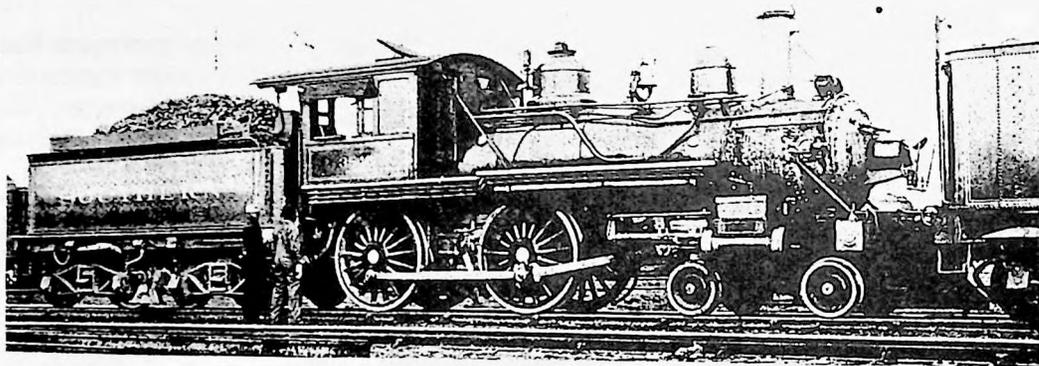
All agents will notify Post Offices at your station.

O. E. Dyer, Jr.
Chief Dispatcher

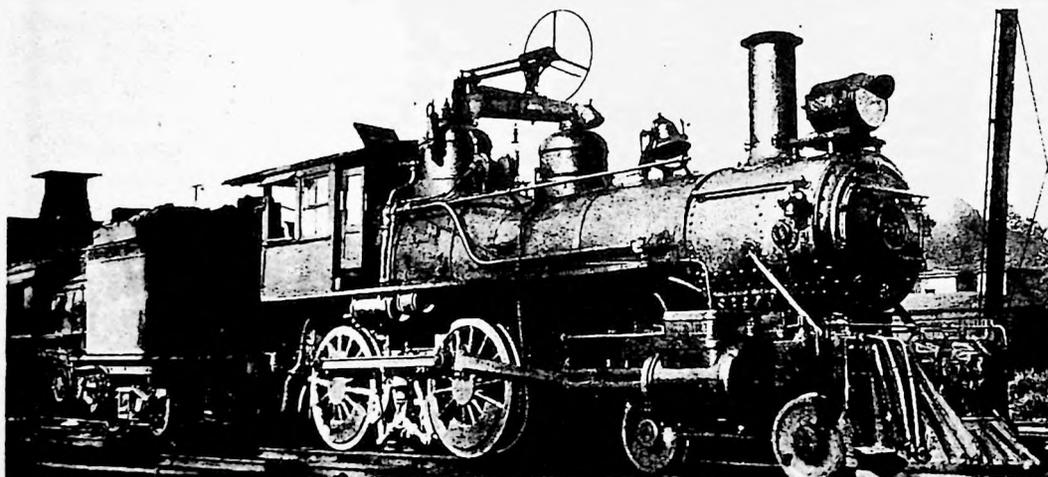
Cy: NCD- Memphis Dispr

Cy: Mr. Burwell - Mr. Hoffman - Mr. Truett - Mr. Martin - Mr. Killian - Mr. Lefstead

Cy: All Bulletin Boards:



Southern Railway locomotive 3845 at Memphis, Tennessee in September, 1928. Photo from "Southern Steam Power," Barnhart Press, Omaha, Nebraska, used with permission.



Ex-East Tennessee, Virginia & Georgia Railroad locomotive 210 which became Southern Railway number 3854. This was a class B-9. Pictured here in Memphis, Tennessee in 1923. This engine had a wooden cab and pilot. (Photo from "Southern Steam Power," Barnhart Press, Omaha, Nebraska, used with permission.)

CHAPTER NINE

THE MEMPHIS & CHARLESTON RAILROAD

UNDER OPERATION OF

THE SOUTHERN RAILWAY SYSTEM

During the latter years of the 1800's, railroads of the South found it necessary to turn to the North for financing of improvements and the purchase of much needed equipment. J. P. Morgan & Company had done financing for the Clyde railroad empire that included several roads and had to step in and consolidate all these roads into a company which was called The Southern Railway System after they had fallen into a state of collapse. As stated in the previous chapter, the Clyde railroad empire had leased the Memphis & Charleston Railroad and operated it from June, 1877 until the collapse in 1894. The newly elected officers of The Southern Railway System were met with strong disagreements among the stockholders of the M&C. It was decided that Southern Railway would merely operate the railroad just as the East Tennessee, Virginia & Georgia Railroad had done previously rather than take full ownership. This agreement was accepted by both parties in February of 1896, and would be in effect until 1899 when The Southern Railway System would take full ownership.

The man who was assigned the task of forming these bankrupt lines, some thirty companies, into The Southern Railway System was Samuel Spencer. He was the son of a Columbus, Georgia, cotton merchant and planter. Samuel served in the Civil War under the celebrated cavalry chief Nathan Bedford Forrest and finally joined the army of General John B. Hood. After the war, he entered the University of Virginia in civil engineering. Upon graduation, he became supervisor of trains for the Baltimore & Ohio Railroad and established an outstanding record. Spencer won the attention of J. Pierpont Morgan whose banking firm, Drexel, Morgan & Company, had to foreclose on the bankrupt roads. In March, 1889 he joined that firm as its railroad advisor. This connection with the celebrated banking firm led to the climactic work of his career, the creation of The Southern Railway System.⁶¹

Among the first orders of business the new operators undertook was to finish construction of the shops and buildings between Tusculumbia and Sheffield, Alabama. The unpublished notes of Harold Damsgard of Sheffield, Alabama, given to the editor, were as follows:

October 29, 1898

A contract has at last been let for the construction of a depot at Sheffield.

January 14, 1899

The Southern Railway System was finally forced by the courts to lower the tolls on the bridge over the Tennessee River. The rates agreed upon were as follows: each person 10 cents; horses, mules, cattle in droves 7 cents each; one man and one horse 15 cents; one horse and one buggy 20 cents; special school tickets 3 cents.

August 5, 1899

Officials of The Southern Railway System are in town to pay back taxes and arrange for shops to be moved here.

October 28, 1899

The Southern Railway System let the contract for the new freight depot at Montgomery Avenue back to Raleigh Avenue in Sheffield, Alabama. (This building housed the Memphis Division headquarter offices also. Train dispatchers offices located here too.)

CHAPTER TEN

THE SOUTHERN RAILWAY SYSTEM

(Samuel Spencer - President 1894 - 1906)

Spencer knew the importance of his role as founding father of the Southern, and he began with the concept that, since the railway was a part of the South, it was his mission to promote the two simultaneously, a pattern which would endure. He assigned all his traffic representatives to encourage new industry in the region. In 1896 he established a Land and Industrial Department.

The migration of the New England textile industry to the South was an early fruit of Spencer's aggressive program. By 1900, forty-eight textile plants were already located along Southern lines. The trend became so powerful that by 1930 about half of the cotton spindles would be so located, and 91 percent of them by 1950.

In 1895, only a few months after the founding of the new system, Spencer hired a young man who was already a veteran railroader, and who was to become important in the continuity of Southern's management - William W. Finley, a native Mississippian whose varied experience with other roads made him an accomplished traffic manager.

The two faced immediate and pressing needs for new equipment. Spencer had inherited a menagerie of locomotives, most of them were the small American type (4-4-0's) or Mogul type (2-6-0's), incapable of hauling long, heavy trains over some parts of the system. Southern was never to buy a new American type and he soon scrapped most of the 200-odd with which he had begun. The remaining were shifted to branch lines as quickly as possible. The road did have 225 tenwheelers and bought a few more of this type. (The tenwheelers used between Memphis and Chattanooga were numbered in the 1000 series.)

By 1900 Southern was fitting most of its passenger trains with new steel-frame cars, and 4-4-2's of the Atlantic type took over the main-line runs, since their seventy-nine inch drivers enabled them to pull longer trains at high speed. With the advent of all-steel cars, however, these locomotives were also sent to branch lines. The most powerful locomotives available to Spencer in his first years were the Consolidations (2-8-0), which were to remain in service for decades. The Southern purchased 750 additional 2-8-0's from several builders in the years between 1897 and 1912. (The Consolidations assigned to the Memphis Division were numbered in the 300, 400, 600 and 700 series.)

In 1903 Spencer placed an order with Baldwin Locomotive Works for five light Pacific 4-6-2's, the first of a breed that was to become legendary on the Southern. (These engines were used mainly in passenger service and were numbered in the 1200 and 1300 series.) Over the years until 1914 more Pacifics arrived on the system, some with superheaters and seventy-two inch drivers, and Spencer's initial purchase flowered into

a gradual improvement in motive power.

In 1901, when no one could foresee the development of a vast network of highways threading the American continent, Spencer joined the "good roads" movement. The Southern's prosperity then depended upon improving roads so that traffic, largely animal drawn, could reach its depots; the competitive aspect of highway development would not be understood for at least a generation.

Thus, in 1901, Spencer sent a special "Good Roads Train" over the system to exhibit the latest methods of road building. His engineers rode the train on a five-month tour through the Southeast, covering four thousand miles, talking with thousands of people who came to see the samples of pavement, asphalt, cement, brick, crushed stone and tar. Eighteen separate stretches of improved roads were actually built by Southern's experts, prompting local interest in building all-weather roads.

The opening of the twentieth century found Southern the largest railroad in the region. In January, 1900 the six-year-old system boasted almost seventy-two hundred miles of track, nearly eight hundred locomotives, and more than twenty-eight thousand freight cars. Since 1895 its freight volume had doubled; in the first year of the new century it exceeded one million carloads for the first time, giving the system a commanding lead over rival lines. Passenger service had grown by 85 percent, and produced about a quarter of the revenues.

On February 1, 1900 the Madison Street Station at Memphis was a busy spot. Yardmaster Bill Holt was throwing together a train to be chartered by The Commercial Appeal newspaper firm to operate between Memphis, Tennessee, and Tuscumbia, Alabama, handling its newspapers and passengers. This train was scheduled to leave Memphis at 4:00 a.m. arriving in Tuscumbia at 8:20 a.m. with 52 intermediate stops. The train consisted of one combine and a coach coupled to a high wheeled Rogers locomotive and was eased back and coupled to the private car of superintendent R. B. Pegram who went along with trainmaster H. H. McAllister to see that all went well. The engineer assigned was Lee Patton who lived at Huntsville, Alabama, and his colored fireman Arthur Drake, also from Huntsville.

Mr. J. E. Buckalew, master mechanic, and Buck Elliott, shop foreman, were on hand to see that all equipment was in first-class condition. Jim Perryman, a young Irishman from Tuscumbia, was the conductor, and John Higgins, from Memphis, was in the baggage car and a young man with a handlebar mustache, Robert J. Randle, from a farm in Shelby County, as the flagman.

At 3:30 a.m., two big wagons pulled by four big white horses arrived with the editions of The Commercial Appeal dated February 1, 1900, fresh off the press. When loaded, Lee Patton opened up the throttle and they were off. A little sand was needed on the frosty rail before K. C. Junction was reached but from there on the sailing was good. They took the siding at Chewalla for No. 41, the westbound passenger train called "The New York Limited," then continued the trip, arriving at Tuscumbia at 8:20 a.m.

The return trip was made by another crew composed of engineer Billy McAnnally, fireman Alex Redd, conductor Otey Figures, baggagemaster George Cargile and flagman Ed Hamlett. They left Tusculumbia at 9:20 a.m., and arrived at Memphis at 2:00 p.m. The newspaper guaranteed to pay the railroad for any losses but never had to as other businesses liked the fast delivery that the train offered as well as traveling salesmen and other passengers who needed an early morning train. Later, the run was extended to Huntsville, Alabama. The train was named "The Southern Newsboy" and ran until 1926.

The year 1900 also ushered in the heyday of the excursion train, with trips to holiday celebrations, baseball and football games, prize fights, horse races, camp meetings and state and county fairs. Spencer and Finley realized that such promotions could add little to profits - but felt that they helped create public goodwill for the young system.

In his six years at the helm, Samuel Spencer had merged sixty-eight railway properties operating under 109 charters, and now had the satisfaction of seeing them function with far greater efficiency than had been achieved by any predecessors. (The Memphis & Charleston was one of those roads merged.)

Fortunately for Southern, Spencer had been supplied with capital to make these moves in a time when his competitors were at a disadvantage. The expansions of this period generated such an increase of traffic as to overburden the lines, particularly the main stem between Washington and Atlanta. Crews began laying a second track on the main line in 1903, and extensive changes in grade and curvature, as cash flow permitted. Spencer also launched a program to expand yards and shops and build new ones, in order to cope with the growing volume. During this time Southern pioneered the use of the block signal system on a large scale. Officials of other roads made frequent visits to observe the new system, which contributed so much to improved safety and efficiency. But by an ironic twist of fate, Southern at this time suffered its most celebrated fatal accident.

On the morning of September 27, 1903, Mail Train Number 97 pulled out of Washington, D.C., fifty-two minutes late. The all-mail train was on its 1,530-mile run from Jersey City to New Orleans on the fastest long-distance express schedule Southern had attempted - forty-four hours and forty minutes. Joseph ("Steve") Broady, who had been an engineer only one month, boarded with his crew, which included two firemen to keep the steam pressure high. It was Broady's first run on this train, but he was a veteran from the Norfolk & Western, and was somewhat familiar with this line. While clerks sorted the mail, he eased the tenwheeler, Number 1102, out of Monroe and was soon speeding southward. As the four-car train neared Danville, they entered a three-mile downgrade on White Oak Mountain, leading to Stillhouse Trestle. Signs on either side of the track read: "Slow up, Trestle!" Broady held his speed. Broady set his brakes too late. The engine stack blew sparks and black smoke, mail clerks fell to the floor as speed dropped abruptly. Old 97 flew the tracks, smashed the corner of a factory building, and plunged some one hundred feet into the ravine of Cherrystone Creek, carrying part of the trestle as it fell. The engine buried its nose in the stream bank. Rescuers found ten men already dead and six injured. Only one man had escaped unharmed.

Wrecking crews retrieved Locomotive 1102 from the creek, and after repairs it survived as a working locomotive until 1935. Train 97 was operated until 1907. Henry Whitter of Fries, Virginia, wrote a song about "The Wreck of old 97" and it was published.

Samuel Spencer and William Finley continued to work to make the Southern safer and more efficient, and Spencer, in particular, began to focus on public relations. In 1904 the Esch-Townsend bill was introduced in Congress, a bill that would empower the Interstate Commerce Commission to set all freight rates. Spencer was chosen to lead a counteroffensive, which he did very effectively and the bill was defeated.

This campaign was one of Spencer's final contributions to Southern and the industry. By a tragic irony, he died in a train wreck on the railroad he had created and guided through its formative years. Spencer had taken some guests on a Thanksgiving quail hunt near Greensboro, North Carolina, on November 26, 1906. Spencer's private car was on the rear of train #33 with engine 1211 and engineer John Wingate. The train had been running at reduced speed because of a defective coupler on the tender. Trailing behind the train was first #37 with engine 1201 and engineer William Kinney pulling eight pullmans. Between Rangoon and Lawyers, Virginia, a distance of about two and a half miles and considered a block, the defective coupler broke. Engineer Wingate had to leave the train and proceed to Lawyers Station. As he neared the station, it was believed that the operator, seeing the headlight, reported that #33 had arrived, not knowing that the cars had been left behind. The Lawyers telegraph report may have been received at Rangoon, where first #37 was approaching and that operator may have given them a clear board. Perhaps the Lawyers Station operator realized what had happened. He might have had engineer Wingate start back toward his detached train to try to stop the approaching first #37. In any event, the crew was trying to couple to the train when first #37 rounded the curve at 30 miles per hour and plowed into the rear of the train, pushing the halted train 150 feet down the track. All seven of the people killed were in the private car. These included Mr. Spencer, his three friends, his cook, his porter, his private telegraph operator and both of the President's bird dogs. The only survivors in the private car were another porter and Spencer's private secretary.

Southern's internal investigation found the Rangoon operator to blame. Three different operating rules were violated. Rule #118-the procedure for recording and reporting trains entering and leaving blocks. The operator at Lawyers testified that he had not reported #33 by his station. Rule #134-if the telegraph system fails, operators must stop all trains and secure permission from the dispatcher before letting them proceed. Rangoon operator claimed that Lawyers operator was in the process of reporting #33 by when he abruptly opened his telegraph key, precluding further communication. Rule #116-required operators to examine block records. If the block is clear, verify with the next block operator. Rangoon operator admitted he did not comply with this rule.

At the time of the accident, Mattox, the Rangoon operator, was only 22 years old. Tom Acree, the night operator at Lynchburg, gave a plausible reason for Mattox' letting first #37 into the same block with #33: he fell asleep. Jacobs, the operator at Lawyers, said that he had not been notified that #33 was in the block, let alone first #37. If that was

true, and Mattox was asleep, then the signal could have been clear for both trains.

One of the criticisms coming out of the Virginia Corporation Commission hearings was that the day and night operators exchanged shifts and modified working conditions at their convenience. This implied that the operators may have been working shifts other than the ones to which they were regularly assigned. Despite the findings, the Commission did not recommend criminal proceedings.⁶²

In 1906, the manual block system consisted of the operator giving clear and stop signals, at night by a white or red light and daytime by signal boards or arms. Probably the only other rule that should have been in force at that time, would have required the operator to go outside and watch a train go by and look for any possible hotboxes or dragging equipment. By doing this, at least train crews would know that the operator was on duty and was not asleep.

An unanswered question a railroader would have about this wreck would be: where was the flagman on #33 and did the engineer blow signals calling out the flagman? In later years, operators did go outside and watch a train by his station, looking for hotboxes and dragging equipment.

In May, 1910, a bronze statue of Samuel Spencer was unveiled in front of Atlanta's Terminal Station. The funds for the statue were voluntarily contributed by Southern Railway employees across the system.

During his dozen years as president, Southern's mileage had increased from 4,400 to more than 7,500. Revenues had climbed from \$17 million to more than \$53 million. Freight volume was up from 6 million tons to 27 million tons; passengers had increased from 3 million to over 11 million. The most favorable portent for the future was that Spencer's management had provided revenues to invest in new locomotives and cars, double tracks, yards and stations, block signals and line acquisitions.

Not the least of his accomplishments had been the training of William W. Finley, whom he had schooled in railroad management for seven years. Finley, already a veteran of a lifetime on other railroads when he joined Southern, said of his mentor, "I learned more from Samuel Spencer in those seven years than I had learned in all my life on railroads." With the loss of its founder, Southern turned to Finley for leadership.⁶³



Samuel Spencer

(William W. Finley, President 1906 - 1913)

Finley was born in Pass Christian, Mississippi, and was eight years old when the Civil War began. He bore vivid memories of its devastating effects upon his family and neighbors. Denied a college education, he was forced to go to work on his own, like so many boys of this region who grew up amidst chaotic conditions of the Reconstruction era.

Now, as Spencer's chosen successor, Finley was determined to carry out the founder's operational, financial, and public relations policies. He surpassed his mentor in the latter field - for the new president covered twenty-one thousand miles in five months, making speeches and seeking contacts with shippers and government officials. In his conduct of the System, Finley resolved to build on Spencer's accomplishments, rather than expand the Southern as his predecessor had done. The Southern's map had been made, and it was to remain virtually unchanged for many years to come.

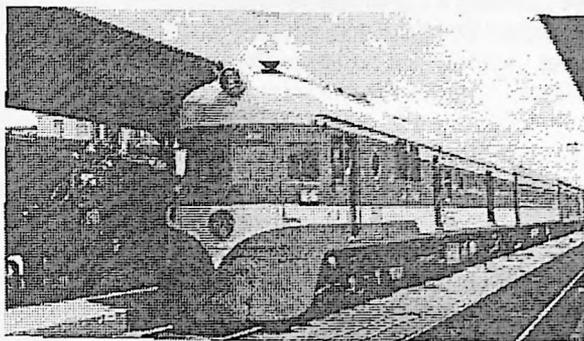
The need for Finley's public relations offensive soon became apparent. It was an era when railroads had become favorite whipping boys, and the public had come to regard the industry as an insatiable monopolistic giant. There was a public outcry over poor service and high rates and state laws began to reflect these attitudes. Alabama took the lead in regulation of railroad rates, largely through the agitation of its railroad commissioner, Braxton B. Comer. After Comer became Governor in 1907, his fight to lower rail rates and passenger fares spread throughout the Southeast. The result of the battle was reduced revenues for the railroads. Reduced revenues added to the already painful financial difficulties experienced by Southern during the recession of 1907-10, for revenues in 1909 fell by \$2,725,000.

Finley acted promptly to guide Southern through the emergency. He reduced train service and laid off employees and consolidated operating divisions. He revised train schedules, car distribution, coal consumption, and handling of packaged freight. He sought to standardize equipment and establish uniform practices to save money. Operating costs dropped rapidly, but cash flow continued to ebb and Finley prepared for the worst. The System was on the verge of bankruptcy. In the early months of 1908 it appeared that the Southern Railway might come to an end after only fourteen years of service.

Finley turned for help to Fairfax Harrison, his financial vice-president. The persistent and optimistic Harrison obtained loans from J. P. Morgan & Company, and the Hanover Bank at the then exorbitant rate of 10 percent interest.

Business in 1911 improved so dramatically that traffic soon taxed Southern's capacity. Finley built several hundred miles of second main track, installed heavier rail, built Citico Yard at Chattanooga and Inman Yard at Atlanta, expanded terminals and built new passenger stations at New Orleans, Mobile, Chattanooga, and Birmingham. He also expanded wharf, harbor, and warehouse facilities at Mobile, Alabama, to handle growing traffic with Latin America.

Southern also pioneered in improved technology during this period. Oil-burning steam locomotives and a few gasoline-electric locomotives were introduced. (One of those gasoline-electric locomotives would be placed on the train serving the Somerville Branch and one on the "Joe Wheeler" between Tuscumbia and Chattanooga pictured here.) The block signal system was expanded and trains were now dispatched by telephone.



The movement of trains and their meeting points was governed by the train order system using train order forms 19 and 31. Form 31 orders required stopping a train and having the conductor sign for the order whereas the Form 19 order could be handed up to a crew on the fly. The dispatcher would issue these orders by company telephone (line 501 on the Memphis Division) at any depot where needed. He would tell the operator; "Form 19, copy three" (One for the engineer, conductor and file copy for operator) or "Form 19 copy five" (when the order was going to two trains); also the copy five was used when a train was double-headed as both engine crews had to receive a copy. Next the dispatcher would give the order slowly enough for the operator to write it on the train order pad. The operator would keep a pad with enough carbon paper for the three copies and one with enough carbon for five copies in a desk drawer near the telephone always ready to use. An example of a train order might be as follows:
 Order number 125 to C&E (Conductor & Engineer) No. 51 at Cherokee.
 "No. 51 fifty one Eng. 6301 take siding and meet Second No. 54 fifty four Eng. 6299 at luka. (Signed A.H.T., Chief Dispatcher)." The Cherokee operator would then repeat the order back to the dispatcher to ensure accuracy. Then the operator would fill out a Form 603 Clearance Card which indicated to the train crews the train order(s) he had for their train. These forms would be placed under a wire spring-clip on a bamboo train order hoop that was shaped like a "P." Then the operator stood near the tracks to hold the hoop up so the train crews could lean out and run their arms through the hoop to catch. They would then take the orders from under the clip, then throw the hoop back to the ground. This exercise could require dexterity on the part of the operator when there was a double-headed train because he had to have them ready for both engines. In this case, he usually held a hoop in both hands and shifted arms as needed. Then he had to reach down to the ground and pick up another hoop and get ready for the rear-end caboose crew. All of this was done while the train was moving at its usual speed. Railroad management had a special concern for the women operators being so near a moving train handing up train orders. They suggested that female operators wear pants or pant-suits.

Each depot had an indication box with two little lights in it; one for westbound and

one for eastbound. These lights stayed on until a train entered the block and then the light would go out. This would let the operator know that a train was in his block. He was required to immediately notify the dispatcher when the train entered his block. If the dispatcher needed to give the approaching train an order, this was usually the time the dispatcher would do so. Each operator had a train register book where he had to enter the train number, locomotive number, the time the train arrived and left or passed his station. He had to report this to the dispatcher immediately after the train left or passed by. This information assisted the dispatcher in determining future meeting points with opposing trains. The operator would also go outside and look for hot boxes or dragging equipment as a train passed his station.

In 1911 Finley purchased Southern's first 2-8-2 (Mikado type) from Baldwin Locomotive Works, and it worked so well that the system eventually bought 430 "Mikes." These clean-lined, traditional locomotives were assigned all over the system. (Numbered in the 4500 & 4600 series on Memphis Division.) Finley's unrelenting efforts to improve the Southern had taken their toll. In September, 1913 ill health forced him to curtail his activities. Responding to rumors of his resignation, Southern issued a denial. Finley was responding to medical treatment, but died of a stroke on November 23. He was mourned by thousands of employees who had come to realize how effectively he had managed the System in the face of severe handicaps.

Though the System had shrunk by almost 500 miles during his time, it had seen gross earnings per mile of road rise by 40 percent. Double track had increased from 136 to 385 miles, and the ratio of side-track mileage to main-line had risen from 26 percent to 35 percent. By the end of his term Finley had replaced virtually all the old iron rail with heavier steel, and wooden bridges with steel structures of much higher load capacities. Many key freight and passenger terminals had been enlarged and the most modern freight classification yards had been built. Finley had inaugurated a merit system for advancement.

Of special interest to stockholders and officers left behind, Finley's administration had seen the cost of funded debt rise by only 3 percent - though the debt itself had grown by 40 percent. Samuel Spencer's successor had been worthy of his challenge.⁶⁴



William W. Finley

(Fairfax Harrison, President 1913-1937)

The forty-four-year-old Harrison was hailed as a symbol of a "new breed" of railroader, a spokesman and champion of the New South who foresaw great prosperity for the region. Trained under both Spencer and Finley and seasoned by his three-year term as president of the Monon, Harrison was well equipped to conduct the legal and financial affairs of the Southern System, and despite his aristocratic air, his approach to management was highly practical in most aspects.

One of the early innovations was to be long remembered as a major contribution to a "training for management" program for promising college graduates in engineering, designed to give them intimate working knowledge of the daily tasks of the railroad, including maintenance of track and equipment. Civil engineers were put to work with pick and shovel, and mechanical engineers began as shop helpers at the most menial chores. His foresight was to produce hundreds of seasoned executives for the System in future years, men who knew railroading from the bottom up. Among the graduates of this program were to be at least five presidents of other railroads and numerous officers of high rank - not to mention two of Southern's best-known presidents.

Another early innovation that Southern Railway undertook around 1912 was the standardization of maintenance to control costs. Each of the sixty-eight railroads consolidated into the system by then had their own idea of how a railroad should be maintained leaving Southern with a myriad of various standards. Southern's engineering department settled the confusion by issuing a volume of the standards book for the maintenance of way and structures. Then they sent inspection trains throughout the system to see how the standardization was working and being followed. This was the day of the section gangs with a few miles of track in their section and a sort of competition began to show up among the section gangs on which one had the best maintained track and structures. There was also a keen competition between railroads for passenger business as each wanted to impress the traveling public. The railroads thereby contributed greatly to the standardization movement in other industries.

Harrison took office amidst an era of unprecedented prosperity for the nation, for the South, and for Southern. The year 1913 brought the railroad new operating and tonnage records; income and employment were at new highs. The world was at peace and there were no hints that a great European war was to erupt within a few months and draw the United States and Southern itself into the conflict.

When business declined in 1914 and wages were reduced, Harrison cut his own salary by 20 percent. He initiated safety programs to discover and prevent the causes of accidents. He made awards for fuel efficiency, for gardens around depots, and for successful athletic teams within the company.

The new president made no sweeping changes in management techniques or personnel. He retained the staff developed under Spencer and Finley. Harrison did change the makeup of the Board of Directors, increasing its involvement in the affairs of

the company. He abolished the five-man Executive Committee, which had previously made important decisions and brought all matters requiring action to the full Board.

The System passed a corporate milestone in June, 1914 when the Voting Trustees, who had been appointed as part of the agreement of 1894, withdrew and passed full authority to stockholders and the Board. At this time Harrison completed his revamping of the Board of Directors, making its membership almost entirely southern. Previously dominated by northern men representing investors in New York, Boston and Philadelphia, the Board now became regional, and from 1915 onward, southerners comprised a majority of the membership, most of them men who lived within the System's territory.

Morale and resources were soon tested by the outbreak of war in Europe. Harrison had been in office only seven months when, in June, 1914, the assassination of an Austrian archduke set off the violent four-year storm of World War I. Transatlantic trade was cut off. As the nation's busiest cotton carrier, Southern felt the impact at once, and suffered a 12 percent loss in revenue during the year ending in June, 1915.

It was now, almost unnoticed amid the wartime excitement, that Fairfax Harrison warned of the automobile as a threat to rail prosperity. In Southern's annual report of October, 1915, Harrison noted that passenger revenues had declined by 34 percent, and added, "The increased use of automobiles, especially for short-distance travel, is the only prominent cause contributing to a reduction of railway passenger travel....While it costs more to travel by automobile than by train, the automobile affords a convenience of time to which no railway schedule can be adjusted."

After six months of stagnation, the economy and the railroad began to recover and by the fall of 1915 demand for cotton was nearing normal. By April, 1917, freight volume was almost 45 percent above that of 1915, and most lines and equipment were strained to the limit. Harrison and his staff had prepared Southern to meet the emergency more readily than had other railroads. Some \$67 million had been invested in plant and equipment in the decade ending in 1916, and through the purchase of 476 more powerful locomotives and 27,000 steel cars, the System's capacity was expanded.

In 1917 Southern's first truly modern power appeared - thirty Mountain type 4-8-2's for passenger service, built by Baldwin. (These locomotives were numbered in the 1400 series on the Memphis Division and were painted green with gold striping.) The Mountain weighed 315,000 pounds and its 69-inch drivers delivered 50,000 pounds of tractive power.

In 1922 Southern purchased more powerful mikados from Richmond Locomotive Works. Eleven of these "mikes" were assigned to the Memphis Division; Number 6299, that had a distinctive sounding whistle that most employees thought was the best; number 6300, had a larger capacity coal tender; numbers 6301, 6305, 6307, 6308, 6312, 6313, 6316, 6317 and 6318 rounded out the eleven.

Harrison also began a renewed program of double-tracking of the main line between Washington and Atlanta, a distance of 638 miles. This key project, begun in 1913, would

continue through the war until its completion in 1919. In addition, Harrison directed the building of Forrest Yard in Memphis, a bridge over the Tennessee River, several freight warehouses, new signal systems, and a grade separation program.

Camps and training centers sprang up across the South and passenger traffic soared. Much of the building material for the sprawling new camps was carried by Southern, at the expense of civilian shippers and their needs. Shippers were urged to load cars more efficiently and promptly.

In 1916 Harrison acquired the line from Meridian, Mississippi, to New Orleans. With this move, Southern attained the eight-thousand-mile, thirteen-state network that was to mark the limit of its territory for nearly half a century.

In December, 1917 President Woodrow Wilson proclaimed federal control over the nation's railroads, on the theory that government operation would improve efficiency. The United States Railroad Administration was formed under William Gibbs McAdoo. Eugene H. Coapman, Southern's vice-president and general manager, was named a federal manager with jurisdiction over the Southern System, and since railroads under federal control were required to maintain separate corporate organizations, both Coapman and Harrison were forced to resign from Southern. Thousands of highly skilled workmen left Southern for military service, or to work in munition plants and shipyards. The effect was profound, and more and more women appeared in shops, yards, and storehouses, taking over jobs once held by men.

Passenger traffic for 1918 was 89 percent greater than for 1915, and freight traffic was up 58 percent. Costs were also soaring with coal prices more than doubled and the average wage of train service employees rose from \$1.29 per day to \$2.00 per day.

The war's end on November 11, 1918 was marked by a two-minute work stoppage and silent prayer, "that our nation would never again be drawn into armed conflict." Shareholders and management resumed direction of Southern on February 29, 1920.

The power of labor had increased significantly, and the railroad's employees were now able to enforce some of their demands. Southern's officers found that they must now spend eighty-five cents to produce each dollar of revenue - as against sixty-eight cents per dollar in 1911.

Mr. L. E. Jeffries, vice-president and general counsel was riding the line one day when he took a half dollar from his pocket, placed it on a sheet of paper, and drew a circle about it. He then placed a quarter inside this and drew a second circle. In the inner space, Jeffries roughed out the initials SR and in the outer space printed the slogan: The Southern Serves the South. This simple, direct, and expressive motto was to endure for many decades, after making its first appearance in timetables of September, 1915.

In 1926, when the federal government condemned the Southern's headquarters building on Pennsylvania Avenue in Washington, forcing the railroad to move, the irate

Harrison threatened to relocate in Atlanta, a transfer that would be painful for the capital, since Southern was one of the few large employers, rivaling or surpassing even the federal government in size. In fact, Harrison only moved the accounting department to Atlanta, but this meant the loss of some five thousand jobs to the District of Columbia. At this time a new headquarters on McPherson Square was built at a cost of \$2 million.

The Southern had occupied its handsome new headquarters only two months before the disastrous stock market crash, on Black Thursday, October 28. Conditions only worsened in the following months, until by 1932, the United States faced a major economic crisis. In 1931 the Southern operated at a loss for the first time, which it would continue to do for five more years. When the deficit reached \$11,219,000, dividends were suspended.

In January, 1932 the Reconstruction Finance Corporation was created by Congress at the request of President Herbert Hoover, to provide emergency financial aid to industry and agriculture. Southern applied for a short-term loan of \$10 million and received one of \$7.5 million secured by \$18 million in mortgage bonds. By virtue of this loan, combined with one of \$2 million from the Railroad Credit Corporation (owned and financed by the railroad industry), the Southern escaped bankruptcy by the narrowest of margins in 1932.

In these days, Harrison called on an old friend to become his chief lieutenant - and heir apparent. Ernest E. Norris, who had been operating two Southern properties, the Mobile & Ohio and the Columbus & Greenville railroads, was transferred back to headquarters as vice-president, Operations. Norris had served as assistant to Harrison during World War I, after a sixteen-year career with Southern. It is believed that it was Harrison and Norris who worked out an agreement to operate two Gulf, Mobile & Ohio trains between Corinth, Mississippi, and Memphis, Tennessee, over Southern Railway tracks. Southern Railway crews manned the trains, however. These trains were numbered 57 & 58 and used GM&O locomotives.

The dark years of the depression must have seemed endless to Harrison and his beleaguered executives, but the tide began to turn at last. In 1936 the Southern finally showed a profit, the first in six years. The modest net income of \$4,308,000 inspired Harrison to declare, somewhat grandly, "There are no financial difficulties facing the Southern Railway."

Harrison chose the moment to announce his retirement, ending a quarter-century of presidential service on October 21, 1937, at the age of sixty-eight. He died February 2, 1938, three months after leaving office.

Harrison had made notable contributions to Southern, but despite his efforts, he had been unable to secure sufficient capital to modernize its physical plant. He had failed to develop a cohesive management structure to carry on after his departure, and his fiscal policies had resulted in the accumulation of a heavy load of debt. The System was still operating numerous unprofitable branch lines and passenger trains. An infusion of fresh capital was essential. There was an equally pressing need for a firm hand on the throttle.

Ernest Norris filled that need. ⁶⁵

Fairfax Harrison



(Ernest E. Norris , President 1937-1952)

Ernest E. Norris, the supersalesman of Southern, was a thirty-seven-year veteran of railroading when he took office as president on November 1, 1937. Virtually all his experience had been with Southern or its subsidiaries, and most of this was in the field of operations.

Norris was now fifty-five, a slender, red-haired man of medium height, sharp-featured but handsome. He was voluble and volatile, fond of laughter and given to colorful language. Colleagues long remembered the way in which he expressed abiding love for railroads: "There are only two things a man will turn his head for - one is a pretty woman, the other is a train."

Norris walked with a limp, the result of a train accident, but moved vigorously despite his handicap. He made friends easily and quickly, and was equally at home with national political leaders and ranking business executives, or children and dogs.

It was this warm, affable man whom Fairfax Harrison had urged his directors to name as his successor in a time of trial. The first non-southerner to head the System, Norris was a small-town youth from Hooperston, Illinois. He persuaded a Western Union operator to teach him the Morse code and telegraphy.

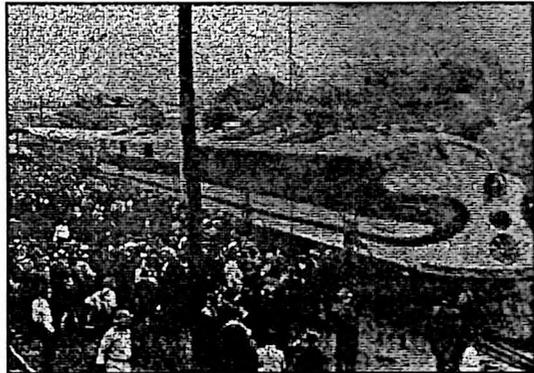
Despite long service in operations, Norris was quite aware that Southern's major problems were still financial: on September 1, 1938, he must meet the System's obligation to the RFC, a loan totaling \$24,270,000. There was no money to pay such a sum. The banks would not come to their aid, so they went back to the RFC and laid the cards on the table. After six weeks of negotiation, a new refinancing five-year loan of \$29 million, at 5 percent interest, was worked out.

A deteriorating fleet of freight cars, operated for years without replacements, had dwindled so alarmingly that car rental payments were draining the treasury. Merely to restore the fleet so that rental payments and rental collections balanced would cost about \$20 million. As a last resort, Norris returned to the office of Jesse Jones, the big Texan who headed the RFC. Norris made his case tersely: "Jesse, I owe you about \$30 million. We haven't bought a freight car in eight years and we can't get any money anywhere else. Half the car-making plants in the country are shut down. The cars will cost about \$20 million - but I can't pay anything down." Jones did not hesitate. He said: "O.K. Ernest, have equipment trust certificates issued at 4 percent and we'll buy them."

With the aid of a business upturn, Southern was able to pay a first installment of \$2 million on its RFC loan in November, 1939, and to make other payments in 1940. It was probably the most satisfying day of Norris's career as president when, on May 15, 1941, Southern sent the RFC a check for the \$10 million balance, erasing the debt and redeeming its \$80 million collateral. With that step, Southern entered a far more favorable financial climate than it had known since the Roaring Twenties.

On the eve of World War II, Southern had been operating one of the nation's largest passenger fleets including "The Memphis Special" linking Memphis with Washington and numbered 25 and 26 on the timetable. The power for that train was being handled by the beautiful green and gold mountain type steam locomotives numbered in the 1400 series. "The Memphis Special" had replaced numbers 41 and 42 "The New York Limited" sometime in the 1920's. In May, 1941, within a few days of his settlement with the RFC, Norris had the satisfaction of seeing two stainless steel streamliners enter passenger service - the "Tennessean," running from Washington to Memphis, and the "Southerner" from New York to New Orleans. "The Tennessean" was numbered 45 and 46 and replaced the old 25 and 26 "Memphis Special." Traffic on these crack trains began to swell steadily as the nation approached Pearl Harbor, and after the fall of 1941, the passenger department found itself taxed to the limit by the vast expansion of military posts in the System's territory.

The Tennessean arrived in Memphis on Saturday, May 3, 1941 pulled by number 2900, the first pair of A-B E-6 diesels and trailing seven cars—baggage dorm no. 703 named "Cleveland," partitioned coach no. 903 named "Pulaski," straight coach no. 812 named "Charlottesville," dining car no. 3303 named "Chattanooga," two more straight coaches no. 806 named "Huntsville" and no. 809 named "Radford" and the tavern-observation-lounge no. 1150 named "Washington." Southern invited some VIP's over for a private showing on Sunday, but Monday, May 5, was the big day: for twelve hours, the train sat in Memphis' Union Station for all the world to see.



Late in the day the official ceremonies got underway with many Southern Railway officials along with Alonzo Bennett, Memphis Chamber of Commerce and Mayor and Mrs. Walter Chandler. Lucia Mary Chandler, daughter of Mayor and Mrs. Chandler, poured a bottle of water from the Potomac and Mississippi Rivers over the pilot of the 2900, commemorating the linking of the two watersheds.

Turnout for the day's display was disappointing. In twelve hours, only 5,855 people filed through the silver cars. Some of the reasons may have been that the display day was a weekday. Mrs. Josephine Crisler McCormack, a former Memphian who had moved to Washington, composed a song "When the Tennessean Leaves for Tennessee." Mrs. McCormack was in Memphis for the Monday ceremonies and she took a bow as a recording of the song, performed by Joseph Sudy's Orchestra, was played over the loudspeaker system.

Tuesday morning the train headed east, pausing in Grand Junction, Tennessee, and Corinth and Iuka, Mississippi, before spending the night in Sheffield, Alabama.

Sheffield was the headquarters of the Memphis Division, and over 4,300 people filed through the train in about four hours on Wednesday morning--over twice the people per hour than Memphis. Around noon the Tennessean again glided east for stints in Decatur and Huntsville, Alabama, before tying up in Chattanooga for the night. Twenty eight miles east of Sheffield, at Wheeler, the home of Civil War hero General Joe Wheeler, the Tennessean made an unscheduled stop for Wheeler family and friends to have a look at the new train.

At Huntsville, more people toured the train in four and a half hours (about 6,700) than the entire time the Tennessean was in Memphis. So large were the crowds waiting that its departure was delayed over half an hour to accommodate them. Especially attractive to Huntsvillians was coach 806 "Huntsville" in the train's consist, which featured murals of Alabama scenes in its bulkheads. Upon arrival in Chattanooga, the Tennessean was parked just north of Terminal Station. It was opened to the public at 8:00 a.m. on Thursday morning May 8, and remained there all day. Again, the railroad was disappointed by the turnout; hoped for were 12,000-15,000, but just over 10,802 showed up. This was nearly twice as many as Memphis, but still not up to expectations, probably because it was another weekday.

Southern encouraged businesses to place advertisements in local newspapers "saluting" the railroad and the Tennessean. Among the largest ads were those placed by Sears, Roebuck and Co. and by Lowenstein's department stores, both in Memphis. Other advertisers included George T. Brodnax Jewelers and Southern Dairies Sealtest Ice Cream. The latter ad also noted that Sealtest Ice Cream was served exclusively on the Tennessean.

Unquestionably the giddiest and gaudiest promotion was sponsored by the Knoxville News-Sentinel and Pullman-Standard in cooperation with Southern Railway: the "Miss Streamliner" contest. The winner would officially christen the tavern car "Knoxville" and would win for herself and her chaperon a four day, all-expense paid trip from Knoxville to Washington to Memphis and back to Knoxville, all via the Tennessean, of course.⁶⁸

Norris said wistfully, "I never thought I'd see the day when I had to beg folks to please not ride our trains unless the trip was absolutely necessary." The pressure was to continue throughout the war. Southern's loss of key personnel and the effects of food rationing added to the woes of the dining-car department. In 1939 it had been serving 70,000 meals monthly; by 1943 this total had zoomed to 350,000.

The vast increase in civilian traffic seemed to auger well for a revival of passenger business after the war, and, as a result, Norris placed a large order for streamlined equipment of stainless steel in anticipation of postwar business. This judgement - soon to be proven erroneous - was shared by most railroad executives at the time; the vast expansion of air and automobile traffic could not be foreseen.

The last half of 1939 brought a boom to railroads. Southern's ton-miles of freight reached levels it had not achieved in a decade and passenger traffic, gross revenues and

net income also rose sharply. It was a trend that accelerated as the war in Europe grew more intense, and the United States became increasingly involved. Norris made a substantial contribution to Southern through his personality alone, especially in making peace with the System's connecting lines, which had been sources of irritation in the past.

This was the age of the New Deal, whose policies stirred Norris to wrath - but Southern found an ardent admirer in President Franklin D. Roosevelt, who was a dedicated railroad buff. Roosevelt made frequent trips over Southern in his special armor-plated car, the "Magellan," which was rented from the Association of American Railroads at the rate of \$1 per year. (President Roosevelt traveled the railroad from Memphis to Sheffield to visit the Muscle Shoals area and the Wilson Dam on January 21, 1933.) Southern's operating people had reason to know when the president was on the lines, since he enforced a train speed limit of 35 miles per hour, so that he might enjoy the scenery. Roosevelt maintained a home in Warm Springs, Georgia, also, that he visited frequently using Southern Railway lines. When he died in April, 1945 at Warm Springs, Southern Railway put together a "Funeral Train" that carried his body back to Washington, D.C.

Norris presided over the care of special cars of other well-known Americans in this era, including the "Ranger" of Cissie Patterson, the colorful publisher of the Washington Times-Herald. The "Ranger" was kept in Southern's Washington yards, fully staffed around the clock, ready for its owner's possible departure in any direction. The car was celebrated for its elaborate fittings, which included seven complete sets of slipcovers for the furniture, "so that passengers might not become fatigued with the same decor on successive days." Other special cars became familiar on the road, including Doris Duke's car "Doris," and the "Jomar" of John Ringling North, the circus heir.

The Roosevelt administration, against stout opposition, launched a vast expansion of national defense programs in 1940, and Southern once more became a major carrier of construction materials for posts, camps, training centers, aviation schools, supply bases, defense plants, and shipbuilding yards. Troops and military equipment flooded in a few months later, in an ever-expanding stream. The strains were felt throughout the system. (There was an Air Force base established at Courtland, Alabama, and Reynolds Aluminum Company had a plant at Sheffield, Alabama, that provided the metal for the construction of airplanes.)

The unusual concentration of military posts in the Southern territory, where climatic conditions were favorable, imposed heavier burdens on Southern than on most railroads. Its military traffic was probably a record, for it was to operate nearly 16,000 troop trains carrying over six million service people - exclusive of millions of soldiers, sailors, and marines who traveled singly or in small groups. That 16,000 represented 15 percent of the 113,891 total troop trains carried by all railroads during the 45-month war. American railroads carried 90 percent of all war materials.

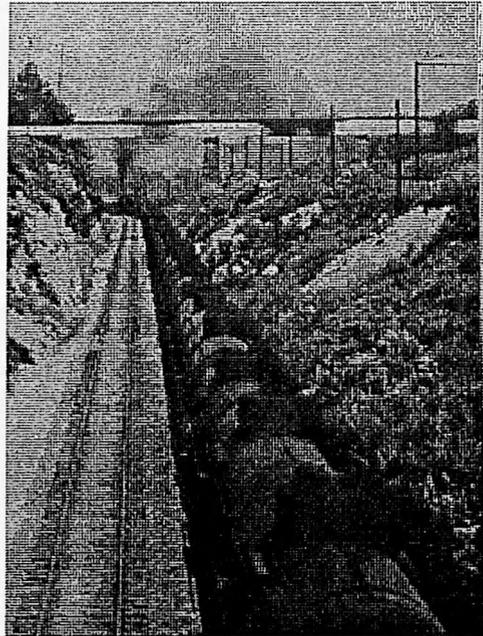
The System's most dramatic accomplishment in moving troops came during severe weather in December, 1941, soon after the Japanese attack on Pearl Harbor plunged the

nation into war. Within seven days after Pearl Harbor, while the targets of attack still smoldered on Battleship Row, Southern's operating crews made an emergency movement of an entire division from its post in the Southeast, hurrying it on its way to the West Coast. The move involved 69 trains and some 12,000 men, but was completed in three days and nights: 54 Pullmans, 289 coaches, 1,024 flat cars, 124 box cars, 52 baggage cars - 1,543 in all. Of these 69 trains, Southern handled 52 exclusively and turned the others over to its competitor, the L & N. The trains were loaded and dispatched at intervals of less than an hour and went through with hardly a minute of delay.

After Pearl Harbor, caught in a swirl of unprecedented growth, the System strained the resources of its 8,000-mile network to provide links between the industrial North and Midwest and the spreading defense facilities of the Southeast - and to connect the vital oil-producing areas with eastern ports. The Southern was to carry almost 70 percent more traffic than it did during World War I - with 29 percent fewer locomotives, 14 percent fewer freight cars, and 41 percent fewer passenger cars. Southern executives never understood how this record was accomplished.

The System moved 13,650 tons of crude petroleum in 1941, 226,000 tons in 1943, and 560,777 tons in 1944. Most of these movements were in solid trainloads from point of origin to destination. (Many of these solid trainloads moved from Memphis to Chattanooga.) The consist of these tank trains took some getting used to by the train crews because the liquid cargo surged slightly when brakes were applied.

Southern's war effort was impressive in light of its contribution to manpower to the military services. Some seventy-six hundred men and women left for military service. Southern also trained army railroaders for overseas service as it was the first railroad chosen for on-the-ground training of railway operating battalions for the Transportation Corps. About six thousand officers and men of four of these battalions used Southern's classroom to learn railroading. The first such unit trained was Southern's own, most of its ranks filled by the System's employees and commanded by Lt. Col. Frederick W. Okie, who left his post as superintendent of the Birmingham division. The 727th Railway Operating Battalion was sent overseas to a career of wartime railroading in North Africa, Sicily, and Italy, and to the climactic assault on Germany.



Southern's equipment was often strained beyond the limit in those days, and maintenance men struggled with mounting problems, trying to keep aging locomotives and cars in service. Dining cars came out of long retirement to be refitted as passenger coaches. Locomotives were rescued from the scrap heap to resume service. If a freight locomotive was not available, then two light pacific passenger engines would be double-headed. Locomotive numbers 1212 and 1346 were often seen coupled together on a freight train and they were nicknamed "The Gold Dust Twins." Ten mikado locomotives were leased from the Chicago & North Western Railroad in 1943-44 numbered in the 2300 series. They were not repainted nor were they modified to any extent. These engines were not popular with crews because of their poor steaming ability with the type coal Southern used. They were returned to the owner in 1944. (These engines were used on the Memphis Division for a while, usually two coupled together.)

At war's end, Norris prepared for the expected boom. He invested in a Centralized Traffic Control (CTC) system to improve safety and increase train speeds. A system of trackside signals and remote-controlled switches permitted operators at consoles to guide train movements on hundreds of miles of tracks; however, none on the Memphis Division. The process of installing heavier rail, longer passing sidings, crushed rock ballast, long-life ties, and other housekeeping chores resumed. More new steel bridges were erected, tunnels were eliminated, and curve reduction removed many sections of low-speed restrictions. In addition, Norris added more than thirteen thousand new freight cars between 1945 and 1952.

Competition from expanding highway and air travel caused the System to begin an intensive campaign to discontinue passenger trains in 1947 on branch lines, and pressed the issue in spite of vigorous opposition from the public.

Largely as a result of the Norris policies, Southern's debt was reduced by almost 50 percent between 1930 and 1960, and fixed charges dropped from nearly \$18 million to \$12 million. By contrast with Fairfax Harrison's burden of 24 cents of every dollar for fixed charges, this ratio was to fall to 4.6 cents by 1960.

With the advent of the forty-hour week in 1949, costs mounted. Southern then had about 35,000 employees. Wages and payroll taxes consumed about half of the revenues, with most of the rest going for materials and equipment and some 12 percent for taxes. The stage was set for Bill Brosnan, the right-hand-man of Ernest Norris, to start a spectacular cost cutting campaign that was unprecedented in American railroading. Brosnan went to Cincinnati as chief engineer and a year later was sent to Knoxville as general manager of central lines, moving him toward the threshold from which he would climb to the presidency.

From 1937 to 1951 Ernest Norris guided Southern through the final phases of the Great Depression, into the diesel era, and through the hectic days of World War II. The Southern had not bought a new steam locomotive since 1928 mainly because so much of the revenues were used in retiring debts and capital tied up in stock of subsidiary lines such as the Mobile & Ohio. Therefore, the System was ripe to enter the diesel era. By 1951,

Southern owned a fleet of 847 diesel-electric units, representing an investment of almost \$200 million. By the end of that year these locomotives were performing 92 percent of the System's freight service and 86 percent of its passenger service. Mr. Charlie L. Smith, of Tuscumbia, Alabama, was the Road Foreman of Engines that helped train many of the steam locomotive crews for the transition to the diesel on the Memphis Division. These crews were used to handling 35 to 40 car trains with the steam locomotive and now the diesel trains with four units were handling 120 to 150 car trains.

The growth of the postwar South foreseen by Norris had resulted in great gains for the System. Newly scheduled freight trains now carried cargoes that altered the traditional traffic patterns: the Clipper, the Southern Flash, the Jack Pot, the Spark Plug. Before Norris, major traffic categories had been lumber, pulpwood, and agricultural products, but his regime had seen the flowering of industrial growth in the region to such an extent that new types of cargoes assumed major importance. The System passed on by Norris to his successor hardly resembled the road he had inherited fourteen years earlier.

Norris retired in December, 1951 at the age of seventy, to be succeeded by Harry DeButts. Norris became Chairman of the Board, an office created for him.

Now a little more than half a century old, on the threshold of the diesel era and an era of unprecedented growth, the Southern could look back to a past unique in the industry. The new president, Harry DeButts, could appreciate as well as anyone the significant history of the System and its antecedents. The heritage of the Southern Railway had its roots in virtually every state of the Old South and was intimately linked with the social and economic development of the region. DeButts began his career as president with the determination to capitalize on the strengths inherent in the colorful, creative past of the System.⁶⁷

Ernest Norris



(Harry A. DeButts, President 1952 - 1962)

Harry DeButts married Margaret Ross Blair of Sheffield, Alabama, on June 7, 1922. When he became president on January 1, 1952, Harry DeButts was fifty-three, with thirty-five years of intensive training behind him. He was almost born into the Southern Railway as his father and one grandfather had worked for the railroad. DeButts was the first graduate of the apprentice training program to become president. He hastened to assure employees and stockholders that he had no intention of rocking the boat.

No one, including DeButts, could foresee that the System was on the verge of revolutionary change and the railroad would certainly see the boat rock. This upheaval in affairs was to be presided over by DeButts, but achieved in partnership with Bill Brosnan, who had become vice-president of Operations. DeButts was to promote industrial growth and expand the System through the addition of thousands of miles of new track. Brosnan's contribution to the era was to be more spectacular, directing operations with a flourish, imposing an iron will upon problems that plagued railroad men since the days of the first steam engine.

The beginning of this era was plagued with financial problems that were severe. Brosnan called all the officials of all departments to a meeting in Atlanta. He told them that the Southern was on the rocks. Things could be fixed with their help and in return he would see to it that their pay and retirement benefits could be increased. They bought his proposals and left the meeting determined to see it through. Brosnan told them: "We've got to replace people, I mean by the thousands, with machinery and more efficient methods. We have no choice."

One of Brosnan's early projects was a machine to remove old ties and insert new ones and could be operated by one or two men. Next would be a power tamper to replace gangs of hand-tampers. These tamping machines worked sixteen hours a day instead of eight and used lights over the tracks for night work. When unions complained that the shifts were sleeping in "hot beds" around the clock, Brosnan bought trailers to follow the crews.

Bob Fox was brought in to help with the implementation of cost-saving maintenance work. Fox began reducing the section gangs in his department. He proposed that bridges be sprayed with protective grease, rather than hand labor. He had it worked down to the point that one man, an assistant supervisor, could inspect the track, tighten loose bolts, tend to switch repairs and the like. The extra gang did all the rest.

The other changes included: an adzing machine to cut notches for fitting rails to ties whose one operator replaced six men working with hand adzes; a multiple bolt-tightening machine capable of tightening a rail joint within forty seconds; a hydraulic bolt-cutting machine; a bridge jack; a pile driver that operated on both rails and highways; a mechanical bush hog to cut brush along the right of way; a machine for painting buildings; a spike nipper; machine for laying and lining up track; the bridge spraying machine.

Southern had 81 bridge gangs. They were reduced to 26. Workers were reduced from 2,100 to 900 on the first cut and was finally reduced down to 371 men.

The adoption of continuous welded rail was made possible at Atlanta's Inman Yard when a rail-welding and track-assembly plant was built to handle 1,440 foot lengths. A special train was developed to carry almost seven and a half miles of rail to the site of installation.

During this offensive, Brosnan's lieutenant, Stanley Crane, tackled one of railroading's oldest and most vexing problems - the hotbox. Crane's solution was to place trackside sensors at scattered points around the system, connected to each rail with magnetic contacts. They were placed all over the railroad and fed the data into a central location in Atlanta, where the hot boxes could be spotted there, and the trains called and stopped.

Southern went through a time of learning by trial and error what maintenance diesels would require, and what new machinery and equipment was needed. Brosnan realized that the modernization of the shops and procedures should be directed by a plans engineer with talents and training not then to be found on the staff. Robert W. Hamilton, a young industrial engineer who had worked in the Electro-Motive Division of General Motors, was offered the job, which he accepted.

Wheel-mounting had been a challenge and was scattered over the system in fourteen shops. One central wheel-mounting shop was developed at Knoxville, Tennessee, and a force of 125 men was cut to 6.

Dieselization and Brosnan's modernization drive had dramatically reduced costs and improved Southern's financial health. The U. S. Department of Commerce reported in 1962 on the dozen years between 1950 and 1961 - a period during which forty-three new business were incorporated each day in the Southeast, in total almost 193,000 firms, representing an increase of 162 percent.

On March 30, 1956, DeButts strode into the Guaranty Trust Company offices in New York and handed the bank's vice-president a check for \$31,589,521. This retired the mortgage and paid all the interest due. Not only was the size of the payment impressive in that era, but the entire mortgage of \$111,333,000 had been paid out of income, without recourse to bond issues, a notable achievement in the history of American railroading.

DeButts added a number of strategically located railroads, with emphasis upon access to port terminals and to areas of potentially profitable industrial expansion. His first purchase, in 1952, was the Louisiana-Southern Railway from New Orleans to Braithwaite, Louisiana; in 1955, the South Georgia Railway Company from Adel, Georgia, to Foley, Florida; in 1956, the Live Oak, Perry & Gulf, and in the same year acquired the previously leased Transylvania Railroad in North Carolina. A more significant North Carolina acquisition came in 1957 after three years of negotiation, when the Atlantic & North Carolina Railroad came into the fold. In 1961, the Interstate Railroad was purchased.

After the Atlantic Coast Line and Seaboard Air Line railroads announced their merger plans, DeButts made a proposal to strengthen the Southern and save the Central of Georgia by acquiring Central. The plan would involve purchasing control from the Frisco, which held 71 percent of the stock. Lengthy negotiations started with the trustee the ICC had ordered for Central of Georgia Railroad property.

A new trend was started by buying land, laying track, and locating distributors to occupy what was called industrial parks. Many of these were developed all along the Southern Railway System.

It gradually became clear to DeButts and Brosnan that times demanded new concepts in design of cars and equipment. They had need of special cars tailored to their unique traffic problems. With this new equipment, it was hoped that rate reductions could be made to compete with other modes of transportation. It began with the solution of problems in the coal fields of south Alabama, where Alabama Power was building a generating plant at Wilsonville, which was to be supplied by coal mines near Jasper, 135 miles to the north. Southern's rate for hauling coal in its seventy-ton hopper cars of the day was \$3.30 per ton - too costly for the power plant, whose consumption would be ten thousand tons daily. Southern's answer was the one-hundred-ton aluminum hopper capable of being loaded and unloaded in four hours by operating unit trains. The 200 cars ordered by Brosnan did the work of 740 smaller cars, and Southern's rate dropped from \$3.30 to \$1.35 per ton.

In 1961, Southern got the City of Cincinnati to issue \$33 million in tax-exempt bonds and Southern would pay them increased rentals for their CNO&TP road which was being leased by Southern. The money was to completely re-work the "Rat Hole" division that was plagued with tunnels and mountains. This was done to the great satisfaction of everyone.

Harry DeButts had worked for a decade as president to expand the System. Under his leadership the Southern had grown from fewer than 7,900 miles to almost 10,500 miles in 1962. He realized that Brosnan was just the man to face up to all the problems of dealing with Brotherhoods and protect the interests of Southern and its investors. He also felt that Brosnan was the man to lead the System in the years ahead. He recommended the Georgian as his successor. DeButts moved from the presidency to become chairman of the Board in January, 1962. Brosnan was to assume the role of leadership he had been conducting in fact, if unofficially, under the administration of two of the Southern's most capable presidents.⁶⁸



Harry DeButts

(D. William Brosnan , President 1962 - 1967)

Bill Brosnan was another of those leaders who seemed to appear just as Southern needed him. Brosnan had been a marked man - even a famous one - for almost twenty years when he opened his presidential career. More than once he had declined offers to become head of other railroads, largely because of his dedication to Southern and the South. He felt that there was yet much to be done to modernize the system he had come to know so well over thirty-six years of service. None of his predecessors had known the road more intimately.

Some observers may have failed to appreciate the importance of Brosnan's training of junior officers throughout the organization, two of whom, Stanley Crane and Harold Hall, were to become presidents of the system. As a salesman, Brosnan could be as courtly as Norris or as persuasive as DeButts, but operations were his forte and he saw the world of railroading through the eyes of an operations man. It was not strange that many of his ways were rough and ready. He was not always the most patient of executives, and his disdain for red tape and what he considered useless paperwork sometimes produced amazing results. He refused to read a letter more than half a page in length.

As a young engineering graduate he had taken an engineering job and within a few months entered the student apprentice program. Brosnan was soon made a trainmaster and sent to Oakdale, Tennessee, then to Birmingham, and on to Selma, Alabama. The last post, where he was superintendent, was trying: "The railroads had lots of drinking in those days," he said, "men drinking on the job. I was firm on violations like that, and we just about cleaned it up. I felt a sense of obligation to do that - I'd pulled several dead men out of wrecks, and saw the great waste and loss caused by drunkenness, and the hard, lasting effects on some railroad families. I became a stickler for enforcing operating rules. It was rough on me but worth it in lives saved and families preserved. I had some wonderful experiences, and in those days I learned to cope with many different kinds of men."

At the opening of World War II, when he had won the attention of DeButts and Norris, Brosnan was well on his way. By 1947 he was general manager of Central Lines, out of Knoxville, and was already advocating his radical methods. He became vice-president, Operations in 1952, executive vice-president in 1960, and president two years later, at the age of sixty. By the time he reached the presidency in 1962, Southern's payroll was down to eighteen thousand, reduced from thirty-seven thousand a decade earlier.

With the aid of Reynolds Aluminum engineers, Stanley Crane and his group designed a giant car of 5,000-cubic-foot capacity, with four compartments, capable of carrying 4,000 bushels of grain. Brosnan called this new car Big John. Southern would now haul, under a single waybill, as much grain in five Big Johns as it had formerly hauled in twenty-five boxcars. The resulting reduced rates were greeted by furious complaints

from barge companies and from the Tennessee Valley Authority, which faced loss of barge traffic on its lakes. With an eye to the political climate during the Kennedy administration, Brosnan determined to choose an influential lawyer to direct the case in the courts. He chose Dean Acheson to represent the railroad in its efforts to gain approval for the reduced rates.

Another impressive dividend of the Big John victory was the 1970 opening in Culpeper, Virginia, of the first new American flour mill in five years, Seaboard Allied Milling Corporation. Another crucial Brosnan accomplishment was completing the acquisition of the Central of Georgia, which had been initiated by DeButts. Southern paid \$22,665,000 for the Frisco's stock in the Central and offered to buy the remaining shares at the same price - a total of \$32,700,000 for complete control. In return, in addition to 1,950 miles of track, Southern received 146 diesel units, 9,439 freight cars, and 98 passenger cars. Southern floated a \$50 million bond issue to pay for the Central and for the Georgia & Florida Railroad.

As president, Brosnan also accelerated the program of rail and tie replacement he had begun in 1946, to such an extent that the road replaced 25,000 tons of rail and 966,000 ties annually between 1962 and 1970. There was another field of technological change in which Brosnan saw hope for improving profits - through the addition of new and more efficient automated yards. The first of these yards, the renovated John Sevier at Knoxville, opened in 1951, with the daily capacity jumping from 2,900 to 4,500 cars. The Ernest Norris Yard, then the South's largest, opened as a new facility in Birmingham in 1952. It could handle 5,400 cars daily on its fifty-six tracks. The Oliver Yard in New Orleans, bearing the name of vice-president, Traffic, E. R. Oliver, increased the daily capacity from 953 cars to 1,310 daily. Citico (now called DeButts Yard) in Chattanooga and Inman in Atlanta were the next yards to be renovated, in 1956 and 1958, at a combined cost of \$34 million. By 1961, Citico's daily car capacity had reached 6,300, and Inman's was 7,800. Other yards still to be renovated or completely built were Brosnan, to open in Macon in 1965; Sheffield, Alabama, in 1973; and Linwood, in North Carolina, in 1980.

With the help of Robert Hamilton, whom Brosnan had brought in on a team of designing specialized cars, Southern had a number of new cushioned cars built by Pullman Standard and sent to Westinghouse and General Electric plants. They were loaded with uncrated transformers and Brosnan invited the plant officials to watch the tests and offered to pay for any damage incurred. They were astonished at the performance of those cars. The road later decked the interiors to double capacity, reducing shipping costs so dramatically that transformers were soon being shipped on transcontinental runs. The crew developed an open "chain car" with steel bulkheads at each end, which could be loaded and unloaded with forklifts in a matter of moments eliminating 80 percent of the labor costs previously involved in manual loading.

There were to be fourteen types of new cars in all, designed to carry such varied cargo as furniture, coiled steel, pleasure boats, pipe, and metal alloys. Southern also purchased trilevel automobile cars to reduce charges on new motor vehicles. Southern's new car designs may have influenced the development of a new technique for railroads and

truckers - containers carried on flat cars. Thus, in 1960, Southern entered the new business of joining the pool of the Trailer Train Company and regained some of the less-than-carload business that had been lost to trucks.

Brosnan appeared to be as active as ever, but as he reached retirement age in November, 1967, he felt that it was time to step aside. He had served for forty-one years. He passed the helm to a leader of his choice, Graham Claytor, a brilliant Virginia-born lawyer who was to conduct Southern into a new era, introducing a style of management new to American railroads.⁶⁹



D. William Brosnan

(W. Graham Claytor, Jr., President, 1967 - 1976)

Claytor was born in Roanoke, Virginia, in 1912. His interest in railroads, and the Southern in particular, came about naturally. In 1826 his great-great grandfather, James Boatwright, had been an original incorporator of the South Carolina Canal & Railroad Company, Southern's earliest predecessor. In addition, his grandfather, James S. Boatwright III, had worked in his youth as a train dispatcher for an Atlantic Coast Line predecessor.

Charlie Davison, who had been a contemporary of Claytor's at the University of Virginia, was leaving Southern to return to Charlottesville and a teaching career. Bill Brosnan told Davison to get him a good lawyer to replace himself. Davison took Brosnan to Claytor's office in Washington, where the two talked for about five minutes and Brosnan hired Claytor.

Claytor joined as vice-president, Law, but only after Brosnan had agreed that he might continue part-time with his practice at Covington & Burling. Since he had worked closely with Dean Acheson on the Big John case, Claytor was familiar with many company activities and problems, and had been strongly impressed by Brosnan's abilities. When the Claytor era opened on Southern, there was a clear break with the past. Claytor realized that the Operations group was still dominant. When he took over the half-billion-dollar corporation, they had nothing resembling a budget, but he soon had the concept of long-term planning in place.

Claytor began by streamlining top management. He found that from twenty to twenty-five people were reporting to him directly, and he began a reorganization that reduced this number to four. These four, who were raised to the new rank of executive vice-president, served with Claytor as the management team. Claytor exhibited rare managerial skill in directing efforts of his top managers, including such able leaders as Stanley Crane, Bob Hamilton, and George S. Paul. They were soon rid of departmental jealousy on the committee.

Southern had used an "appropriation" system for many years. Each department had been given operating funds by the president's office, a one-man system of control that went back as far as Fairfax Harrison's day. Claytor and his team gradually worked out a budgetary system and a five-year plan for the System. The key was to force supervisors on lower levels to develop their own budgets, with full realization that they must compete with all others in the System for the limited number of dollars available.

Claytor got ideas and observations from his rank and file in other ways, as well, for he satisfied his old railroad buff's longing for the road by riding the rails on many weekends. He frequently packed his bag, flew to a distant point on the network, and rode the cab with an engine crew over some particular stretch of line, familiarizing himself with the right of ways as well as his men and their problems.

By the third year, the budget was working. Second-level department heads were

defending their budgets in detail, and this brought about a candid, useful, educational look at all railroad costs. That helped further educate the people to what every division was supposed to be doing.

Claytor set about healing the breach between management and labor, and was able to conduct his broad program of reform in a period of relative calm. He was also determined to establish a balance of power between the operations department, long dominant, and the commercial functions. One important change in the hierarchy saw the elevation of Harold Hall to vice-president, Transportation, to strengthen leadership of the operations department under Stanley Crane, executive vice-president, Operations (Crane's experience was chiefly in engineering and research).

The installation of a merit system was accomplished. Southern had previously given flat cost-of-living raises annually, across the board. It was decided, instead, that supervisors would be allocated 5 percent of the total salaries of their departments and required to determine what raises should be given. Guidelines mandated only that raises might range from none to 20 percent. Each supervisor was to rate his staff in several categories, then make a division of available funds for raises. At first supervisors simply gave all hands 5 percent raises, but the committee rejected that, and they tried again. They had to justify and defend their raises before superiors, and to their own personnel, as well. Supervisors, of course, had to call in employees to whom they gave minimum or no raises, and explain why. They uncovered a significant number of manager's who couldn't manage. They found some people who had retired on the job. The system forced managers to start weeding out dead wood.

Another major change in this period was the creation of a computer-usage committee, to assure equitable access to this new management tool. The need for the committee grew out of allegations that the marketing department had first call on the computers. The computers were then assigned to the administration division.

Some key factors in the Claytor era were as follows:

- (1). It was made clear that division superintendents would run the railroad, and that top management respected their authority.
- (2). Brosnan's yard program was not only continued (in 1974 a major new automated yard opened in Sheffield, Alabama), ever-greater investments were made in equipment and plant - with the result that Southern was to invest \$1 billion in these fields during the decade of Claytor's tenure.
- (3). A salary review for all officers and managers was established, together with a bonus system, which was based upon company-wide profitability, rather than upon departmental performance.
- (4). Southern mounted a major effort to monitor train performance and develop a broad data base, so that alternate train operations might be evaluated.

(5). While other railroads were making substantial rate increases, Southern was selectively reducing and increasing rates, with special attention given to the most profitable traffic.

(6). Managers at all levels were reviewed annually, their performance judged, and recommendations for improvement were made.

(7). Finance officers were asked to simplify the Southern's fiscal operations where possible, and one detail that drew attention was the filing of some fifteen hundred separate tax returns annually for federal, state, and local governments.

Southern debated the wisdom of joining the government's Amtrak program for salvaging passenger service in 1972-73. Claytor decided not to join and became one of only four railroads to reject the system. The System was only operating one passenger train at the time, "The Crescent." Passenger trains 35 and 36 were discontinued January 30, 1967 and 45 and 46 (The Tennessean) were discontinued March 30, 1968. That ended passenger train service on the Memphis division.

To prevent stock pirates from attempting raids, Claytor consolidated many of Southern's one-hundred odd subsidiaries including the Cincinnati, New Orleans & Texas Pacific and the Alabama Great Southern. Another major move was the acquisition of the Norfolk Southern railway which added 622 miles and a smaller bankrupt road, Tennessee Railroad with a fifty-six mile coal line that connected with Southern at Oneida, Tennessee.

It was under Claytor's administration that Southern inaugurated an outstanding railroad promotion, the steam excursion program, which carried railfans from all over America on nostalgic rides behind restored steam locomotives each weekend from April through October. Claytor, the grown-up railroad buff, had never lost his affection for the steam days. With his brother Bob (who was to become president of Norfolk & Western, and later chairman and chief executive officer of the merged Norfolk Southern Corporation), he owned a small steamboat that operated on Virginia's Claytor Lake.

Claytor neared the end of his service in March, 1976, when he was promoted to chairman of the board and chief executive officer, succeeded by Stanley Crane as president. A year later Claytor was named secretary of the navy by President Carter and Crane was in command of Southern. In 1982, at the age of seventy, Claytor was chosen to head Amtrak, the government's effort to save passenger rail service in America.⁷⁰

SOUTHERN RAILWAY COMPANY

Office of Superintendent

Knoxville, Tenn., January 27, 1967.

Bulletin No. 10**ALL CONCERNED :**

Effective with arrival train No. 36 at Chattanooga on Sunday January 29, 1967 and with arrival train No. 35 at Memphis on Sunday January 29, 1967 trains Nos. 35 and 36 will be discontinued between Chattanooga, Tenn., and Memphis, Tenn.

Be governed accordingly.

E. B. Burwell
Superintendent

Post: Bulletin Books - Memphis District

Cy: Mr. I. L. Pratt

Mr. R. R. Martin

Mr. W. L. Hoffman

Mr. W. R. Truett

Mr. J. T. Killian

Mr. J. B. Guess

Mr. P. M. Tatem

Mr. R. V. Earnhardt

Mr. O. E. Dyer

Mr. L. N. Gravitt

Mr. F. J. McCleskey

Mr. W. F. Tolley

Mr. J. T. Freeman

Mr. T. E. Sneed

Chief Clerk - Citico Yard; Sheffield Yard and Forrest yard.

Mr. E. H. Civils, Supt., L&N Atlanta, Ga.

Mr. V. W. Ayers, Asst. Supt. L&N, Chattanooga, Tenn.

Mr. G. H. Moore, TM., L&N Chattanooga, Tenn.

Mr. N. R. McDowell, CD L&N Atlanta, Ga.

Mr. C. W. Wilson, Supt., Memphis Union Station, Memphis, Tenn.

SOUTHERN RAILWAY SYSTEM

KNOXVILLE, TENN. MARCH 26TH 1968

MR. J. L. ECKLER

ALL CONCERNED

C&E NO 46 FORRST YARDS MARCH 30TH

TRAIN NO 45 WILL MAKE LAST RUN LEAVING CHATTA. MARCH 30TH

TRAIN NO 45 WILL MAKE LAST RUN LEAVING SHEFFIELD 10:35 PM
MARCH 30THCONDUCTOR AND ENGINEER ADVISE ALL MEMBERS OF YOUR CREW
INCLUDING MAIL HANDLERS THAT THE ASSIGNMENT IS ABOLISHED ON
ARRIVAL MEMPHIS.

CREW WILL DEAD HEAD FROM MEMPHIS TO SHEFFIELD.

TRAIN NO 46 WILL MAKE LAST RUN LEAVING MEMPHIS 11:00 PM MARCH
30TH CONDUCTOR AND ENGINEER ADVISE ALL MEMBERS OF YOUR
CREW INCLUDING MAIL HANDLERS THAT THE ASSIGNMENT IS
ABOLISHED ON ARRIVAL SHEFFIELD.NO 45 EQUIPMENT INCLUDING ENGINES WILL BE HANDLED ON TRAIN
NO 50 MARCH 31ST MEMPHIS TO CHATTANOOGA.

O. E. DYAR CHIEF DISPATCHER

(L. Stanley Crane, President 1976 - 1979)

Stanley Crane began his term as chief executive officer as a Southern veteran of forty years, experience that included some of the most exacting service under Brosnan. Once more, the System was in the hands of a seasoned railroader with a unique blend of talents. Though primarily a research engineer and inventor, Crane had become familiar with every phase of operations, particularly during his years as a member of Claytor's management committee.

Crane, a native of Cincinnati, had joined Southern in 1937 as an assistant in its materials testing laboratory in Washington, at \$100 per month. Crane's father, Leo V. Crane, was a Southern veteran who was to retire as an assistant vice-president of traffic, but young Stanley had won his job on his own.

Charlie Bryant had become lab chief and lab testing became a key factor in the process of modernizing equipment and procedures. An important phase of this work was the sampling of lubricating oil used in diesel locomotives, which was done every five thousand miles. The tests checked viscosity, flash point, and ash, in addition to contamination from dirt or water. As a result, lubricants were drained and replaced when needed and the danger of overheating was minimized; since broken crankshafts entailed a cost of \$10,000, the work attracted favorable attention from management.

Because about half of the railroad's costs were incurred in maintenance, there was an urgency about lab support. Crane took a course in metallurgy and became the company's expert - so effectively that he designed modern rails which were to come into general use in the industry. He was one of four patentees of Southern's device for cushioning freight cars against the shock of coupling. He designed the cars for hauling and laying the great lengths of welded rail; he made the hot box detector a major asset in reducing waste and improving efficiency. Crane felt that his major contributions were in the car development programs.

Brosnan didn't think Crane was mean enough, so when Dick Franklin left Southern for the Pennsylvania, he brought in Bill Moore to handle it. In 1970, President Claytor chose Crane from a number of eligible veterans to become executive vice-president, Operations.

Crane's first year as president, Southern revenues topped \$1 billion for the first time. It had required seventy-four years for the System to reach a record of a half-billion dollars in revenue in 1968 - and only eight more years to top one billion. In February, 1977, when Crane had been in office less than a year, he succeeded Claytor as chief executive officer; the chairmanship was vacated.

Crane emphasized that one service Southern was determined to maintain was the program of steam excursions so popular with the nation's railroad buffs. "A whole lot of people have nostalgia for the old steam operation. They are friends of ours and we are friends of theirs. We want to continue it indefinitely. Those trips don't cost us too much,

either. We almost break even on them."

In November, 1977 the last link of welded rail on the Washington-Atlanta line went into place at Duluth, Georgia. Southern's crews had laid 419 miles of the new rail during the year; a few months later, the Atlanta-New Orleans link of the main line was also completed with welded rail.

Soon afterward, in 1978, Crane had the satisfaction of seeing the unit coal trains and cars he had helped design play leading roles in a unique transportation advance. An enormous coal transloader built by Southern at Pride, Alabama, opened as a link between barge traffic on the Mississippi, Ohio, and Tennessee Rivers, and Southern's tracks leading to plants of the Georgia Power Company, owner of the facility. The ingenious system was fed by fifteen-hundred-ton coal barges, in tows of two to fifteen barges; these docked at one side of the transloader, whose bucket elevator unloaders emptied a barge within forty-five minutes, dumping the coal in any of six separate piles, according to sulphur content and other factors. From storage piles, Southern's unit trains were then loaded with special coal blends designed for a specific power plant. The ninety-seven cars of each train circled slowly around a loop until, after four hours, they were fully loaded and ready to depart. Some seven million tons were moved in 1980, and the total reached about 8 million tons a year later. No one appreciated the success of this striking blend of Southern's engineering and marketing skills more than Stanley Crane.

On October 1, 1979 after three years as president, Crane was promoted to chairman, Harold Hall advanced from executive vice-president, Operations, to succeed him as president. Chairman Crane, reflecting on the state of the rail industry, expressed dissatisfaction and a certain unease. The technological field was now being neglected by railroaders. The technology was crucial since the industry is so much dependent upon hardware and could only survive if it had adequate equipment.

As to evidence that all was not well on the rails, Crane cited recent derailments due to "high lateral forces" - when locomotives rounding curves under heavy dynamic braking tended to spread the rails. Rails had also been pulled over. Those problems indicated that the track structure was simply not good enough. He suggested a study of European methods for high-speed trains bearing enormous weights.

Later in 1980 Crane retired from Southern but shortly afterward accepted the challenging post as chief of Conrail. Though most railroaders regarded the attempt to save the troubled railroads as hopeless, more than one Southern official remarked, "If anyone in the world can make Conrail work, Stan Crane is that man." He did make it work. By 1982, to the industry's amazement, Crane had Conrail in the black.⁷¹

(Harold H. Hall - President 1979 - 1982)

Harold Hall was a mountain boy, born in Nantahala in the rugged high country of North Carolina. Though his father, Odell C. Hall, was a Southern Railway telegrapher, Harold had limited interest in railroading as a youth. He planned to study electrical engineering at the University of Tennessee. His father taught him the Morse code so that he could hold a temporary job until he was accepted as a gunner in a dive-bomber squadron.

When he returned early in 1946, with plans to enter college, an insistent Southern dispatcher called with the offer of an agent-telegrapher's job at Bryson City, North Carolina. A few weeks later his division superintendent, impressed by Hall's industriousness, promoted him to train dispatcher, based in Asheville.

Hall began a steady, if unspectacular, rise in those years, moving first to Danville, Kentucky, as trainmaster, and in 1961 became superintendent of the Birmingham, Alabama, division. By now Hall had drawn the eye of Bill Brosnan who, as vice-president, Operations, was on the threshold of the presidency. Hall was shifted to Macon, Georgia, as superintendent later in 1961 and had been there but a short while when Brosnan summoned him to be superintendent at Asheville, North Carolina. After his several posts as division superintendent, he became general manager of eastern lines in 1966, and took over the western lines two years later.

His rise to a vice-presidency under Claytor in 1970 confirmed the status he had won under Brosnan: Harold Hall was Southern's expert on operations and transportation. When Graham Claytor formed his five-man management committee, Hall became vice-president, Transportation. By 1976, when Claytor became chairman and Stanley Crane stepped into the presidency, Hall was named vice-president, Operations. It was clear that Hall had now moved into the line of succession to the presidency.

During his time as general manager of western lines Hall had developed the concept of run-through trains, which were to prove of great benefit to the industry and provide shippers with much faster long-haul service. The nation's first run-through train, passing from one railroad to another toward a long-haul destination without being delayed by the usual switching and reshuffling at connection points, was organized in 1968 by Harold Hall and Richard Spence, who was with Southern Pacific. The two railroads had been working together from their terminals in New Orleans for many years, under all the handicaps of breaking up trains and switching equipment as freight cars moved from the tracks of one railroad to the other.

The first addition was made by the Southern and the Cotton Belt in Memphis, and somewhat later Southern and Missouri Pacific established another in New Orleans. Others were developed with the Pennsy and Chessie systems and the Burlington Northern. In 1970, Southern and the Missouri Pacific and Union Pacific participated in a run-through train from Jacksonville, Florida, to North Platte, Nebraska, that made its run in sixty hours, providing a striking example of the ability of railroads to compete over long hauls.

By 1977 Southern was participating in nine such runs. These developments were resisted by labor, which opposed the waiving of a routine brake test at the points of interchange, in the interest of safety.

Hall had made notable contributions in his pioneering work with Southern's safety program, an aspect that railroaders often took too casually. They had considered such matters as poor walkways, bad footings, obstructions to signals and the like, and always tried to respond fully to employee complaints. The involvement of the employees was essential to success. Claytor brought in Harvey Bradley to head a revitalized safety program and supported Hall's contention that safety should be given top priority in railroad operations. (The program was later to be handled by Frank Kaylor, who by 1977 had a staff of twenty-five directing the System's efforts in this field.) When a study revealed that almost 90 percent of accidents were due to human error rather than to mechanical failures, Hall's enthusiasm for the program increased. After a serious explosion on the western lines, Frank Kaylor and his staff created a go-team of trained experts to respond to emergencies involving hazardous materials.

After years of intensive work had reduced employee accidents, Southern discovered that more deaths and injuries were occurring at grade crossings than elsewhere on the railroad. A program called Operation Lifesaver was started and developed and became a vital tool in educating the public about dangers at railroad crossings.

By 1979, when Hall was chosen to succeed Crane as president and chief administrative officer, he was known throughout the system as a capable, resourceful, tough, resilient manager whose habitually quiet manner and soft voice were somewhat deceiving. It was clear that he must deal with problems as difficult as any of those which had faced his predecessors - persistent inflation, deregulation of the railroads, and the looming merger with the Norfolk & Western. The Southern's last president before the merger with Norfolk & Western was keenly aware that all divisions of the System must share in its efficient operation and success.

Throughout his service as a senior officer, Hall realized that interstate freight service was and would remain the major function of American railroads. The era of passenger trains had ended, he felt, and would never return to importance. Lots of people hated to see it go, but it was clear that those days were ended in early 1979, when he gave Amtrak \$6.7 million to take the "Southern Crescent" off Southern's hands. By then they were losing about \$7 million per year on the train.

People between Memphis and Chattanooga, Tennessee, may not have had famous luxury passenger trains as some roads did but they had good passenger service for 135 years. Few divisions can match that record. From 1833 through 1856, the Tuscumbia to Decatur, Alabama, portion of the road had 23 years service. From 1857 through 1968, the whole division had 112 years continuous service.

The Memphis & Charleston had two sets of passenger trains on the division that were numbered 1, 2, 3 and 4; they had one set on the Somerville Branch that was

numbered 5 and 6; they had two sets on the Florence Branch that were numbered 31, 32, 33 and 34; Southern Railway System continued all those sets until towards the end the two remaining sets were the locals, numbered 35 and 36, and numbered 45 and 46 (The Tennessean.)

"The law regarding passenger train discontinuances in Tennessee provided that any time the direct operating losses on a train exceeded the aggregate gross revenues by more than thirty per cent for twelve months or more the railroad was entitled to discontinue it. Although the Tennessee Public Service Commission held hearings the results were seldom in doubt since no consideration was to be given to quality of service, ridership or availability of alternate public transportation if the aforementioned criteria were established.

"Numbers 35 and 36 connected with the Birmingham Special at Chattanooga. When the Special's schedule was changed in the fall of 1966 the schedules of 35 and 36 remained the same. As a result No. 35 left Chattanooga ten minutes before No. 17 arrived and the connection between 36 and 18 was lengthened from 40 minutes to 4 hours and 25 minutes. Not surprisingly Chattanooga-Memphis 35 and 36 bit the dust January 30, 1967.

"The Tennessean started out as a streamliner back in 1941 but had come unstreamlined by the mid-1960's with many of its pre-war lightweight cars retired or used on other trains. By early 1964 it operated with Washington-Memphis coaches and a Bristol-Memphis sleeper. The Chattanooga-Memphis segment was rescheduled in 1966 to connect with the Pelican at Chattanooga and retained the Tennessean name though coaches only. On March 30, 1968 it was discontinued despite objections from the University of Tennessee which used the service to ship bodies for research purposes from East Tennessee to the Medical School in Memphis."⁷²

Back in the 1940's many people still used mail-order catalogs from houses such as Sears Roebuck & Co., and Montgomery Ward to order their Christmas presents and merchandise. This merchandise was shipped by mail on the trains. The volume increased tremendously just before Christmas. Quite often Southern Railway would split the mail and express cars from the passenger cars of train No. 35 and run them in two sections. This would allow passengers to proceed without being delayed by the heavy mail business at each station. It was not unusual for second No. 35 to run from three to five hours behind schedule due to this heavy mail volume. This was not too bad for a train that had thirty-one scheduled stops plus an additional fourteen possible flag stops between Chattanooga and Memphis, Tennessee. Usually the running time averaged about 35 miles per hour. This was a courtesy extended by the railroad back when passenger trains were considered profitable.

Competition from other modes of transportation would certainly continue, whatever deregulation brought to railroads, and the industry must continue to meet challenges in a positive manner. Piggybacking was one field in which Hall saw bright promise for all railroads. He also studied trucking companies, which had been deregulated in July, 1980, in order to determine whether Southern should buy a major trucking firm. He pointed out a basic change in the System's traffic pattern - the rising importance of coal. In the second quarter of 1980 coal volume rose 46.7 percent. Coal now accounted for sixteen percent

of the revenues. Southern then had a dozen unit coal trains running. The microwave system was one of the wonders of the industry: 1.7 million circuit-miles were in use (the maximum use of this would be the equivalent of 1.7 million people speaking at once). The Atlanta center boasted more than two thousand channels; there was a data link analyzer to pinpoint the trouble on the system, and a lighted map to indicate problems more graphically.

Hall felt that the trend toward railroad mergers would continue. By 1990, he suggested, the United States might have only five or six railroads. Commenting on future expansion prospects, Hall said that he would like to have Southern experiment with an electrified line. He singled out the 336-mile route between Cincinnati and Chattanooga, which carried some of the nation's heaviest traffic. Personnel problems and labor relations were of vital importance to Southern's future. Negotiations with the brotherhoods continued to demand the attention of some of the most skilled people in top management, since they had to negotiate with seventeen separate unions.

Some of the other accomplishments during Hall's tenure were as follows: the new forty-six track automated Spencer classification yard at Linwood, ten miles north of Salisbury, North Carolina. This \$48 million yard is operated by closed-circuit television, microwave communications, and computers. In two years, 1979 and 1980, Southern bought more than 6,000 freight cars and 157 new diesel locomotives, laid 860 miles of welded rail, resurfaced more than 5,000 miles of track, laid 3.9 million new crossties and relocated and expanded the piggyback facilities at Memphis, Tennessee.

Some observers felt that the major contribution of Hall's career was in carrying through the merger with Norfolk & Western, for he was credited for making a sound, mutually beneficial marriage possible. Though the merger would create a gigantic network of some 18,000 miles, employing about 41,000 people and grossing in excess of \$3 billion, Hall emphasized that he would press vigorously for cost reductions.⁷³

Harold Hall died January 19, 1991, at Virginia Beach, Virginia, at the age of 64. Norfolk Southern Railroad provided his final journey home 700 miles away in Andrews, North Carolina, in a style reserved for U. S. presidents and the finest of railroaders. Two shiny black diesel engines numbered 3566, a GE Dash 8-32B, and 4621, an EMD GP59, headed up five maroon executive cars for the train, some of them named Carolina, Virginia and Indiana. Aboard were about a dozen family members and Mr. Hall's coffin. The train had to be delivered to the Great Smoky Mountains Railroad at Dillsboro but was kept intact to Andrews.⁷⁴

Harold Hall



The Southern Railway System, having grown with the South in a partnership of development for eighty-eight years, ended its independent life on June 1, 1982. From the time of Andrew Jackson to that of Ronald Reagan, this remarkable railroad, so uniquely southern in its outlook and operations, had grown from The Tuscumbia Railway back in 1830 through the Memphis & Charleston Railroad, into one of the nation's premier corporations. The credit should go equally to extraordinarily good management teams and extraordinarily good and dedicated employees. Citizens living in the Southern Railway territory should appreciate how much this magnificent railroad contributed to the economic growth of the region as well as providing employment for so many people. The editor, having been a Tax Collector at Tuscumbia, Alabama, during the 1960's, can assure the public that railroads have always contributed more than their share of state and local property taxes. Their federal taxes have been unfairly used to support construction of highways and airports, competitors of the railroads.

It has been estimated that between 1830 and 1994, the railroad between Memphis and Chattanooga handled approximately 1,400,000 trains and 69,600,000 cars and coaches. As Major David Deshler said in his diary back in 1857, **"Who can say that we have not been blessed? "**

CHAPTER ELEVEN

THE STEAM LOCOMOTIVE ERA

The editor realizes that this chapter is out of chronological sequence but saved this for the last because of the importance it was felt that it deserved.

Ernest E. Norris had ordered eight diesel switching engines in 1940, and in May, 1941 placed his order for the first F-type freight diesel locomotive, the four-unit 6100. Southern made history on May 26, 1941, when it accepted delivery of 6100 - the first road-freight diesel engine ever built. This unit had been completed late in 1939 but had been demonstrated on other roads before Norris made his purchase.

There was an enormous fleet of aging steam engines to be retired and scrapped. Southern had used an assortment of types during the three decades prior to dieselization, a total of some twenty-four hundred - most of these Consolidations, Mikados, Pacifics, Mountains and Santa Fes. Southern practiced a dual system during the transition years to maintain its steam equipment while moving more fully into diesel operations.

All during the 1930's and 40's there was a great deal of discussion, speculation and just plain curiosity as to why Southern Railway never invested in any of the new and better steam power after 1928. In 1901 Southern offered 4% Southern stock trust certificates for some 48,000 shares of the 53,000 odd shares of Mobile & Ohio Railroad stock. The offer was accepted and the majority of the M&O general mortgage bonds were exchanged for Southern collateral trust gold bonds for the same amount, principal and interest. Thus the Mobile & Ohio came under control of the Southern. The M&O payed dividends for some twenty years but starting in 1926, its net income dropped and the income to the Southern vanished. By 1930 the M&O had a million dollar deficit and by 1932 a 2.5 million dollar deficit. At that time the Southern was in no position to bail the M&O out of the difficulty and the latter road went into receivership a second time. A receiver was appointed and the Southern no longer had day to day control over the M&O operations. By 1938 the Southern had payments which had to be paid to the RFC and the cash box did not have enough in it to make them. (These payments were on about 7 million dollars worth of M&O trust certificates and bonds which the Southern had guaranteed.) Reluctantly the Southern decided to sell its M&O bonds to prevent receivership. The GM&N and the M&O merged into the GM&O and the Southern remained solvent. By the time the Southern was out from under the M&O financial obligations in 1940 the war clouds were dark. That was the reason Southern had not bought a new steam locomotive since 1928. By that time, the diesel locomotives had entered the picture and President Norris selected the diesels.

Older facilities were phased out gradually. The reduction of shop forces brought a reduction of locomotive crewmen, a circumstance that led to a protracted confrontation between the railway brotherhoods and the resolute Bill Brosnan, who had become vice-president, Operations, by the time the crisis arose. Brosnan's assault upon featherbedding (as it was called by the railroad) became legendary in the industry. His view of the

challenge was simple: the diesel had rendered firemen obsolete. He began by allowing attrition to reduce the ranks, until there were too few firemen to man all trains.

About this time a presidential commission named by Harry Truman found that firemen were not needed on diesels and recommended that firemen with fewer than ten years' seniority be laid off permanently. Brosnan declined to lay off any of his men saying that they and their families deserved fair treatment. Each man holding seniority as a fireman would work out his time until retired or disabled, unless dismissed for cause.

The brotherhood filed a complaint and a federal court in Washington, D.C., ordered Southern to resume its hiring of firemen. Brosnan laid his plans and waited. He told his security officers at division points to "Go out and hire the firemen we need for all trains, but not just anybody. They must be at least seventy years old, and preferably black, education didn't matter. They won't have to be able to read or write; there will be no physical or work exams. All they had to do was to climb into the locomotive, sit still and do nothing, beyond going to the bathroom."⁷⁵

The brotherhood (and many others as a matter of fact) did not seem to appreciate such tactics and later demanded that Brosnan be cited for contempt. The issue was to be fought out over more than twenty years, for it was 1972 before they reached a final agreement with the brotherhood, providing that firemen would be required only on passenger and hostling services and as a source of supply for promotion to engineer. (It is believed that Percy Ricks, of Tuscumbia, Alabama, was the first colored fireman to be promoted to engineer on the Memphis division on March 22, 1968.)

On the following pages are copies of letters pertaining to this issue:

Southern Railway System
Washington 13, D.C.

D. W. BIRDSEAN
 PRESIDENT

November 26, 1962. ☞

TO ALL FIREMEN AND ENGINEERS,
 Southern Railway System,
 Carolina and Northwestern Railway Company.

You may or may not know the present state of the rules dispute involving the use of firemen. I feel that I have the duty to give you the facts so that each of you will be informed.

Southern did not join the other railroads in the dispute with the operating unions, including the firemen, which was submitted to a special presidential commission some two years ago. We didn't agree with the other railroads and had withdrawn from the case before it went to the commission.

After we had withdrawn, the firemen's organization served notices on all of the railroads, including Southern, with respect to these rule changes. Southern then filed notices with the firemen's organization, which provided, in substance:

1. That Southern would not employ any new firemen.
 2. That all firemen, in both road and yard service, now holding seniority would continue to work until they either were promoted, retired, became disabled or dismissed for cause. If cut back to firemen after being promoted, they would work as firemen. Furloughed men would work out their time when they stood for work. In short, no fireman would lose out, and, in fact, they would not be affected in any way. There would be no change in their status.
- As you may know, the presidential commission found that there was no need for firemen on freight and yard engines, and recommended

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that firemen with fewer than ten years seniority (about 13,000 firemen) be permanently laid off.

As I have said above, Southern is not following such course. We were not and are not parties to that case. Under Southern's plan all of you will continue to have all rights, including employment, that you now have under our agreements.

~~For your further information, there is another dispute with the firemen's organization over the interpretation of our rules. It is Southern's position that we have no obligation to men who are not now employees, or to people who have not yet been born, so we are not hiring new firemen. We do recognize our obligation to use men now holding seniority and in 1960 entered into an agreement permitting furloughed men to work on another seniority district without losing their home seniority. Many furloughed firemen have taken advantage of this opportunity to get to work.~~

These are the facts. I want you to know them. There is no threat to your jobs such as that posed by the recommendations of the presidential commission. I think that you will want to keep this in mind, and will realize that you cannot possibly have any interest in our employing new firemen.

Sincerely,



GENERAL GRIEVANCE COMMITTEE
BROTHERHOOD OF LOCOMOTIVE FIREMEN and ENGINEMEN
SOUTHERN RAILWAY SYSTEM
FIRST NATIONAL BANK BUILDING
TUSCUMBIA, ALABAMA

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RALPH L. McCOLLUM
GENERAL CHAIRMAN

December 5, 1962
File 14032 V-1



Mr. I. G. Tolleson
Assistant Vice President Labor Relations,
Southern Railway Company
Washington 13, D. C.

Dear Mr. Tolleson:

Your attention has been called several times in the past to a shortage of enginemen that exists on the Richmond Division. This is resulting in violation of the Diesel, Vacation and Mileage Agreements.

November 28, Train No. 61 was operated Richmond to Dundee without a fireman.

November 29, Train No. 62 was operated Dundee to Richmond without a fireman.

In both of these instances, Trainmaster I. Y. Cox served as fireman.

November 30, Train No. 61 was operated Richmond to Danville without a fireman.

December 1, Train No. 62 was operated Dundee to Richmond without a fireman.

Road Foreman of Engines J. H. Jackson served as fireman.

This is a violation of Section 4 of the Diesel Agreement which provides -

"A fireman, or a helper, taken from the seniority ranks of firemen, shall be employed on all locomotives; . . ."

An interesting observation can be made here in connection with President D. W. Brosnan's November 26, 1962, letter to all firemen and engineers on the Southern Railway System Lines, including the Carolina and Northwestern: It will be difficult for Mr. Brosnan to impress Southern Railway enginemen with his sincerity as stated November 26, in light of these arbitrary violations of an Agreement which provides that a fireman taken from the seniority ranks of firemen shall be employed on all locomotives. If Mr. Brosnan will not comply with present, written Agreements, why should those to whom his letter was addressed believe he would comply with proposed changes?

Sufficient firemen should be employed immediately to comply with Agreements.

CC: Mr. H. E. Gilbert
Mr. J. W. Jennings
Mr. J. A. Blackwelder, Jr.

Sincerely yours,

R. L. McCollum

Southern Railway System

LAWSON G. TOLLESON
ASSISTANT VICE PRESIDENT,
LABOR RELATIONS

Washington 13, D. C.

JOHN WILEY COX,
ANDREW F. DOWNEY, JR.,
DIRECTORS OF LABOR RELATIONS

December 7, 1962. t/s

JULIAN M. FORD,
JOHN W. STALEY,
ASSISTANT DIRECTORS OF LABOR RELATIONS

Mr. R. L. McCollum, General Chairman,
Brotherhood of Locomotive Firemen and Enginemen,
First National Bank Building,
Tuscumbia, Alabama.

Dear Mr. McCollum:

Referring to your letter of December 5, file 14032 V-1, alleging, among other things, violation of the Diesel Agreement on the Richmond Division by operating Train No. 61 on November 28 and 30, and Train No. 62 on November 29 and December 1, without a fireman:

As there was no one in the seniority ranks of firemen who could be used, there was no violation of the Diesel Agreement. Nor has there been any violation of the Vacation and Mileage Agreements.

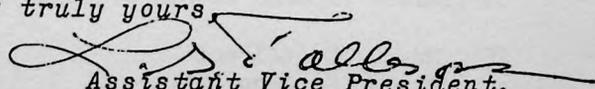
You are wrong in saying that Trainmaster Cox served as fireman on the 28th and 29th and that Road Foreman of Engines Jackson served as fireman on November 30 and December 1. As you well know, from time immemorial, officers of various ranks have ridden any and all trains to supervise the work, to see that it is properly carried out and that our customers are properly served. I have a report from Messrs. Cox and Jackson that their functions on these trains on these dates were purely supervisory. I point out, first, your statement isn't true, and second, that Cox and Jackson didn't do anything that has ever been done by a fireman.

As to Mr. Brosnan's letter of November 26, 1962, addressed "To All Firemen and Engineers", you know, better than anyone else, that he merely stated the facts. He assured them that all of our firemen will have all rights they now have under their contract; that they are not faced with any threat of being taken off their jobs as recommended by the Presidential Commission, as are firemen on other railroads. He wanted them to know the facts, and he gave them the facts, because, judging from information coming to us, it is clear that they had been misinformed.

You say that we should employ new men as firemen "to comply with the agreement". Your statement is erroneous. Our contract does not require the employment of new men. This is the issue you and your Organization have taken to court here in the District of Columbia.

Incidentally, you refer to enginemen. Enginemen and firemen are not the same jobs. There is no shortage of enginemen and there will be none.

Very truly yours,


Assistant Vice President,
Labor Relations.

SOUTHERN RAILWAY COMPANY
WESTERN LINES
MEMPHIS DIVISION

Sheffield, Alabama. December 17, 1962

BULLETIN NO. 40

ALL ENGINEERS:
ALL FIREMEN WHO HAVE BEEN PROMOTED:
ALL FIREMEN WHO HAVE BEEN QUALIFIED AS ENGINEERS:

When there is no Fireman for your run, or yard assignment, or for the run or yard engine for which you have been called as Engineer, you will operate without a Fireman.

With or without Firemen, Engineers are responsible only for the duties of Engineers.

R. R. MARTIN

Superintendent.

POST: ALL BULLETIN BOARDS, MEMPHIS DIVISION
ALL BULLETIN BOOKS, MEMPHIS DIVISION

Southern Railway System
Washington 13, D.C.

D. W. BROSNAN
PRESIDENT

March 6, 1963. *

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Mr. H. E. Gilbert, President,
Brotherhood of Locomotive Firemen and Enginemen,
318 Keith Building,
Cleveland 15, Ohio.

Dear Mr. Gilbert:

Your letter of February 26, 1963, constitutes a gross distortion of the facts and makes utterly no contribution toward a constructive solution of our differences.

Despite your unjustified characterizations, the facts are today as they have always been, namely:

(1) These carriers are not obliged by contract to hire any new firemen. They have neither violated, repudiated, nor otherwise broken any agreement with your organization; nor have they violated the Railway Labor Act. But beyond this, firemen are clearly unnecessary in either freight or yard service. This is the square holding of both the Presidential Railroad Commission and the Royal Commission of Canada. You are aware of these findings, but simply choose to disregard them.

(2) For about four years your organization has disputed our construction of Section IV of the Diesel Agreement and demanded that we hire new firemen. Nevertheless you failed to submit the issue to the National Railroad Adjustment Board. We ultimately had to do your job and

file with the Board. This plainly demonstrates that your organization does not really have any confidence in the merits of its position on the contract.

(3) In September of 1960, both of us made proposals to clarify the contract with respect to whether new firemen need or need not be hired. Expeditious processing by you of these proposals, through the procedures of the Railway Labor Act, would probably have resolved our basic differences by now. Yet, your organization has done absolutely nothing about the proposals for more than two years -- to the point of refusing to meet and confer on the property. It was the Southern Railway System, not your organization, which invoked the services of the National Mediation Board and which has sought to expedite the procedures of the Act.

(4) Your first answer to our problem was the unlawful strike threat in July of 1960; your second a law suit which everyone knows is the least expeditious way of resolving the controversy -- and a way which would, at best, provide only a temporary solution; your third answer was still another unlawful threatened strike in January of 1963, which has been restrained by the Federal Courts.

(5) Recognizing your reluctance to face up to the real issue, we offered final and binding arbitration of the basic underlying differences between us by a Board to be appointed by the President of the United States. This Board would decide whether, under a new rule to be adopted, these carriers must hire new firemen or could continue to eliminate firemen's positions by attrition. This would provide the fairest and most expeditious method for resolving our differences.

(6) If the Board decided to adopt our attrition solution, we announced that we would be ready to pay a proportionate share of the expense of the wages and fringe benefits of present employees of your organization. This we suggested because of statements in affidavits offered to the Court by your organization, complaining of alleged loss of dues and other financial embarrassment. It was not intended as a reflection on your integrity or upon the integrity of personnel employed by your organization.

In my view, it is indeed unfortunate that your organization has neither the foresight nor the courage to accept, nor even seriously to consider, our offer of final and binding Presidential arbitration. Absolutely nothing can be gained by your failure to face the inevitable fact that dieselization has eliminated any need for new firemen in yard and freight service.

All assertions by your organization that there is a continuing need for firemen, including those assertions contained in your letter of February 26th, ring hollow if for no reason other than that you refuse to test them before an impartial arbitration tribunal to be appointed by the President of the United States. This refusal to put your position to a test of reasons certainly cannot inure to the benefit of our firemen whom you now represent. Under our offer, which your counsel rejected out of hand, their working rights would be protected for their entire employment lives. No fireman or his family could possibly be hurt, nor would any officer or employee of your organization be adversely affected.

We firmly believe that our proposal of final and binding Presidential arbitration is a sound and statesmanlike method of settling the controversy between us. Thus, despite the negative attitude

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toward it expressed in your February 26th letter, we shall, nevertheless, allow our offer to remain open for your reconsideration.

Very truly yours,

Signed -- D. W. Brosnan

Southern Railway System
Washington 13, D.C.

D. W. BROSNAN
PRESIDENT

April 4, 1963.

TO ALL FIREMEN AND ENGINEERS,
Southern Railway System,
Carolina and Northwestern Railway Company.

In the March issue of the "Brotherhood of Locomotive Firemen and Enginemen's Magazine," there was published a letter addressed to me on February 26, 1963, by President Gilbert of the firemen's organization. The letter is an apparent attempt to continue misrepresentations of the facts in a case which officers of the firemen's union refuse to submit to binding arbitration.

I enclose a copy of my reply to Mr. Gilbert, dated March 6, so that you will have both sides of this matter and be able to form your own conclusions. As pointed out in Item (6) in my attached letter, it was because of the firemen's organization's expressed concern about the loss of dues, in the case now pending in the court, that Southern offered to help cushion the impact of declining membership upon the firemen's organization's present officers and employees by paying a proportionate share of their wage and fringe benefits. This was no undercover offer. It was made before a Federal judge in his court. This voluntary consideration of others hardly deserves Mr. Gilbert's characterization as an "affront to the good name of your organization."

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Firemen are being used as pawns by their national officers in an obvious attempt to perpetuate jobs for which no need exists. Southern sees its present firemen as men with families to support, homes to buy, old age to be provided for. We have offered job security to all firemen now holding seniority, and you can continue to work on Southern until you are promoted, retired, become disabled or are dismissed for cause. Even men now furloughed may work out their time as they stand for work. As you know, any furloughed fireman desiring to do so can take a job on a division where we are operating trains without firemen. This is all the job security it's possible for any man to have. But we will not hire new firemen to fill any vacancies that arise because firemen are not needed in modern-day railroading, and our existing agreement with the Brotherhood does not require us to hire new firemen.

You need to know these things and I believe you will agree that what Southern is doing is very fair and that it takes care of Southern's firemen in the best and most generous way possible.

Sincerely,



The process of dieselization of the System was already fourteen years old when engineer Case took 6330 on its farewell run. On the sunny afternoon of June 17, 1953 a venerable steam engine - the heavy Mikado Number 6330 - chuffed into the yards at Chattanooga. Engineer C. F. Case, a thirty-five year veteran, eased the old mike and its string of freight cars into the congested area and brought his train to a ceremonial halt.

At one side of 6330 was a gleaming red-and-black replica of the tiny Best Friend of Charleston and at the other was one of Southern's four-unit diesels of the then latest design. (These first generation diesels were called "covered wagons") A few dignitaries gathered beside Case's engine while photographers recorded the scene, and soon the old locomotive was pulled to the ashpit, where its fires were drawn for the last time. A sentimental railroad man who watched wrote of its last moments: "The whine of the headlight generator faded to a whimper, the feather of steam faded from her pops, the sobbing choke of her cylinder cocks stopped. There was nothing more for 6330 to do."⁷⁶

The Southern's days of steam had come to an end. The System was the first major railroad to become completely dieselized, almost a century and a quarter after the nation's steam era had opened in the heart of its territory. When Southern's president Harry A. DeButts said and advertised in all newspapers on the System: "It took us 125 years to put out that fire" he didn't realize that he had put out the fires in the hearts and minds of countless steam employees, railfans and many others. The real romance of railroading was gone forever and railroading would never be the same, for many people, especially for youngsters who caught the trains at the end of this era.

In the early 1900's, Southern engineers were assigned locomotives. They could put their names under the cab windows. Many also placed brass eagles on top of the headlight and brass candlesticks on the sides of the headlight. These engineers took pride in their locomotives and kept all brass parts, including the bell, shined and clean. Even after the System began pooling its locomotives, the railroad kept their engines clean. The freight locomotives were black with yellow numbers and lettering and the tires and rims of the wheels were painted silver as well as the running boards. The passenger engines were painted green with silver and gold striping. The Memphis division legally came under the subsidiary of the Cincinnati, New Orleans & Texas Pacific and the letters CNO&TP were painted on the upper front corners of the locomotive tender.

Even though Southern did not build any of its locomotives originally, they did have large shops at places like Spencer, North Carolina, and Birmingham, Alabama, to rebuild and overhaul the engines. They would be a beautiful sight coming out of the shops freshly painted and ready for more mileage and service.

What distinguished a steam engine from the diesel? The answer to that question might be answered differently by different people, but probably some universal observations would be stated as follows: the steam locomotive had a personality of its

own; each freight engine had a different tone whistle and none of them were the same; these engines could be identified by their whistle even before they were in sight of the experienced listener; it was acknowledged by most people on the Memphis division that locomotive number 6299 had the most melodious and beautiful sounding whistle and the 4618 had a lonesome whistle; even the number of the locomotive would be known in advance; to carry that a bit further, even the engineer could be identified by the style and way he blew the whistle; some of them had little styles such as "whippoorwill" or some other distinguishing touch to the whistle. The technique of blowing a whistle was called "quilling." A few of the engineers on the Memphis division who were recognized for their whistle artistry or "quilling" were Bob Morton, Big Red Smith, Albert Crawford, Sr., and Leslie McKinney.

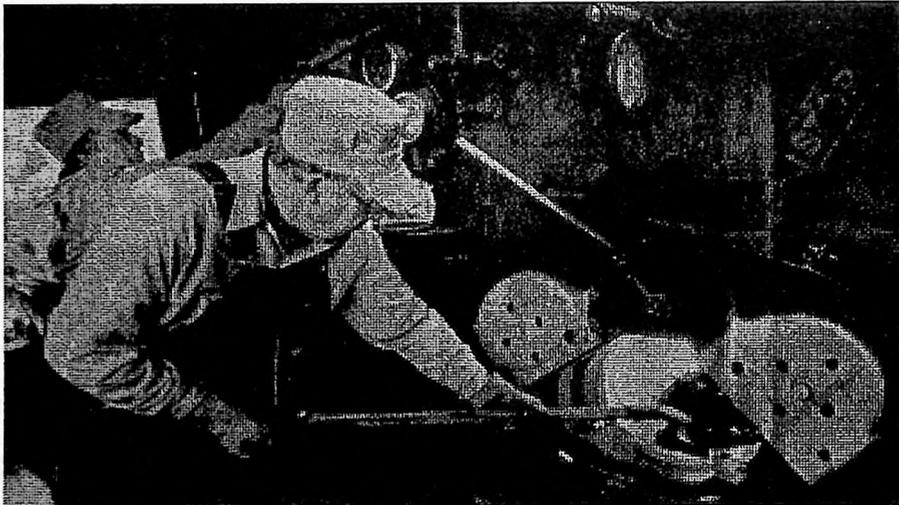
The passenger locomotive whistles were all alike with a deep-toned whistle, sometimes called a "steamboat" type. They usually could not be identified by the whistle for that reason but their colors were beautiful. The 1400 series of passenger engine on the Memphis Division was perhaps the most beautiful and most balanced looking locomotive on the road.

There was something about the smell of steam, oil and coal smoke that rose from a steam locomotive. It was a pleasant smell to the engine crews and many others; the thumping of the air pumps on the locomotive sides gave them a sound as if their hearts were beating; the whining of the steam generator became familiar and was pleasant to the ears; the white steam coming from the pop-off valves could be a beautiful sight on a cold winter day; the steam which blew water from the cylinder cocks as an engine started up was also a beautiful sight and sound; the beautiful bells that rang were a special sound; the mere size of those engines barking that wonderful sound from the exhaust as it started off and gradually picked up speed could never be forgotten; to some, the best music was to hear an engine on a hard climb up a hill or mountain when she got down to a crawl and the exhaust would jar the ground; these things plus many more could cause one to become in love with the steam locomotive.

The clothes or uniforms the steam locomotive engineers would wear would always identify them as such. Those freshly starched and ironed overalls pulled over the denim jumpers; the bandanna around the neck; the goggles on the freshly starched cap; (some engineers wore brim hats); the pair of gloves and the legs of the overalls turned up one turn, in some cases a bracelet was placed on the bottom legs to keep the legs of the overalls from getting caught on objects; those were the identifying marks of the engineer.

Although the engineer on a freight train did not have the same status as the engineer on a passenger train, his duties were quite formidable too. One of his tasks was to get the maximum amount of work out of his locomotive with a minimum amount of fuel. To haul a long train of boxcars up a steep grade when the cars were so heavily loaded that a single additional one could bring the whole train to a standstill, required considerable skill on the part of the engineer.

The engineer began his career as a fireman, the man who rode alongside the engineer on the footplate and whose job it was to stoke the furnace with coal. The fireman's job was to keep the fire banked up to the required level at all times and in the course of a journey he might be required to shift several tons of coal. It was backbreaking work, before mechanical stokers, and he would probably be very relieved when he was able to graduate to the role of engineer.



Marvin Kimbrough, A Southern Railway engineer is working as fireman on locomotive 2716 during a fan trip out of Memphis, TN. Kimbrough retired soon after this with 42 years service. (Photo by The Commercial Appeal newspaper with permission.)

TIPS FOR FIRING A STEAM LOCOMOTIVE

"First of all the engine must be in fair condition and properly manned. We could say that a fireman can save a ton of coal in a round trip; but there are a great many points for the fireman to consider. He must know the road and should study out where the engineer is going to 'shut off.' By doing this he can let his fire burn down and avoid black smoke and popping, which is a waste of fuel and is very annoying. This, of course, should be done when there is plenty of water in the boiler. If, however, your water is low, a little heavier fire is required, so that the injector can work without cooling the engine down too much, as this has a tendency to make leaky flues.

"Irregular expansion, it is believed, is the hardest thing on flues and firebox. A fireman must keep his eyes on the water and steam. He should not let the fire burn too long. If the engineer does not shut off as soon as expected, enough fire should be added to take her to the next station stop. Too much fire should not be added, as the engine will not have time to burn it before shutting off. This applies to freight trains as well as passenger except that the smoke cannot be avoided as well by freight as by passenger trains.

"After standing at a station, if plenty of water is in the boiler, the engine should be fired light, just enough to hold steam pressure until the water gets down, then put your fire in before putting in the injector. In doing this you do not lose your steam pressure. If the injector is put on first, by the time the fire is in, fifteen or twenty pounds of steam have been lost, and unless you shut off the water to let the engine get hot, twice the amount of coal that should be, will be burned to pick her up again.

"Firemen should endeavor to carry a level fire and be particular about corners and side sheets. Start your fires at the flues and work back, in this way you can see what you are doing. Do not 'short fire,' as your engine will not steam well, and will burn more coal. This will also cause flues to leak, which is hard on the coal pile. Do not fill your scoop to overflowing when firing next to flues, as coal cannot be thrown up there and scattered properly. A large scoop of coal piled in one place has the same results as a large lump. It burns out around the edge and allows too much cold air to streak in the firebox at one place. Always see that your coal is broken to proper size, as you cannot get good results firing large lumps, or by slipping a large lump in the firebox when you don't think the engineer is looking. When you do that you only make more work for yourself and waste coal for the company.

(continued)

"Whenever your engine lags a little don't 'slug her' as you only waste coal in doing so. Instead shut off your water for a moment. If you have plenty of water in the boiler, 'shine your fire,' see if you have not missed a place, get your fire burning right and then put on your injector again. When this occurs it is usually a bank or hole in your fire, which must be remedied, and this cannot be done by 'slugging.'

"In burning slack coal, fire light and often; slagging slack results poorly. I have seen men load slack in fireboxes when all they had to do was take a pick and start good coal rolling down, which mixed with slack, would make it again as easy to keep uniform steam with less coal.

"Always keep your fire shook down. Do not let a foot of dead ashes get under the fire, as your engine will not get proper draft and suck most of the air through the door. No doubt you have heard the door slap at each exhaust. This is caused by a heavy fire that no air can get through; and when it occurs you do not get the full use of your coal, as draft is over the top of the fire, and the coal does not burn up clean. Do not shake your grates until the pan is full of fire, as you are shaking down your bed of live coals which are not entirely burned out.

"I could always do a better job of firing when I pumped my own engine; but if you watch your water and steam you can tell about where the engineer is going to put the injector on. If, for any reason, your fire is not ready for the injector, tell the engineer, and he should wait until you build up your fire. I have tried various ways of pumping an engine, and I believe you get best results by holding up your water, so that, when you arrive at a station you may leave your injector shut off. Then when you start out, your engine is hot and it does not take as much coal to hold the steam pressure as it does to pick up ten or fifteen pounds by cooling down too much at the station.

"Always try to keep uniform steam and water. Try to avoid smoke on passenger trains, especially in summer, as ventilators on coaches are kept open and smoke makes it very disagreeable for passengers. Always try to carry a nice level fire; see that your pan is clean; and try to keep coal from rolling out on the gangway, as this not only is a waste of coal, but it is dangerous to your footing as well.

"Remember it is not how much coal you put in the firebox, but it is when and where you put it. Then if the engine is in good condition and the engineer handles it properly, there is no question but the consumption of fuel can be reduced."⁷⁷

(By J. S. Meridroth appearing in "Frisco Man.")

It was interesting how the passenger engineers had identifying objects on the side of the tracks to know when to stop their trains at each station for convenient loading and unloading of mail and express as well as the best spot for the passengers to get on and off. Of course, if he had extra headend cars on a trip, an adjustment had to be made to compensate for them. Love Wimberly had a good reputation as a passenger engineer.

Of all the railroad employees, the train dispatcher had to know much about locomotives and engineers. He had to plan in advance where the best possible meeting point would be for trains using the same main line to meet and pass. Some locomotives performed better than others and some engineers performed better than others, these two points being important to a dispatcher, especially if a train was running behind schedule.

Some engineers could make up time better than others; some engineers knew how to get the most out of certain locomotives; some engineers knew how to keep an engine from slipping the driving wheels; every time those wheels slipped, it could tear a fire bed of coals to pieces and give the fireman a fit to get back in shape; the engineer had to oil vital parts of the locomotive and keep an ear for unfamiliar sounds; he had to watch when the pony truck wheels tried to climb up the rails on curves; that indicated that the wheels had too much wear and should be replaced by the shop people. These trouble spots had to be reported to the mechanical people at the trip's end. The crews also had to keep watchful eyes for signal lights burned out and report them also. (See examples of these reports on following pages.)

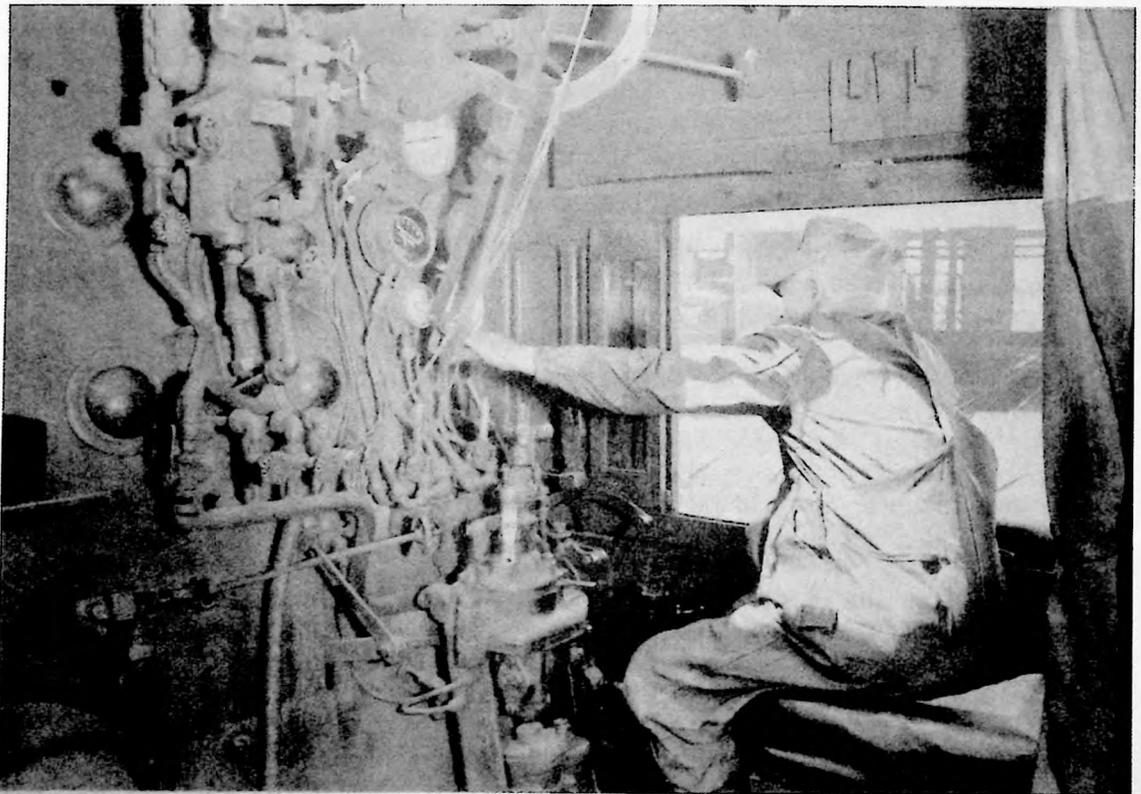
This was the day before radios in the cabs and communication with the crews was done by certain whistle blows. The rule books always carried a list of whistle codes for each signal and all employees had to know what each whistle blow meant.

One of the most important pieces of equipment for train crews was the railroad watch. These watches had to meet railroad specifications and had to be inspected by company approved jewelers at regular intervals. The engineer's watch was kept in a watch-pocket on front of the overalls and generally had a gold chain attached to a button hole for easy retrieval. Some of the men had leather chains and sometimes a fob of some type.

A timetable was kept in the back pocket by all crew members and on the east end one had to have a NC&StL timetable also since their tracks were used from Stevenson into Chattanooga. Train orders were rolled and stuffed in little holes of some valve handle near the engineer in the cab. The fireman and head brakeman had to read these orders as well as the engineer so that there would be extra precaution in case the engineer might forget a particular instruction in the orders. When trains met at night, the one in the "hole" would blink its headlight as the approaching meet came in sight, to let them know that they were in the siding and out of the way. If either of the meeting trains were carrying green signals which indicated that another section of his train was following, a whistle signal of one long and two shorts had to be blown and that signal had to be answered by two short blows of

the whistle to indicate that the first signal had been understood. These signals were duplicated if both meeting trains carried green signals.

Perhaps ever since the first fire was kindled beneath a steam locomotive boiler, the engineer has been the symbol of all railroad men. Probably no other occupation ever fetched the American fancy as did that of the locomotive engineer. Not even the cowboy, the Indian scout or Washington at Valley Forge quite so effectively captivated the national imagination as the steam locomotive, its drive rods flashing obedient to the crossheads in their guides and the dynamic whole obedient to the visor-capped man at the throttle. His eagle eyes pierced the storm and saw the farthest horizons; his controlling hand on the air brake was the hand of fate itself; the friendly wave of the engineer and the chromatic tones of the steam whistle offered irresistible invitations to the many venturesome boys who hungered for something more challenging than a tedious life behind the plow.



(The Locomotive engineer in the cab. Photo courtesy Association of American Railroads.)



(Engineer and conductor compare watches. Photo courtesy AAR.)

SOUTHERN RAILWAY COMPANY
Central Lines
Memphis Division

Sheffield, Ala.-July 22, 1944 J

BULLETIN

ALL CONCERNED :

The Second Half of 1944 Watch Inspection will take place August 1st to 15th inclusive. During this period all employees who come under the Time Service Rules will get their watches inspected.

Watch Inspector will ride motor car to inspect watches of Agent-Operators and Section Foremen as follows :

Buntyn to Sheffield, Monday, August 7, 1944 - Motor Car
 Sheffield to Stevenson, Tuesday, August 8, 1944 - Motor Car

Certificates will be mailed as follows :

Passenger Trainmen to Union Station, Sheffield, Alabama.
 Freight Enginemen running in and out of Sheffield to M. W. Sheehan, Master Mechanic, Sheffield.
 Freight Trainmen running in and out of Sheffield to General Yardmaster, Sheffield.
 Passenger Enginemen, Trains Nos. 45 and 46 and 35 and 36 West to New Station, Tuscumbia, Alabama.
 Passenger Enginemen, other trains to Union Station, Sheffield, Alabama.
 Roadway Employees - Mailed direct.
 Agent-Operators mailed to stations employed.
 Yard, Train and Enginemen, Sheffield Yard to General Yardmaster.
 Yard, Train and Enginemen, Forrest Yard to Terminal Superintendent.
 Yardmen, Huntsville and Decatur to Agent.
 Crews, GM&O runs to Yardmaster, Corinth, Mississippi.

Be sure and get your certificate, as you will be held strictly responsible if you fail to have your watch inspected during period mentioned.

C. C. Chandler

Superintendent

A WISHFUL DREAM

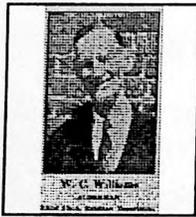
*"Sometimes at night a ghostly crew
Climbs to the deck of the 4532 ;
The engineer with his long oil can
The fireman with his scoop in hand ;
Rays of light from the firebox door gleam
As the boiler hums to the rising steam ;
Black smoke curls from the graphited stack ;
The headlight gleams far down the track ;
The sleeping dreamer tossing around,
Can hear a ghostly whistle sound
Of Albert Crawford on Lily Pond Hill,
Blowing his version of 'Whippoorwill,'
And a polished bell that really shines
Whispers of other days and times.
The dreamer awakens and shades are drawn -
The crew and 4532 both are gone."*

(A Casper Phillips poem adapted by the editor to fit the Memphis Division. Original in *Southern Railway Ties* Magazine, June, 1953. Used with permission.)

At the back of this book are lists of some of those fellows that caught the fancy of railroading on the Memphis Division. These lists are not complete by any means but were based upon information available. It covers the time of the steam days for both the "front-end" and "rear-end" crews. These road crews would be the first to admit that it took those men behind-the-scene, those guys with the less glamorous jobs, to keep the trains running and safe. For every man in a train crew, there was probably at least one-hundred men behind each one to make their job possible and safe.

Railroading in the steam days provided jobs for many crafts. Each craft had helpers and apprentices. At the back of the book you will find seniority lists of most of these men.

Railroaders were a family and they made up a large segment of the population of Tuscumbia and Sheffield, Alabama. At one time, the entire governing body of the City of Tuscumbia, including the Mayor, the Board of Aldermen, the City Clerk, the Fire Chief, the Police Chief and the City Electrician were either employees or former employees of Southern Railway as follows;



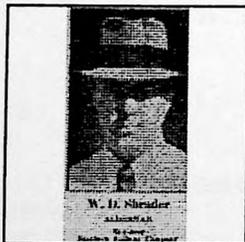
W. C. Williams, Alderman
& Clerk, Roadway Dept.



Robert Beasley, Mayor
& Yard Clerk



Edgar Craig, Alderman
& Clerk



W. D. Shrader, Alderman
& Engineer



Floyd Wilson, Alderman
& Engineer



J. C. Geise, Alderman
& Engineer



L. E. Hamlet, City Clerk
& Chief Clerk to Supt.



W. E. Matthews, Police Chief
& Clerk, Southern Railway



Henry Weatherby, Policeman
& Fireman, Southern Railway



O. R. Wood, City Electrician
& Fireman, Southern Railway



Floyd McCorkle, Fire Chief
& Electrician, Southern Railway

Most all railroad men loved their railroad work, even though a few of them would not have admitted it. They loved to get together and talk about railroading and their experiences. Most exhibited a corporate loyalty and were careful to protect their employer's interest. A goodly part of this satisfaction arose from the belief that the job they performed was worthwhile and necessary. Not many are fortunate enough to do what they like and get paid for it. Some of them might have even told a few "tall tales." It was good that they got together for many, if not most of them, received that "final call" pretty soon after retirement. They had seen some rough days in their endeavors. They were instrumental in the vast development of the area between Memphis and Chattanooga, Tennessee.

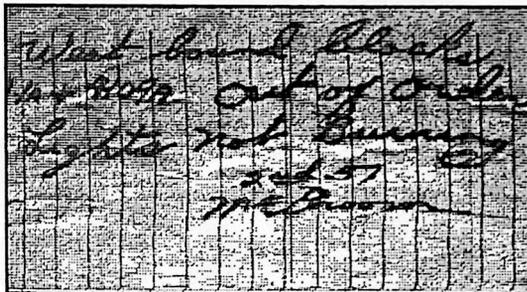
Railroading is still alive and I believe that the modern day railroader also likes to get together and talk about it. This new breed of railroader is dedicated to diesel railroading. I have heard it said that: **"It gets in your blood."**



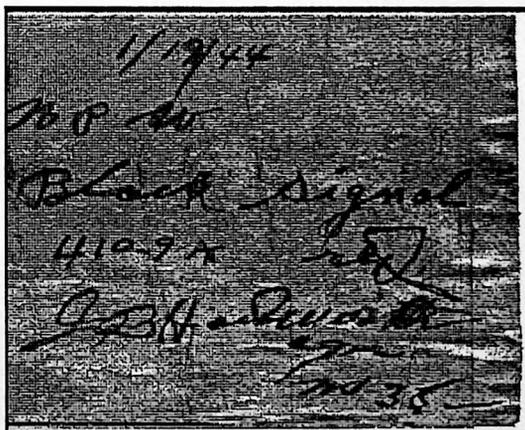
(Southern steam special headed up by 2716 takes on orders. Photo David Hurt, from Editor's collection, used with permission.) This form of communication has long since been replaced by radio and track warrants.

EXAMPLES OF MESSAGES THROWN OFF BY TRAIN CREWS AT CHEROKEE, AL.

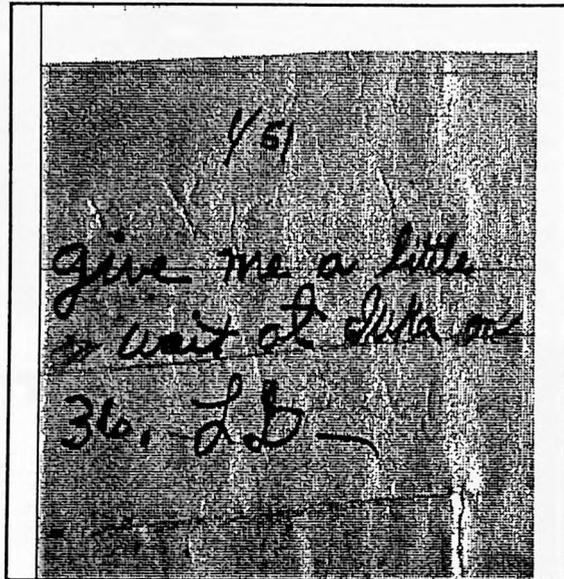
(West bound blocks 409-1A & 410-9A out of order. Lights not burning.
Signed (Harry) McBroom, Engr. - 2nd 51.)



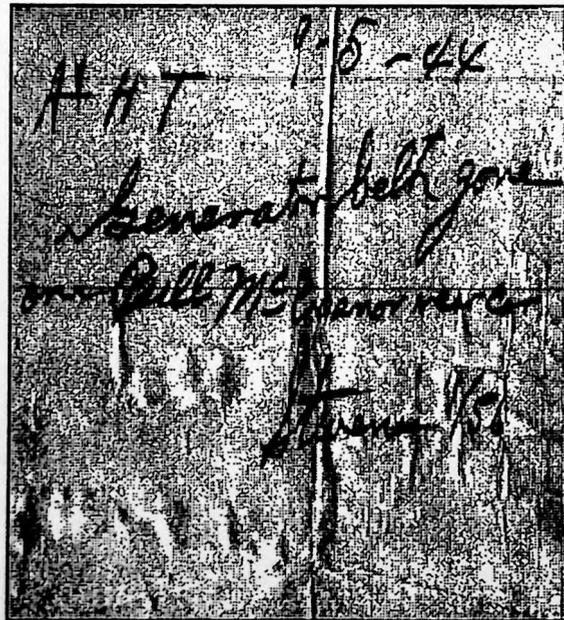
(1/19/44 - W P W. (W. P. Webb, Chief Dispatcher - Sheffield, Ala.
Block signal 410-9A red. Signed J. B. Hackworth, engineer No. 35.)



(1/51 give me a little wait at luka (Miss.) on 36. Signed L.D. (Leslie D. McKinney), Engineer.



1/51
give me a little
wait at luka on
36. L.D.



AHT 9-5-44
Generator belt gone
on Pullman
McCreanor rear
car.
Signed
Stevens, Cond.
1/56.

9-5-44
AHT
(A. H. Thompson,) Dispatcher.
Sheffield, Al.
Generator belt gone on Pull
(Pullman)
McCreanor rear car.
Signed
Stevens, Cond.
1/56.)

SOUTHERN RAILWAY SYSTEM

STEAM LOCOMOTIVES

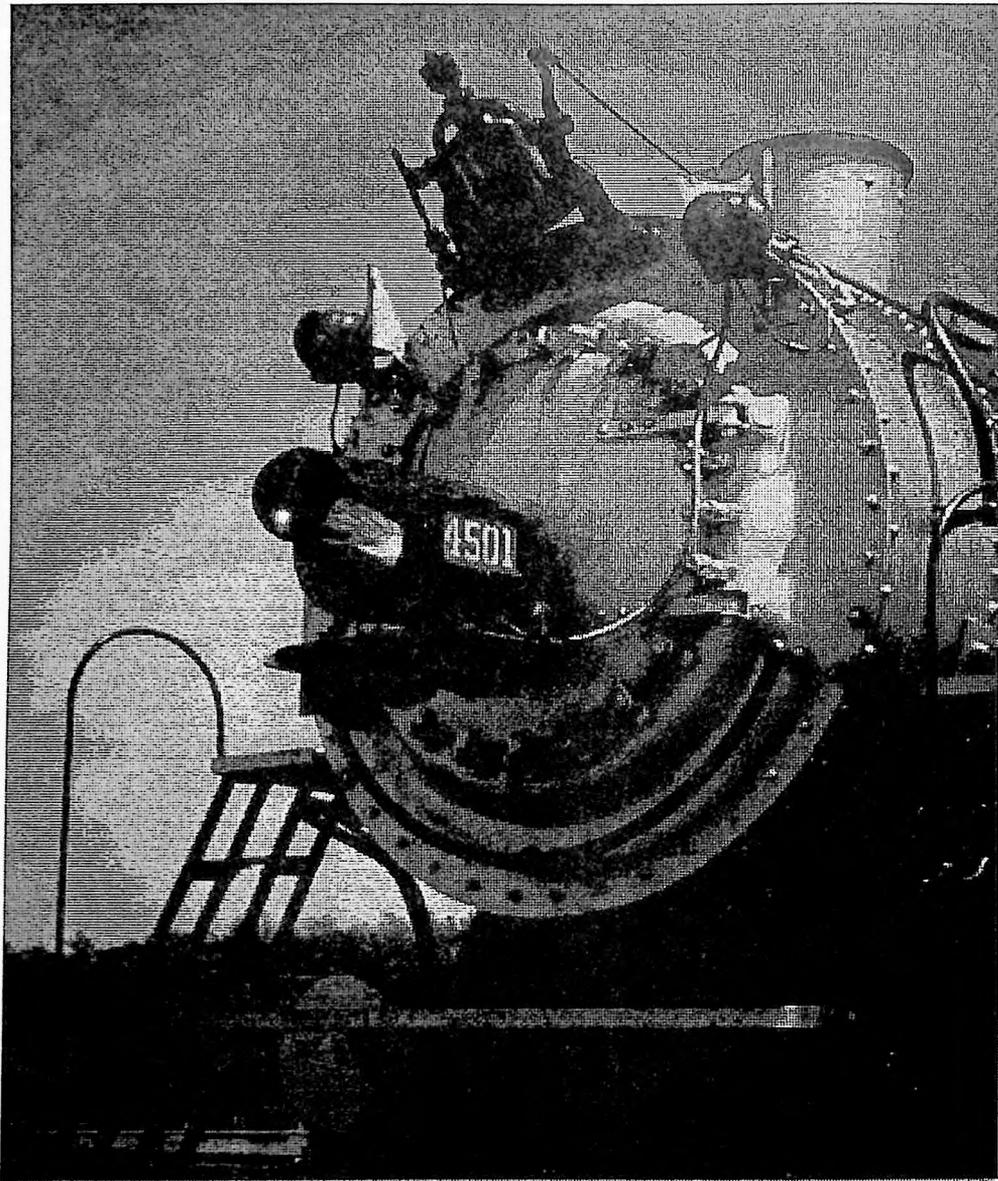
MEMPHIS DIVISION

Road #	Class	Wheel	Builder	Date	Disposition
379	H-4	2-8-0	Baldwin	1907	Retired 12-1950
381	H-4	2-8-0	Baldwin	1907	Retired 10-1947
382	H-4	2-8-0	Baldwin	1907	Retired 4-1947
396	H-4	2-8-0	Baldwin	1907	Retired 12-1946
401	H-4	2-8-0	Baldwin	1907	Sold 12-1949
462	J	2-8-0	Richmond	1902	Retired 12-1946
592	Ks	2-8-0	Richmond	1906	Scrap 7-6-1953
634	Ks	2-8-0	Richmond	1903	Retired 12-1948
749	Ks	2-8-0	Richmond	1905	Retired 8-1949
926	F-8	4-6-0	Baldwin	1907	Scrap 11-16-1938
934		4-6-0	Baldwin	1890	
935		4-6-0	Baldwin	1890	
1205	Ps	4-6-2	Baldwin	1903	Retired 4-1947
1212	Ps	4-6-2	Baldwin	1904	Retired 12-1948
1220	Ps	4-6-2	Baldwin	1904	Retired 9-1949
1233	Ps	4-6-2	Richmond	1905	Retired 4-1949
1247	Ps	4-6-2	Baldwin	1910	Retired 10-1947
1258	Ps-2	4-6-2	Baldwin	1911	Sold 5-1952
1268	Ps-2	4-6-2	Baldwin	1912	Retired 2-1947
1301	Ps	4-6-2	Baldwin	1910	Retired 12-1946
1302	Ps	4-6-2	Baldwin	1910	Retired 4-1950
1308	Ps	4-6-2	Baldwin	1910	Retired 6-1947
1320	Ps	4-6-2	Baldwin	1910	Retired 6-1947
1338	Ps	4-6-2	Baldwin	1913	Retired 10-1947
1346	Ps	4-6-2	Baldwin	1914	Retired 11-1949
1347	Ps	4-6-2	Baldwin	1914	Retired 10-1949
1450	Ts	4-8-2	Baldwin	1917	Sold 10-17-1952
1451	Ts	4-8-2	Baldwin	1917	Retired 12-1951
1452	Ts	4-8-2	Baldwin	1917	Sold 11-1952
1464	Ts	4-8-2	Baldwin	1917	Retired 11-1951
1465	Ts	4-8-2	Baldwin	1917	Scrap 7-11-1952
1467	Ts	4-8-2	Baldwin	1917	Retired 11-1951
1469	Ts	4-8-2	Baldwin	1917	Sold 10-1952
1471	Ts	4-8-2	Baldwin	1917	Sold 12-14-1951
6490	Ts	4-8-2	Baldwin	1917	Sold 12-5-1952
6491	Ts	4-8-2	Baldwin	1917	Sold 11-1952
6493	Ts	4-8-2	Baldwin	1917	Sold 8-1953

4503	Ms	2-8-2	Baldwin	1911	Retired 1-1950
4509	Ms	2-8-2	Baldwin	1911	Retired 12-1949
4512	Ms	2-8-2	Baldwin	1911	Retired 12-1949
4514	Ms	2-8-2	Baldwin	1911	Retired 12-11949
4517	Ms	2-8-2	Baldwin	1911	Sold 4-3-1952
4518	Ms	2-8-2	Baldwin	1911	Retired 11-1949
4522	Ms	2-8-2	Baldwin	1911	Retired 9-1949
4524	Ms	2-8-2	Baldwin	1911	Retired 4-1949
4530	Ms	2-8-2	Baldwin	1911	Retired 6-1950
4531	Ms	2-8-2	Baldwin	1911	Retired 12-1949
4532	Ms	2-8-2	Baldwin	1911	Retired 4-1949
4533	Ms	2-8-2	Baldwin	1911	Retired 4-1949
4541	Ms	2-8-2	Baldwin	1912	Sold 4-3-1952
4543	Ms	2-8-2	Baldwin	1912	Retired 10-1949
4548	Ms	2-8-2	Baldwin	1912	Retired 10-1947
4549	Ms	2-8-2	Baldwin	1912	Retired 11-1949
4551	Ms	2-8-2	Baldwin	1912	Sold 11-1952
4553	Ms	2-8-2	Baldwin	1913	Retired 9-1949
4554	Ms	2-8-2	Baldwin	1913	Retired 4-1949
4555	Ms	2-8-2	Baldwin	1913	Retired 3-1949
4556	Ms	2-8-2	Baldwin	1913	Retired 4-1949
4559	Ms	2-8-2	Baldwin	1913	Retired 4-1949
4562	Ms	2-8-2	Baldwin	1913	Retired 8-1951
4565	Ms	2-8-2	Baldwin	1913	Retired 11-1951
4567	Ms	2-8-2	Baldwin	1913	Retired 10-1950
4570	Ms	2-8-2	Baldwin	1913	Retired 10-1951
4571	Ms	2-8-2	Baldwin	1913	Retired 3-1952
4573	Ms	2-8-2	Baldwin	1913	Retired 12-1949
4574	Ms	2-8-2	Baldwin	1913	Retired 6-1949
4580	Ms	2-8-2	Baldwin	1914	Retired 4-1950
4606	Ms	2-8-2	Richmond	1914	Retired 8-1951
4608	Ms	2-8-2	Richmond	1914	Retired 3-1949
4610	Ms	2-8-2	Richmond	1914	Retired 2-1953
4618	Ms	2-8-2	Richmond	1914	Retired 2-1952
4620	Ms	2-8-2	Richmond	1914	Retired 11-1949
4624	Ms	2-8-2	Richmond	1914	Retired 11-1949
4624	Ms	2-8-2	Baldwin	1911	Retired 10-1951
4625	Ms	2-8-2	Baldwin	1911	Retired 2-1949
4626	Ms	2-8-2	Baldwin	1911	Retired 6-1947
4628	Ms	2-8-2	Baldwin	1911	Retired 10-1951
4630	Ms	2-8-2	Baldwin	1911	Retired 1-1950
4631	Ms	2-8-2	Baldwin	1913	Sold 3-4-1952

4632	Ms	2-8-2	Baldwin	1913	Sold 11-1952
6250	Ms	2-8-2	Baldwin	1911	Retired 6-1950
6254	Ms	2-8-2	Baldwin	1911	Sold 3-4-1952
6257	Ms	2-8-2	Baldwin	1911	Retired 11-1949
6259	Ms	2-8-2	Baldwin	1911	Retired 10-1951
6262	Ms	2-8-2	Baldwin	1911	Retired 10-1951
6299	Ms-1	2-8-2	Richmond	1922	Sold 8-1953
6300	Ms-1	2-8-2	Richmond	1922	Sold 11-1952
6301	Ms-1	2-8-2	Richmond	1922	Sold 7-29-1953
6305	Ms-1	2-8-2	Richmond	1922	Scrap 4-1952
6307	Ms-1	2-8-2	Richmond	1922	Sold 4-1952
6308	Ms-1	2-8-2	Richmond	1922	Sold 11-1952
6312	Ms-1	2-8-2	Richmond	1922	Sold 11-1952
6313	Ms-1	2-8-2	Richmond	1922	Sold 8-1953
6316	Ms-1	2-8-2	Richmond	1922	Sold 4-1952
6317	Ms-1	2-8-2	Richmond	1922	Sold 4-1952
6318	Ms-1	2-8-2	Richmond	1922	Sold 11-1952

(These lists are not complete. Some locomotives came on the division from other areas and would leave later. The list of the 6400 passenger engines used on the east end of the division is not complete.)



(Southern Railway locomotives were kept clean and the smokeboxes were painted with graphite. Photo editor's collection)

CHAPTER TWELVE

S O U T H E R N R A I L W A Y

M E M P H I S D I V I S I O N

S C R A P B O O K

As you know, a scrapbook is used to gather pictures, newspaper articles, magazine clippings, and anything that is particularly interesting to the one collecting items on a particular subject. He or she adds to the collection as time goes by until a book is filled. The collector is not concerned that the finished product is in somewhat a hodge-podge order. Items are not organized or grouped in any particular order. The builder of the book is merely placing the items in the book as they were collected.

Chapter Twelve, which is approximately one-half of the book, is intentionally organized in no particular order or way. There are twelve stories interjected through the chapter. The titles of the stories are as follows;

1. James L. Sullivan - A Southern Railway Switchman
2. E. T. Hodge - A Boomer
3. The Somerville Branch Accommodation Train
4. Cherokee, Alabama - Down by the Depot
5. Tuscumbia, Alabama, Had Three Depots
6. A Cherokee Railroad Accident
7. "Banana Jim"
8. The Summer of 1945
9. What It Takes To Make A Good Railroad Man
10. An Enormous Engine
11. The Stevenson Pusher
12. Mr. Dave C. Minor

Chapter Twelve can be considered a scrapbook. It includes some pictures that were donated to the former Muscle Shoals Railroad Club. Some pictures came from the annual publications of the now defunct Retired Railroaders Association at Tuscumbia, AL., to which Mr. Ben Porter contributed much time. Unfortunately, many railroader friends could not be included due to the lack of their photographs. In any event, it is hoped that readers will appreciate and enjoy this chapter.

MISCELLANEOUS EMPLOYEE INFORMATION

William Faulkner Howland's first trip as fireman was with Jim Keys. His first trip as engineer was on 61 & 62 Corinth to Memphis with engine 680. Back in the early 1900's, Southern had two sets of local freights; 61 & 62 were between Corinth and Memphis and 63 & 64 between Sheffield and Corinth.

* * * * *

Samuel H. McMahan was engineer on the first gas-electric local which ran from Memphis to Moscow and then on to Somerville on the Somerville Branch.

* * * * *

John B. Hackworth was engineer on the last #8 to pull out of Tuscumbia on July 15, 1948. Conductor Walter H. Cox.

* * * * *

Edward Campbell Willis' first job as engineer was on Grand Junction turn with engine #139.

* * * * *

Frank Mason Fitzgerald was engineer on #35, engine 1464, the last train to leave the Tuscumbia 5th Street station on July 14, 1948. Percy Ricks was the fireman and J. A. Abbott was conductor.

* * * * *

Joseph Randolph Hackworth was engineer on #36, engine 6491, first train leaving new Muscle Shoals Station on July 15, 1948. Obie McKinney was his fireman, conductor, J. T. Askew and J. C. Weatherby was the flagman.

* * * * *

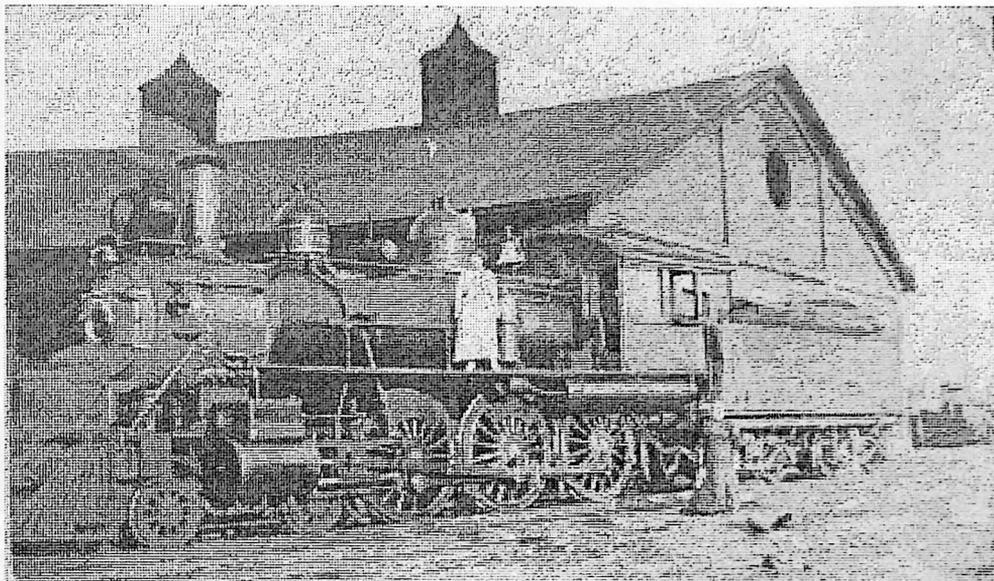
Benjamin B. Davis was conductor on first "Tennessean" leaving Chattanooga.

* * * * *

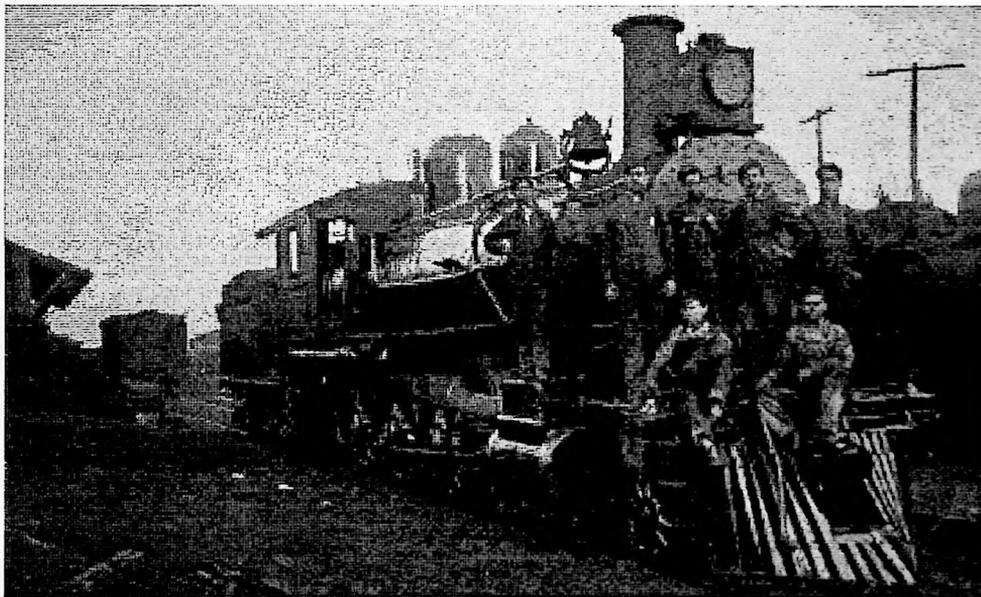
R. I. Sanders' first trip as trainman was with G. B. Wilson, conductor, and Lee Smiley, engineer. First trip as conductor was with two light engines numbers 335 and 364.

* * * * *

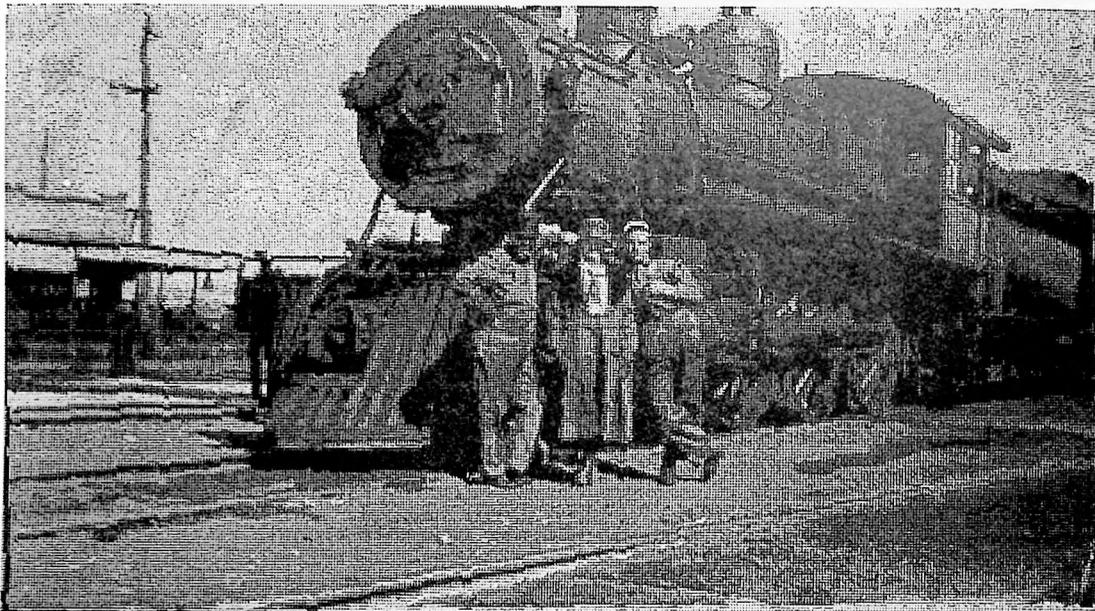
Southern locomotive 966 at Sheffield, Alabama, roundhouse. On engine is Mrs. S. E. Bradley and her mother is on ground. This photo provided by Walton F. Bradley, Sheffield, Ala.



1913 Southern apprentice boys at Sheffield, Alabama shops on locomotive 310. Ike Ikard, David Staples, Bill Devaney, J. Douthit, Charles Manush, Harvey Wade, Bernard Rogenbuck and Arthur Bradley. Photo furnished by Walton Bradley.



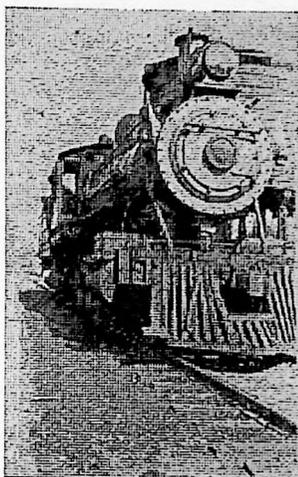
1918 photo of Ben Keenum, Miss Gladys Beasley and Walton Bradley with engine 965 at Sheffield, Alabama, provided by Walton Bradley.



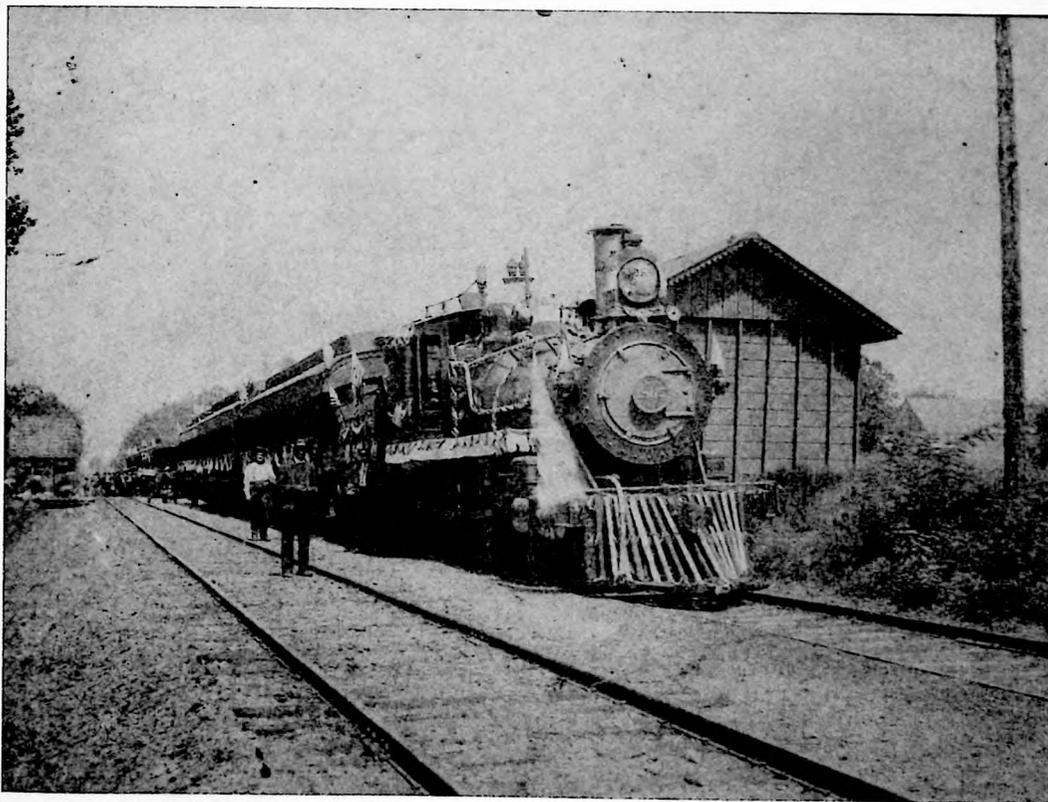
Pictured here are Col. Harlan Sanders, founder of Kentucky Fried Chicken, with Fred Black, a Southern Railway engineer serving as fireman on an excursion from Sheffield to Huntsville, Ala. Col. Sanders was at one time a Southern Railway fireman and lived in Tuscomb, Ala. He wanted to ride an old time steam engine one more time. He told of his railroad career in a book titled "Finger Lickin Good." Photo courtesy Muscle Shoals Railroad Club.



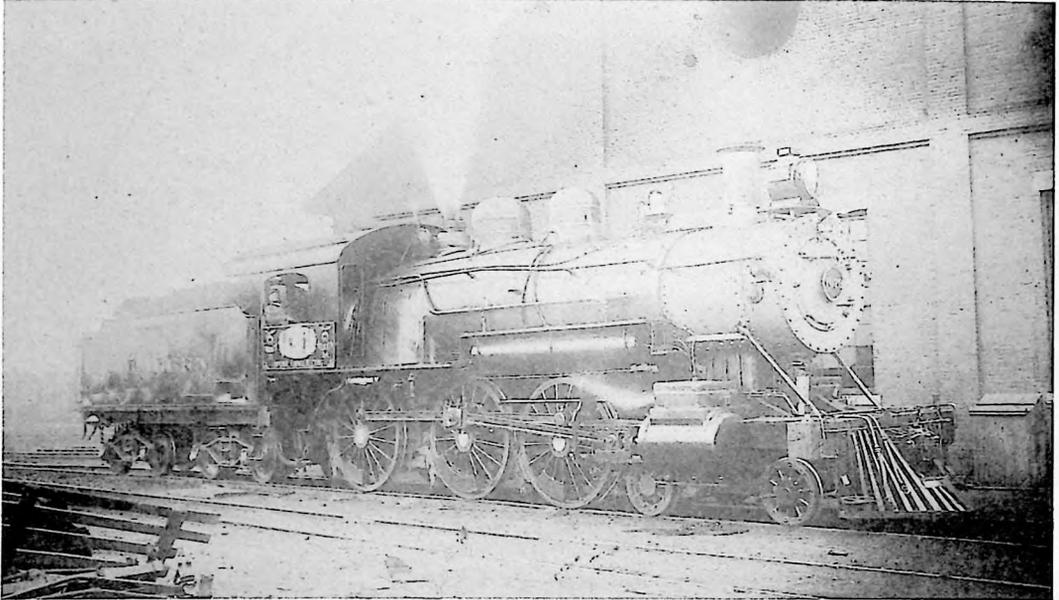
Southern engine 285 with L. A. Henry and Ed Willis. date unknown. Photo courtesy Muscle Shoals Railroad Club.



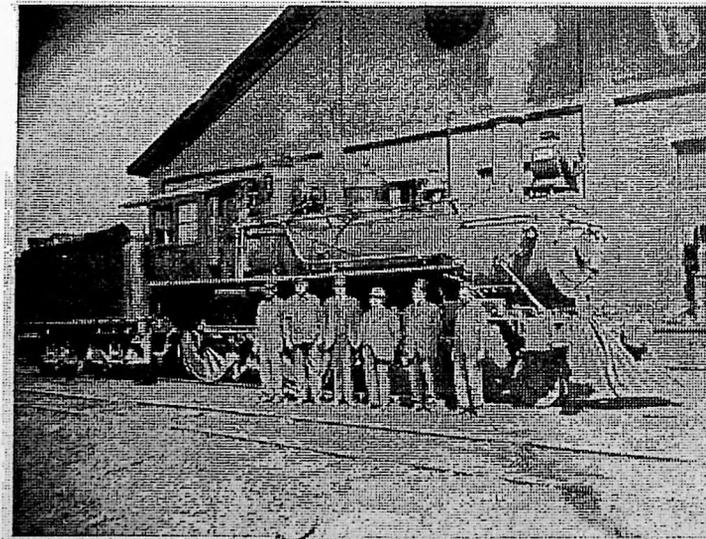
Southern engine 1865 on excursion train at luka, Miss., in 1908. Engineer was S. E. Bradley. Photo furnished by Walton Bradley.



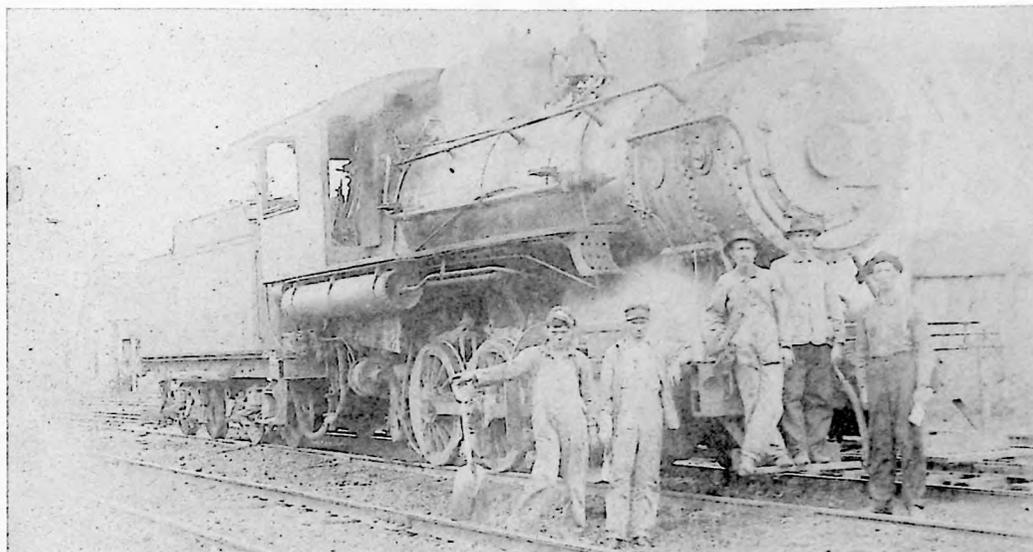
Southern engine 1079 at Sheffield, Alabama, roundhouse with engineer R. J. Wilson ready for Shriner's Special. Photo courtesy Muscle Shoals Railroad Club.



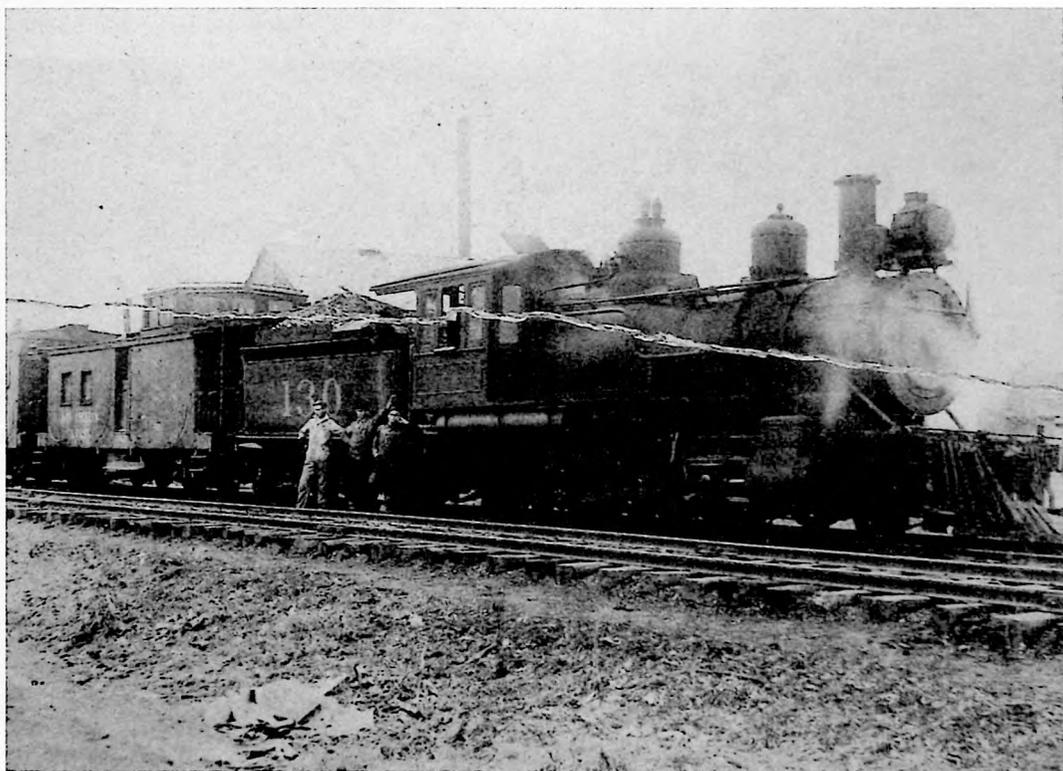
Southern engine 3854 at roundhouse in Sheffield, Alabama. Left to right: Alec Redd, fireman, Sam Barnes, engineer, Arthur Akins, road foreman of engines, Ike Wilson, engineer, William "Uncle Billy" McNally, engineer and Frank McNally, machinist. Photo courtesy Muscle Shoals Railroad Club.



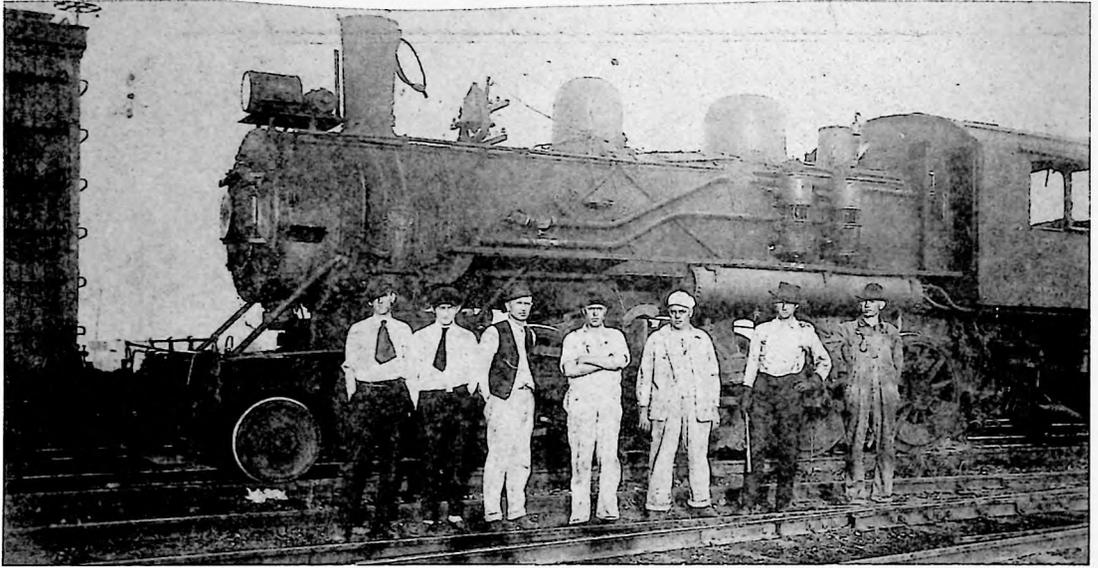
Southern switch engine 1721 at Sheffield, Alabama. Left to right; D. Helton, fireman, L. E. Douthit, engineer, Frank Malone and J. Hamlet, switchmen, and L. Fisher, conductor. Photo furnished by Walton Bradley.



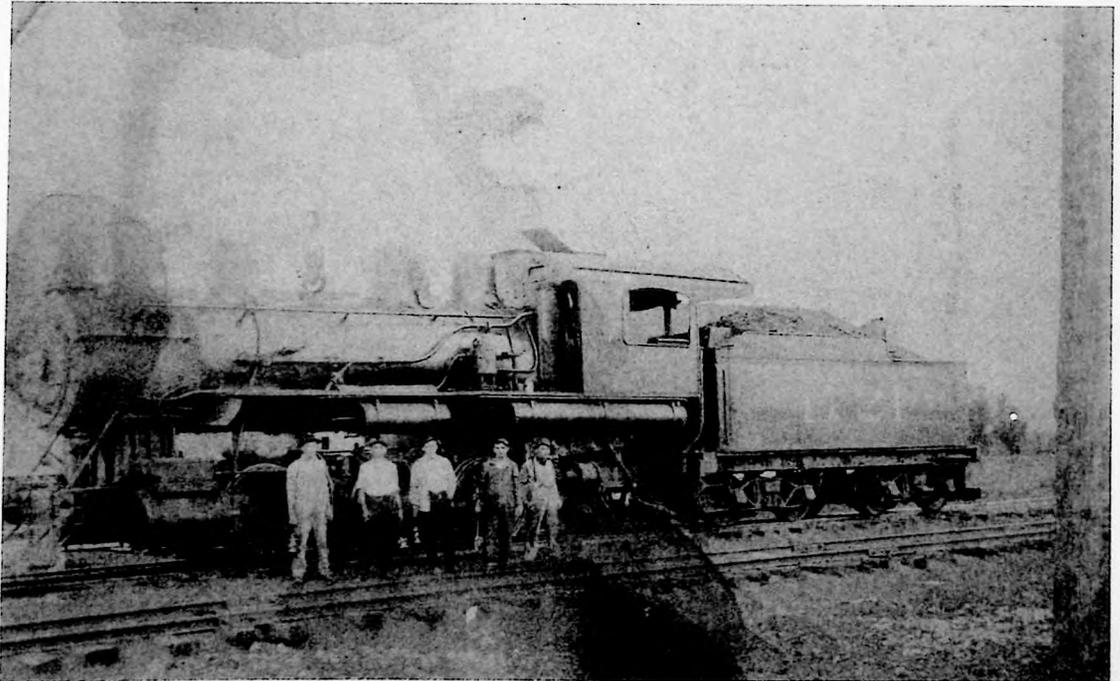
Southern engine 130 with J. C. "Ground Hog" Austin and A. E. Bradley in 1914 at Sheffield, Alabama. This engine was used quite often on the "Pay Car" train. Photo furnished by Walton Bradley.



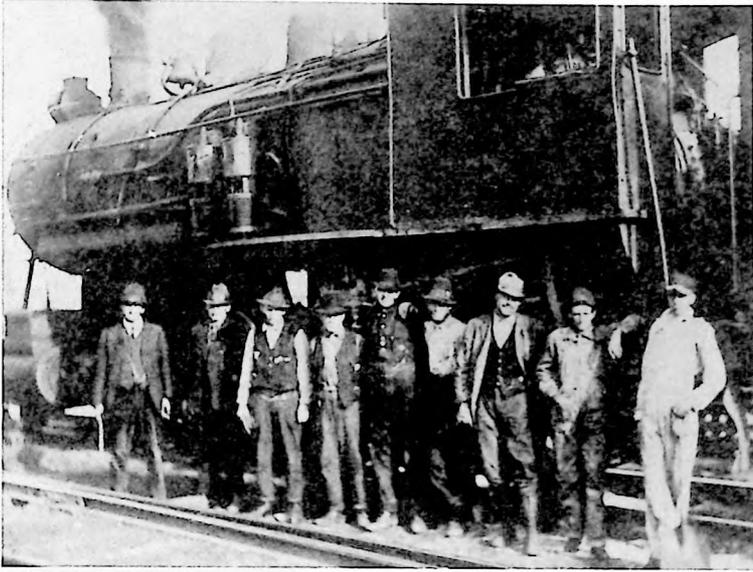
Southern switch engine 373 at Sheffield, Alabama. Left to right; John Street, clerk, Ross Martin, clerk, Marvin Sparks, conductor, Sylvester Pounders, fireman, John Middleton, engineer, A. W. Spurgeon and Hyman Pannell, switchmen. Photo furnished by Hyman Pannell.



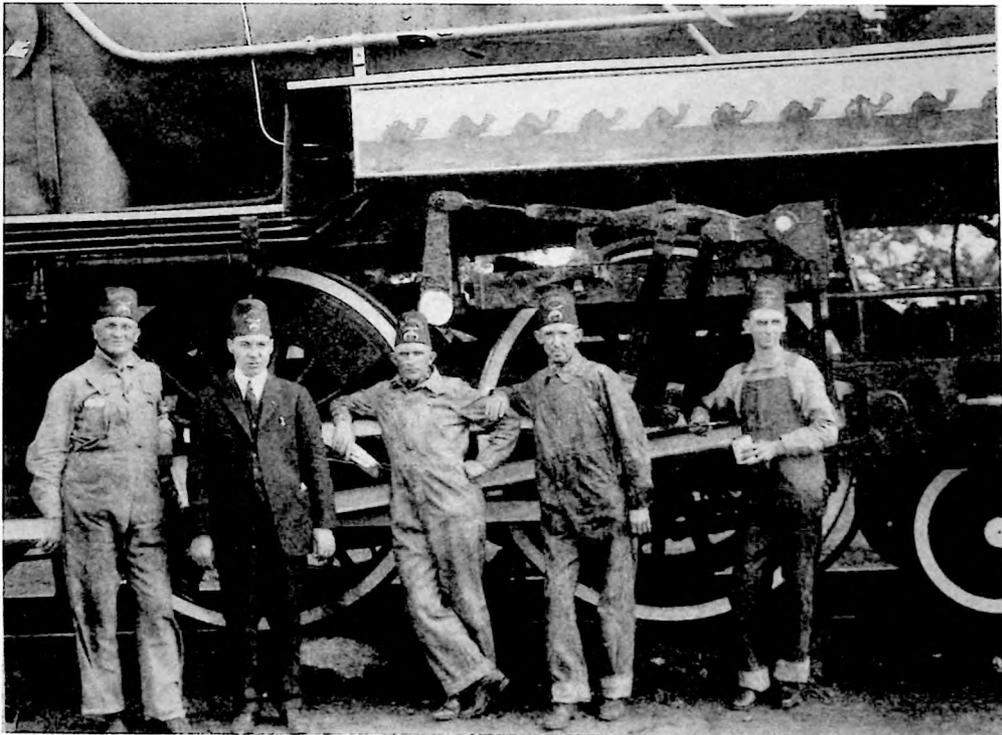
Southern engine 1721 in a 1912 photo in old Loyall Yards, Sheffield, Alabama. Left to right; T. A. Wilson, J. Ed Owens, Dink Latimer, Ed Hamlet and John Middleton. Photo courtesy Muscle Shoals Railroad Club.



Southern yard crew at Sheffield, Alabama. Left to right; Mr. Hall, switchman, Lester Copeland, switchman, Hayes Rutledge, foreman, George Nettleton, L. W. Myers, T. M. McMurray, "Mainline Owens," switchmen, Louis Wilson, engineer and Floyd McCorkle, fireman. Photo courtesy Floyd McCorkle.



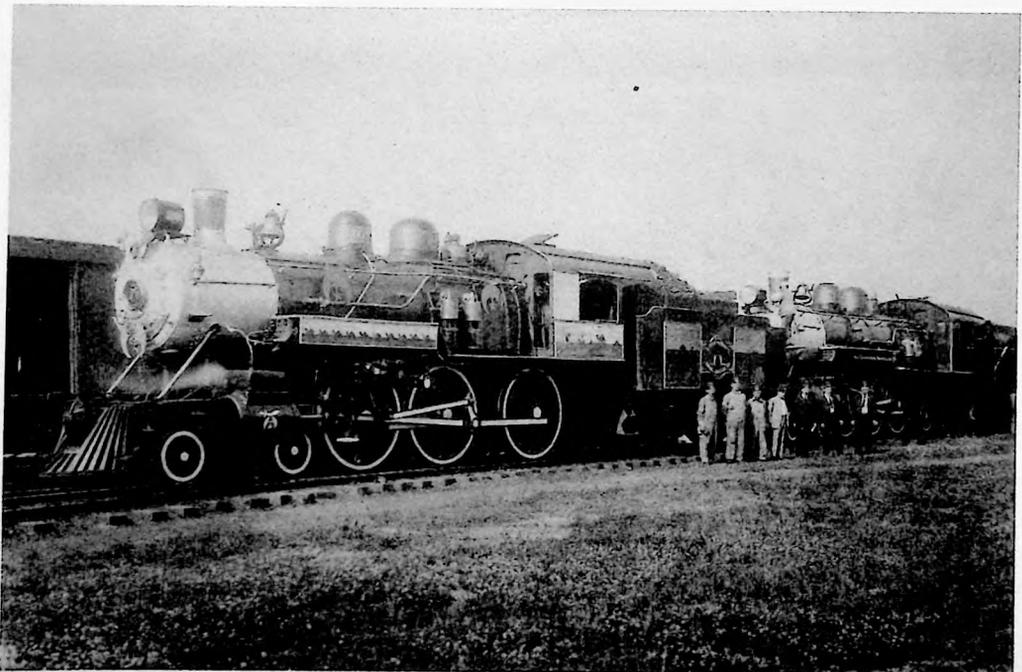
Southern engine 1079 with Shriner's Special, Sheffield, Alabama, about 1921. Left to right; Joseph Hackworth, engineer, a Mr. Dykes, Frank Malone, Sr., fireman, S. P. Waddy, engineer and Rawleigh Sibley, painter. Photo courtesy Muscle Shoals Railroad Club.



Engineer R. J. Wilson on Train No. 36 engine 1014 at old Sheffield, Alabama, depot. Photo courtesy Muscle Shoals Railroad Club.



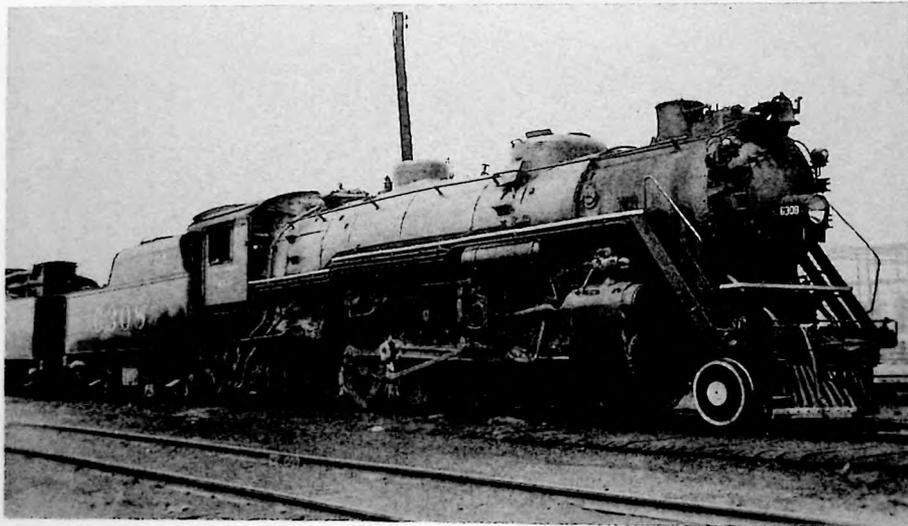
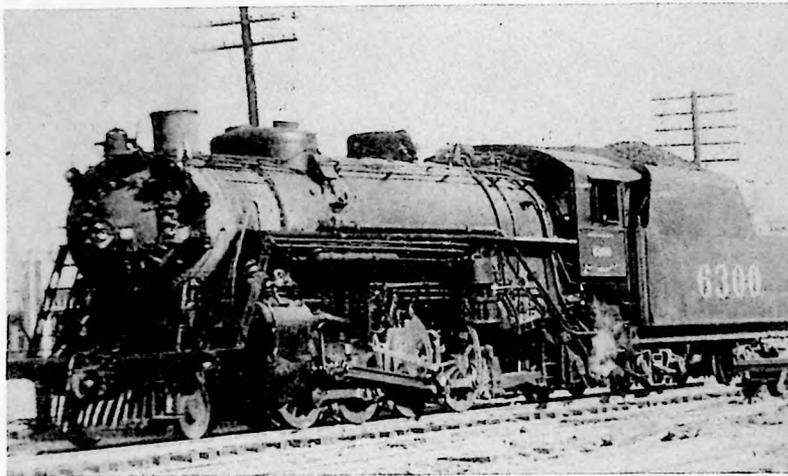
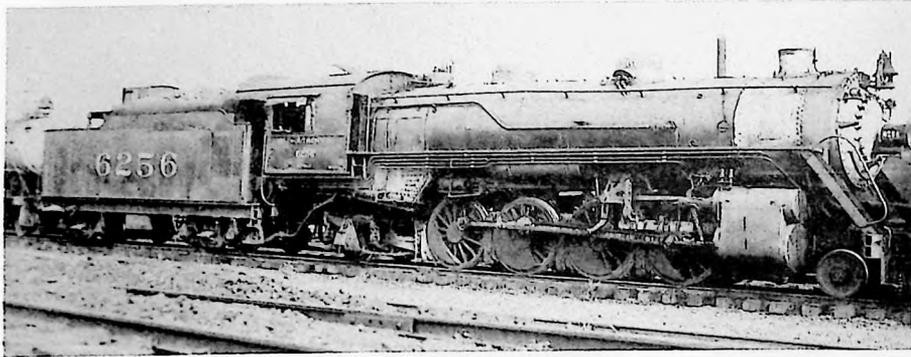
Southern engines 1079 and 1319 decorated up for Shriner's Special in Sheffield, Alabama. Photo courtesy Muscle Shoals Railroad Club.



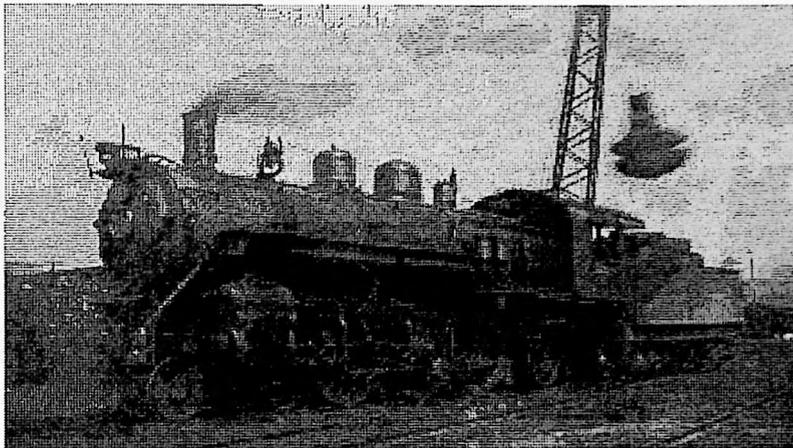
Southern Railway crewmen J. W. Kiser, engineer and Jim Maples, fireman, on GM&O engine 486 that ran on Southern tracks from Corinth, Miss., to Memphis, Tenn., as trains 57 and 58. Photo courtesy Muscle Shoals Railroad Club.



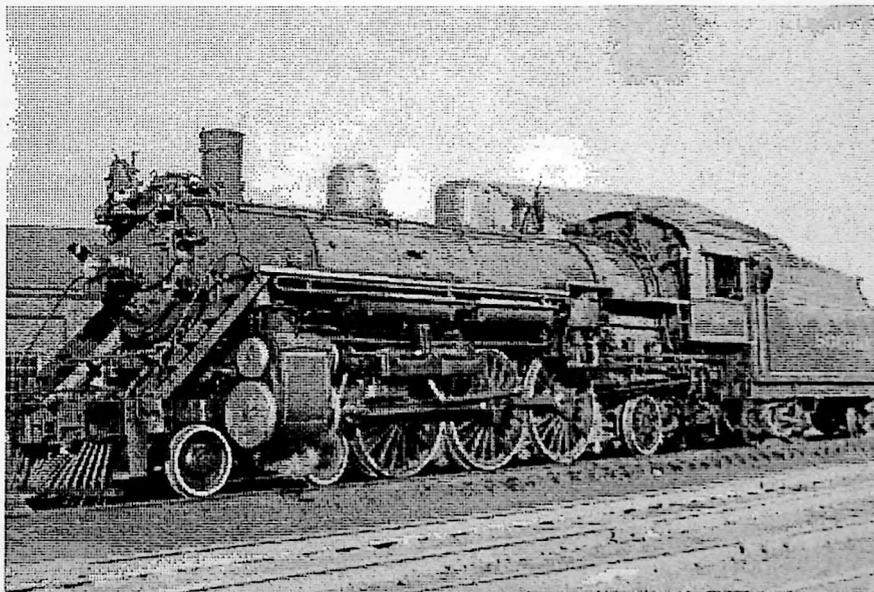
(Southern Railway Locomotives 6256, 6300 and 6308 from Memphis Division. Photos courtesy Muscle Shoals Railroad Club.)



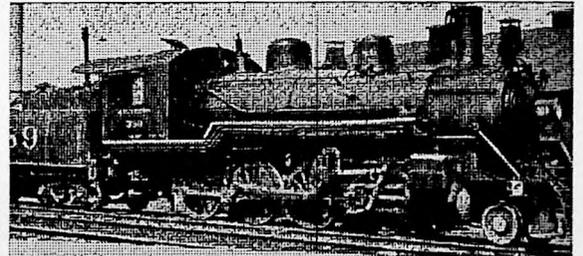
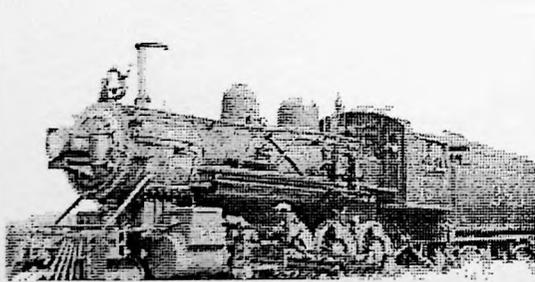
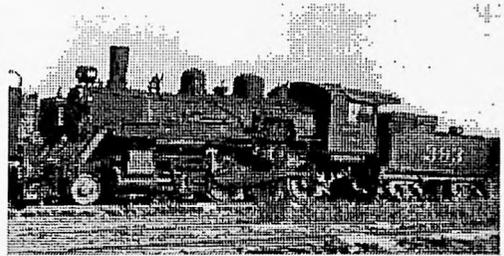
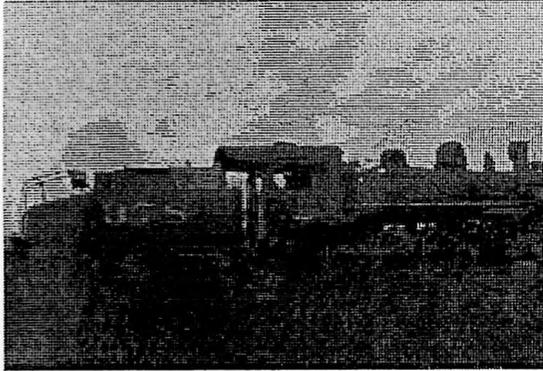
1930 photo of Southern 1258 getting coal at Memphis with name plate under cab window of J. W. Smith. "Big Red" was known for his whistle artistry. Photo courtesy Muscle Shoals Railroad Club.



Southern Railway 1340, one of many light pacifics. Photo editor's collection.



Southern Railway Sheffield Yard switchers on Memphis Division No. 378, 393, 383 and 389. Photos courtesy Muscle Shoals Railroad Club.



RAILROADERS HAD FRIENDS ALONG THE LINE

Southern railroaders had a way of making friends along the line. The following is a story by Miss Lois Ray who was a staff writer for the Memphis Press-Scimitar that appeared in the August, 1947 "TIES" Magazine. Photos used with permission .

"A long screaming whistle cut through the rain. It was Christmas Eve, and as the freight train pounded down the track at Forest Hill, there was a sudden burst of red light. A 15-year-old girl hopped out of bed and ran to the window. As the train rushed by, she flashed back a "hello" with a flashlight. Next morning she ran to the tracks to see what Santa had brought. Tied to a burned-out flare was a package wrapped in heavy paper.

"Sarah's friends on Southern, who had dropped off presents for her ever since she waved at them as a little girl, had decided she had grown up. The gift was a make-up kit - her first lipstick, rouge and compact.

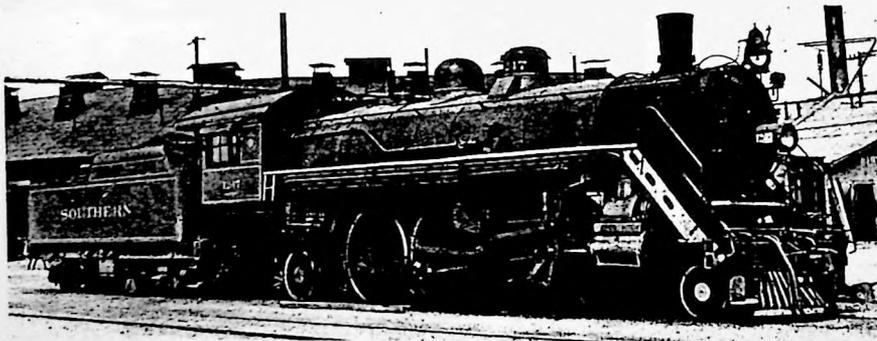
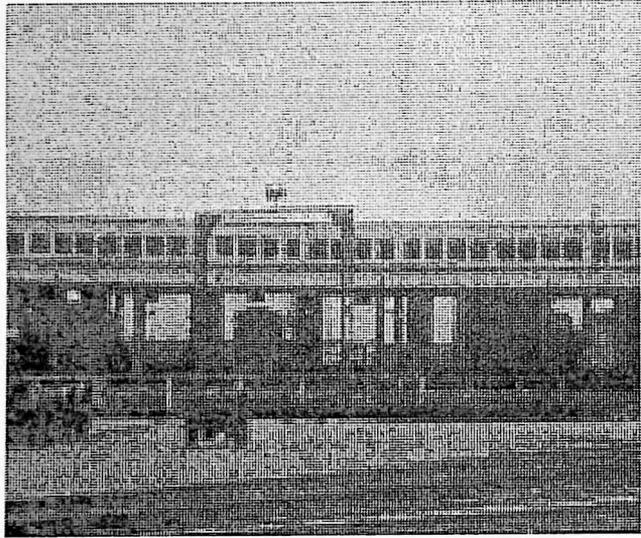
"Sarah was 18 then, a pretty, brown-haired sophomore at Memphis State and daughter of Dr. and Mrs. J. E. Clark. She got acquainted with the trainmen through her cousin, Frank Fitzgerald, an engineer on the daily passenger trains 35 and 36. Her ambition was to be a hostess on "The Tennessean." (Picture on left is Sarah Clark and on right is staff writer, Lois Ray, in cab with engineer, L. D. McKinney, of Tuscumbia, Alabama.)



LOOK AHEAD-LOOK SOUTH

GLASS BRICK WALLS

Prudent gals who wouldn't date a "wolf" except in a railroad roundhouse - "Can't get you in a corner there!" - would have another advantage now if they could schedule their unpredictable dates in the Southern Railway System's Forrest Yards roundhouse at Memphis. The discreet misses wouldn't be "in the dark" there, for the Southern has spent \$10,000 installing glass blocks to make the circular structure as bright as day. Old steel-sashed windows with grease-coated glass panes have been replaced by weather-tight glass blocks and creosoted-wood pivot windows. The combination is calculated to admit plenty of light and fresh air for the men who groom the Southern's steam and diesel locomotives. (From August, 1947 "TIES" Magazine with permission)



Southern Railway System locomotive 1247 at Sheffield, Alabama, in 1947. It never ran again. (Photo from Southern Steam Power, Barnhart Press, Omaha, Nebraska, used with permission.)

JUNIOR ENGINEER

Passengers aboard "The Tennessean" didn't know there was a very youthful engineer at the controls of its diesel locomotive when it left Union Station. Tommy Southworth, aged two-and-a-half, was realizing every little boy's dream. To be sure, Tommy had help; help from a genial, little-boy loving Rufus S. Porter, who regularly handles the train over the Memphis Division. As the train slowed down for Buntyn station, Tommy saw his mother waving. Hugging the necks of the engineer and James W. Edwards, fireman, in affectionate farewell, Tommy was ready to tell a breathless story of his wonderful trip. (From December, 1947 "TIES" Magazine. Photo with permission.)



SYMBOL OF A SAFE YEAR

Pictured at the Sheffield, Alabama yard, left to right, Arthur Murner, section foreman, R. A. Kelso, track supervisor and section gang members Junior Mason, Frank Turner, Will Glass, R. L. Barber, L. B. Moore and J. Vaughn, Jr., who had a chance to view the winged bronze emblem of the General Managers trophy for safety won by the Memphis Division. (From May, 1948 "TIES" Magazine, used with permission.)



THE SOUTHERN AT MEMPHIS, TENNESSEE

J. Carl Bland, gen. passenger agent



F. R. Bottenfield, div. passenger agent



Frank Boone, district passenger agent



Miss Louise Dunn, city ticket agent



F. A. Bailey, asst. freight traffic manager



Miss Julia Cobb, asst. city ticket agent



R. C. Courtney, div. freight agt.



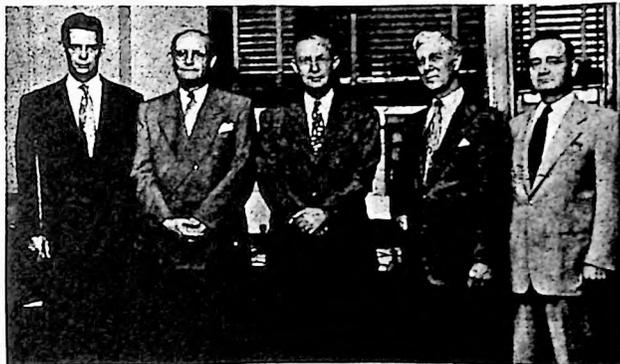
M. F. Sanderson, asst. gen. frt. agent



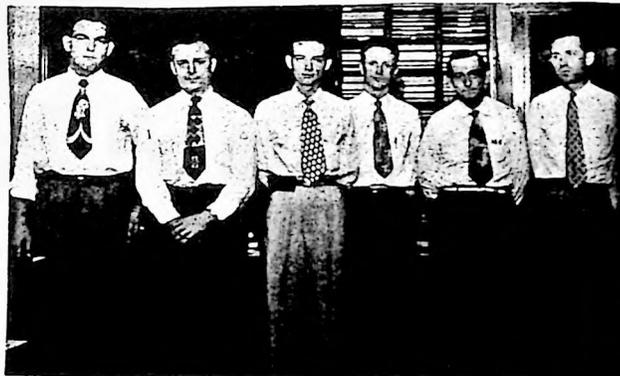
Joe Todd, commercial agent



Joe Todd, Elmer Buzan, F. A. Bailey, Marc Sanderson and Robert Courtney



Len Pierce, sec., Ralph Cone, asst. chief clk., Frank Craft, gen. clk., Harold Weatherly, sec., W. C. Tiller, telegraph operator, Gordon L. Potts, chief clerk.



Charles R. Brady, Jr., secretary



(All pictures this page & preceeding page from Southern Railway "TIES" Magazine, July, 1950 used with permission.)

MORE ALERTNESS

On the Memphis Division no less than half a dozen sharp-eyed railroaders made short work of six potentially troublesome conditions. Off duty and visiting relatives, Fireman James O. Aston of Leighton, Alabama, just happened to be standing in front of the station when a freight train passed. He saw a hot box on the passing freight and quickly signaled to the conductor as the caboose rolled by. The train was halted and the necessary attention given the car.

R. L. "Bob" King, a telephone maintainer "trouble shooting" a trackside telephone, happened upon a broken rail in the track with some six inches of the rail entirely gone. He lost no time in reporting the condition to the dispatcher.

In Decatur, Alabama, Harry Rehberg, operator, signaled a warning to the conductor as soon as he saw a brake beam down on a car of a passing train. Not far from Decatur, B&B Foreman John R. Beggs and his working force observed brake rigging down under a car as a train crossed the drawbridge near them. They warned the crew to stop, then removed the rigging. Another B&B foreman, Oscar W. Sherer of Moscow, Tennessee, and his force detected a hot box on a passing train and gave the warning signal to the conductor.

Marvin B. Saint, conductor, of Sheffield, Alabama, heard a peculiar noise as one car of his train moved into a siding. Deciding that the sound called for closer investigation, he had the engineer run the train back and forth a few times while he kept a critical glance on the running gear. Sure enough, there was one pair of wheels with a badly bent axle. Chalk up another score for alertness. (From December, 1948 "TIES" Magazine with permission.) (Editor's note: Marvin Saint was the only Memphis Division railroader that I remember who used a long cigarette holder to smoke his cigarettes. It was long and looked much like the one that President Franklin D. Roosevelt was famous for. Marvin lived south of Tusculumbia, Alabama, in a community called Colbert Heights. Marvin hired out as brakeman on August 7, 1919 and was promoted to conductor on December 13, 1940 and retired February 4, 1960 after 41 years service.)

BAD WEATHER HAMPERED COMMUNICATIONS

With the weather on a rampage, a heavy sleet storm disrupted all communications west of Sheffield, Alabama, and an urgent need developed for material to make repairs to the railway's signal line on a part of the Memphis division. A message to this effect, directed to the stores department at Charlotte, N. C., from the Southern's signal and electrical supervisor, was filed with the railway's operator, Claude E. Stratton, at Collierville, Tennessee. Knowing the message could not be sent in the regular way, the operator called on a friend of the Southern's, Paul M. Wilson, of Collierville for assistance. This friend was a "radio ham" whose service proved to be invaluable. His message was broadcast from station W4HHK at Collierville, picked up by station W4BAQ at Memphis and operated by Walter E. Newborn, who relayed to station W4CZL at Chattanooga, Tennessee, operated by J. Ferman Bennett, Jr., who phoned from there to the Southern's office at Charlotte and shipment of necessary material went forward almost immediately. (From February, 1950 "TIES" Magazine with permission.)

THANKS TO RUFUS PORTER



A letter was written by Dick Ashman of Memphis, Tennessee, to convey his thanks to a good Southern railroader which read as follows; "Please extend my sincere thanks to engineer Rufus Porter of Sheffield, Alabama, on the Tennessean that arrived in Memphis this morning. If he had not warned me at the grade crossing just west of Germantown, Tennessee, I wouldn't be writing this now. I neither heard him nor saw him until he blew his horn repeatedly." (From the September, 1950 "TIES" Magazine with permission.)

MONROE J. BRYAN



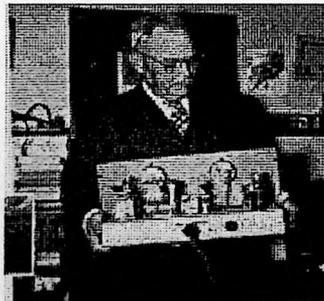
Monroe J. Bryan was promoted to assistant superintendent at Sheffield, Alabama, in May, 1951. Mr. Bryan was born on September 25, 1889, at Barton, Alabama. He first entered service of the Southern in November, 1903, as an operator on the Memphis division, serving later as agent-operator, train dispatcher and assistant chief dispatcher. He became chief dispatcher in May, 1920, and was promoted to trainmaster (East End) at Sheffield in February, 1928. Since June, 1931, he has been trainmaster (West End) at Sheffield. (From June, 1951 "TIES" Magazine with permission)

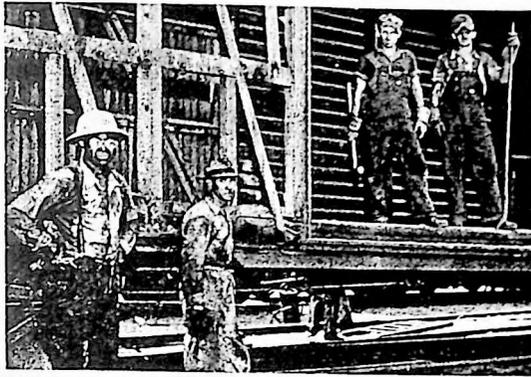
ROSS R. MARTIN

Ross R. Martin became trainmaster at Sheffield, Alabama, in May, 1951. Mr. Martin was born on January 21, 1901, at Martin Mills, Tennessee. He began his employment with the railway as a ticket clerk at Florence, Alabama, in June, 1918. Becoming yard clerk at Sheffield, Alabama, in March, 1920, he later served there as relief yardmaster and as night yardmaster. In December, 1926, he was made receiving clerk at Memphis, Tennessee, and in January, 1927, returned to Sheffield as chief yard clerk. After serving as yardmaster at Huntsville, Alabama, from February, 1927 to March, 1929, he became bill clerk at Sheffield, and was night yardmaster from August, 1937, until his promotion to Trainmaster. He was made Superintendent of the Memphis division later in 1951 and served through 1966. (From June, 1951 "TIES" Magazine with permission.)

CHARLEY UPTAIN

Charles Edward Uptain was a short wiry man with a shock of whitening hair and an unflinching stock of quiet good humor. A railroader for more than 46 years, he was born near Paint Rock, Alabama, and started pounding a key for Southern at Middleton, Tennessee, on the Memphis division after "cubbing" for eight months under the tutelage of a more experienced operator at Gurley, Alabama. Later he went to Barton, Alabama, as agent and afterward became telegraph operator at Decatur Junction. He worked in the division superintendent's office when it was located in Memphis and he moved from there to Decatur in 1914. Mr. Uptain also had a keen interest in "ham radio" and operated under W4BFM and was a member of the Military Amateur Radio Service, better known as MARS. (From January, 1953 "TIES" Magazine with permission.)





Stripping box cars at Sheffield shops for heavy repair: (left to right) Parker Deloney and John Griffin, laborers; Rudolph W. Collins, car repairer, and Thomas Ralph Wetherby, car repairer apprentice.

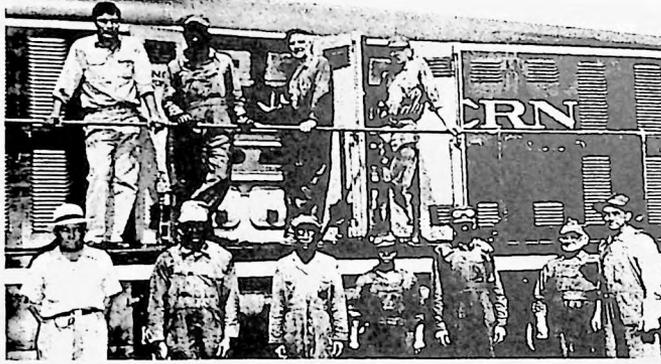


Stores department at Sheffield, AL. (left to right) Fred L. Phillips, truck driver; Lee M. Allen, storehouse man, and Percy Meade, James Byrd, Emmett Tompkins and Floyd Byrd, storehouse laborers.



Stores department at Sheffield, AL. (left to right) Fred L. Phillips, truck driver, J. C. McBride and J. C. Cabiness, storehouse men.

Photos on this page and the next two pages are from July, 1950, Southern Railway "Ties" Magazine, with permission.



Day roundhouse force at Sheffield, AL. left to right bottom: Frank Garrett, general foreman, Bruce Long, machinist helper, Lenoah Terrell, John L. Johnson and Jim Beavers, laborers, Julius Fischer, pipefitter, and George Jackson, pipefitter helper. (Top row left to right) Claude Keeton, electrician, Joe Johnson, Sr., machinist helper, Charles Manush, Sr., and David Staples, machinists.



Yard crew: (bottom row, left to right) Robert McKinney and John Stansell, brakemen, William O. Keenum, conductor, (on steps) Thomas C. Morris, engineer, James Westbrook, fireman.



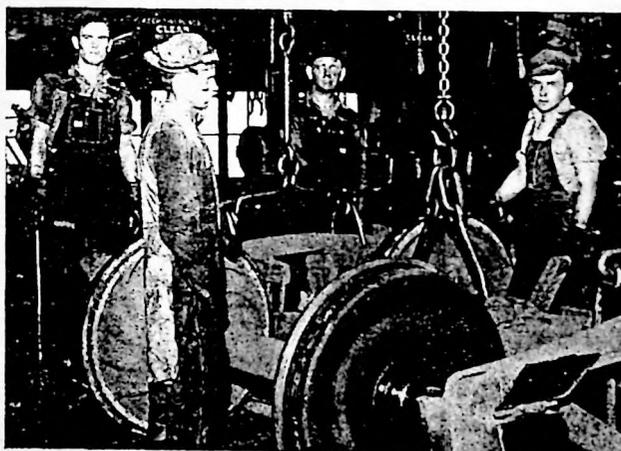
Yard crew: (bottom, left to right) H. L. Robinson and H. P. Johnson, brakemen, R. R. Kennedy, conductor, Walter Westbrooks and C. W. Darby, brakemen. (Top) R. D. Carter, fireman, Sam K. Hamilton, engineer, John Edward Burns, clerk.



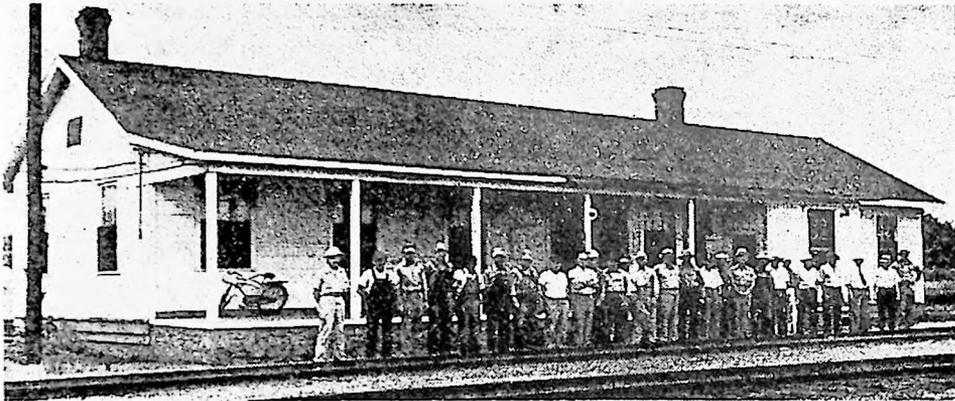
(Left to right) Homer A. Tribble, road engineer; James F. Gibson, road fireman, and Sanford H. Young, Jr., road brakeman. All men from Tuscumbia, Alabama.



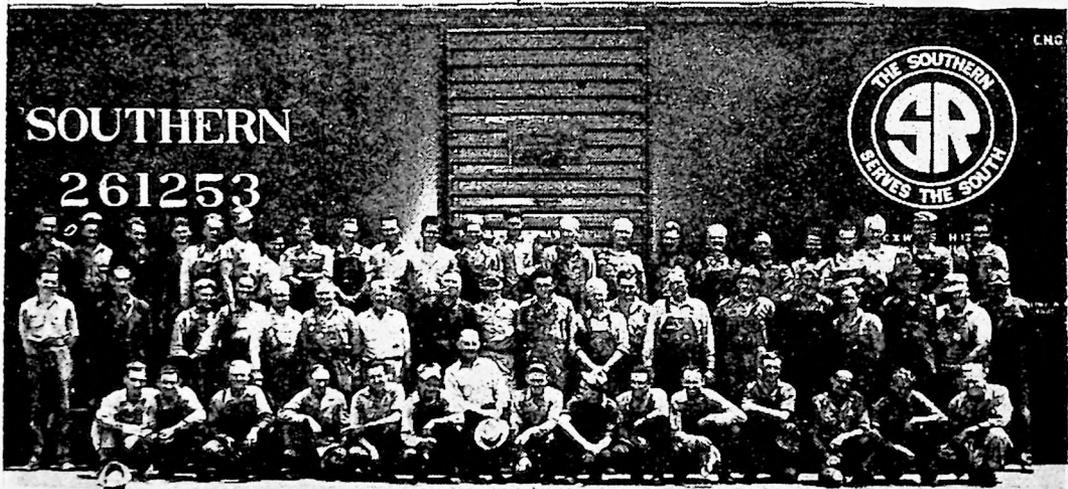
In the yard office at Sheffield, AL: James B. Hodgkin, general yardmaster, on right, and Harry Lee Davis, chief yard clerk, on left



Changing wheels on the Sheffield AL. rip track: (left to right) Thomas N. Utley, box packer, Robert N. Hester, car repairer apprentice, Walter B. Massey and James H. "Buddy" Denton, car repairers.



R. R. Kennedy, H. L. Robinson, W. H. Creel, V. B. Franks, J. R. Clement, E. N. Gibson, H. F. Starr, A. D. Peters, J. E. Whitlock, S. H. Hamilton, J. E. Westbrook, T. C. Morris, W. O. Keenum, M. O. Sparks, T. A. Wilson, W. Westbrook, W. J. Thompson, G. W. Johnson, L. C. Smith, R. R. Martin, F. Wilson, Z. N. Beasley, J. E. Owen, J. N. Hodgkin, T. C. Rutledge, W. C. Huddleston. (Photo courtesy Annual Retired Employees Association, August 30, 1950.)



L to r top row: J. R. Denton, W. F. Creekmore, A. O. Shull, T. C. Laster, W. T. Means, T. N. Utley, Ben Murner, L. J. Porter, R. W. McKinzie, W. E. Sommerville, H. N. Hester, W. B. Thomason, A. C. McRight, J. F. Hewlett, R. L. Laster, C. W. Warren, O. N. Jackson, J. A. Williams, H. G. Hanlin, J. W. Willingham, J. R. Smith. (Photo courtesy Annual Retired Employees Association, August 30, 1950.)

L to r second row: K. M. Means, W. H. Byrd, W. D. Blackmon, J. W. Jackson, W. E. Moss, J. E. Thompson, R. Goins, W. H. Cook, J. A. Stevens, B. R. Romans, H. R. Mitchell, Paul McWilliams, A. C. Dillahunty, W. M. Patterson, L. C. Richardson, R. W. Collins, J. F. Pettitt, A. Z. Owens, W. T. Darrah.

L to r bottom row: W. O. Shull, B. H. Palmer, C. W. Davis, J. W. Perry, K. A. Taylor, R. S. Shepherd, A. D. Frederick, E. L. Lewis, J. H. Denton, J. W. Simmons, R. E. Seal, J. W. Montgomery, J. A. Collins, T. E. Worsham.

JAMES L. SULLIVAN
SOUTHERN YARD SWITCHMAN

By Jack Daniel, Editor

Jim Sullivan, who lived at Waterloo, Alabama, joined the Southern Railway at Sheffield, Alabama, in 1912 as a millhand. He was not quite 16 years old and drew an entire 11 cents per hour or 99 cents per day. Four years later he transferred to switchman. The Southern had first, second and third class yards. The men in the first class yards drew 40 cents more per day than those in the second class yards, which in turn paid 30 cents more per day than a third class yard. This was for a 16-hour spread. If you worked your lunch hour you received another hour credit at straight time. The main trouble was that the Yardmaster saw that you didn't work your lunch hour. Switchman Sullivan's working his second class yard brought home a grand total of \$90 per month.

The switch engines were the little 300 class machines and could handle about 15-18 cars each. Some were equipped with electric head lights, but many still clung to the old blind oil lights.

During World War I the heavy traffic and general shortage of engines forced the locomotive into 24-hour service. There was another problem as there weren't enough boilermakers around and the engines soon developed leaks around the flues that allowed the water to steam off into the fire boxes. That made it impossible to keep up steam and the little switcher would switch a cut of cars, and then stop to allow the overworked fireman to get up enough steam to move another cut.

During the standing operation the switchmen could get a little rest and sit a bit, or as they called it "getting on the spot." The engines would have to go for water three times on a shift and re-coal once, so severe were the mechanical problems.

If the switchman wanted to keep his job he would have to climb into the tender and help the fireman cut down coal to within reach of the fire door, and also help shake grates, which is a dirty, heavy job. It was common for the switchman to step in the hot coals that had been dumped on the ballast and many burned off their shoe soles. Finally, the brass made the firemen stop shaking hot coals over the real estate in the yards, and common dumping places were designated.

The fireman didn't have a rosy time either. With an eternal fire to re-build in wet coal, he also had to keep the bell ringing during all the switching operations. This made him throw in a shovel and run for the bell cord, which he would yank with all the might of ten, turning the bell completely over, and then rush back for another shovel. Adding to the switch engine fireman's misery was the frequent stoppage of the sand pipes, forcing him to get down and walk beside the engine, beating away on the pipes to break out the stoppage. When he succeeded his reward was both eyes full of sand, which he had for company during the rest of his shift.

Harry McKinney was a picture of good health. His age of twenty-two, plus several years of robust switching in the Sheffield Yards, added considerably to the muscle in his body. His close friend, J. L. Sullivan, was a veteran compared to the boy, and on the mid-night trick Sullivan kept close watch on his student. The pride of instruction became apparent to fellow workers on the late switching duties; and Sullivan, together with young McKinney, were soon a top switching team that pleased the super and the hoppers, no end.

World War I loomed on the horizon and McKinney looked forward to becoming a top switchman before he was called to war. Possibly it was an intense drive to please Mr. Sullivan plus a terrific amount of incentive that made this young Southern Railway employee so well liked by all.

Sheffield Yard was called a "hump Yard." Actually it was built on a hillside and the brakies, riding the tops or front steps below the brake wheels, swung their wheels desperately with their brake clubs for leverage in an effort to duplicate modern retarders.

Sullivan and McKinney had just picked up a crummy and a box to attach to the end of a made-up eastbound freight, when the veteran Sullivan noticed a bad drawbar on the box. It had been chained-up to prevent it from de-railing the boxcar and he quickly cut it off the train, and the job of kicking it back to the Bad Order Track got underway. Young McKinney climbed aboard the bad boxcar and began to apply brakes with the club as it neared the closest car on the bad order trackage. He stood on the brake step about three feet from the car top working away. Suddenly Mr. Sullivan saw that both cars were about to slam together with no drawbars to take the shock of impact; he hollered to the young switchman to jump. The message didn't register in time, and the two boxcars slammed together. Being minus couplers, the walkway to the moving car rammed completely through McKinney's chest and stomach; amid the splintering of wood the transfixed switchman fell to the ground.

Mr. Sullivan ran up to his friend and was seized by the left hand in a grip of iron. The dying switchman would not turn him loose. Both men were loaded into a caboose and run about a mile up the track to a street crossing where an ambulance could reach them. The young switchman lingered some 30 minutes in the hospital and died of his injuries.

Years later Mr. Sullivan looked back on the dread days when safety in railroading was an unbroken factor, and many a trainman lost his life due to the bad screw wheel brakes, loose and bent grab irons, and the darkness of unlighted hump yards.

(Portions of this information came from book "Frisco Folks" - Sage Books, Denver, Col. pg. 153.)



E. T. Hodge

A 1950 letter from an old "Boomer." In 1897, I decided to see the other side of the fence and stepped out on my own. So when the Spanish war broke out, I was working in Columbia, Tennessee, and immediately enlisted in Co.D., 2nd Tennessee Infantry. We did not get out of the U. S. so I was somewhat disappointed. I was discharged Feb. 8, 1899, came home and took my first job railroading. I was with a carpenter gang under the supervision of J. Y. Hill. A. E. (Tige) Wade was the gang foreman. After about six months of that the desire was again very great to see some more of the other pastures, so to Texas to be a cowboy. I hit Abilene in the fall of 1899 when she was a crossroads cow town. I got the work all done there by April 15, 1900. Then, back to Fort Worth where I met an old buddy from the Spanish War and we joined up for the Philippines in May, 1900.

I came home after discharge in 1903 and was given a job in the Sheffield, Alabama, Car Shops at \$1.90 for 10 hours. In 1904, I transferred to yard service at Tuscumbia, Alabama, under footboard of Oscar Cargile at \$2.00 a day.

In 1905, I went to Birmingham and put in about two years with Southern and the Frisco. 1907 to St. Louis one year with the TRRA until the panic of 1908. After that, I looked for a job and hit every R.R. between there and Salt Lake City before I got one for about a year. I decided Utah two-foot snow was too much for a boomer with thin sole shoes. So then to Los Angeles and a job with Southern Pacific and made up my mind I was tired moving around and stayed there until retirement in December, 1943.

I was well acquainted with all the Memphis Division personnel. I can close my eyes and see Big Red Smith come into the yard from the west like the 20th Century Limited with a grin on his face like a wave in a mudhole. After you gave him the Hi Ball he would hook the old engine about two notches from center, pull the throttle out back of his neck and one foot out the window and come to town.

We knew every engineer by his whistle. Perry Armstrong, Lee Patton, Billy McAnally, that always blew a road crossing signal just like the book said. All the Porter boys, Tom and Sidney Anderson, Gay Whitson and conductors like Sim Beasley and Blacky Hall, I knew well.

Here is a little story that happened in the Tuscumbia yards around the turn of the century: At that time there was an old saddle-back engine No. 50. It had been filled with sand to give her more weight and a regular tank coupled on behind. This was during the rein of Supt. Pegram and trainmaster McAllister. The driving tires were as hard as glass and you had to keep her upon a dirt road or she would slip standing still. An engineer named Woodruff was running No. 50 this night and "Weeping Willie" Curry was the yard conductor. "Woody" had run out of back-up sand. So Bill and him were going down to get an armload so I put down some sand going down. There were only hand sanders then so right in front of the old Parshall House where the trainmaster was peacefully sleeping, "Woody" opened his front sanders about 11:30 p.m. Woody was coming out with all she could move. No. 50 had no cab light and a very short throttle. He had the reverse lever down in the amen corner and the throttle straight out behind. The fireman couldn't keep her hot and keep enouh water in her, so Woody was fooling with the injector on his side where she ran off the sand and he couldn't find the throttle to shut her off. If you don't think he disturbed peace and quiet.

I would like to apologize to the Southern Railway for the luka gravel ballast I threw away between Scottsboro and Rose-Berry Creek trestle, the old swimming hole. I am just an old stiff who has made up his last train and got the crummy hooked on and standing in the clear waiting for the last "Hi Ball."⁷⁸

Signed: E. T. Hodge

(This article appeared in the August 30, 1950, Eighth Annual Railroad Celebration publication.)

THE SOMERVILLE BRANCH ACCOMMODATION TRAIN, A WAY OF LIFE

From December, 1959 Tennessee Historical Quarterly

By Alfred H. Holden

Taken from Vol. 159 No. 1 *The Fayette Falcon* with permission.

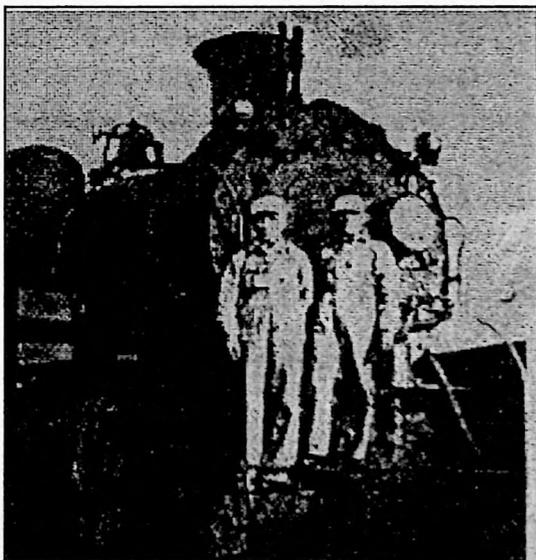
The blue haze of Indian summer hovered over the town of Collierville, Tennessee, one autumn morning back in 1914. It was a few minutes before seven o'clock, and the stores were just being opened. From the distance came the musical tones of a train whistle that almost played a tune. It was Mike Brady, engineer, tugging at the whistle cord of the Southern Railway's Somerville Accommodation train.

For some reason on this particular morning, Mike had passed up his customary stop at the coal-chute and water tank a mile east of town and the train was bearing down on the station several minutes ahead of time.

From all directions people raced through town toward the station. Here came Joe Mangum and his brother Harry across the town square from the east end of town; for once, that tall dignified, ramrod-straight gentlemen, Captain Peter Perkins, abandoned his usual leisurely stroll from his home by the Presbyterian Church and actually did a "double-quick" down the west side of the square. Up the railroad from the west ran Emmet Williford and Will Norfleet, while several young ladies, skirts flying, waving book satchels and box lunches, ran from various directions, all cheered on by those of the town's citizens who were on the street at that early hour.

As the train rolled in with bell ringing, steam hissing, and airbrakes screeching, Mike jumped from the cab, leaned against a driving wheel of the engine, held his sides and laughed uproariously. "Fooled you that time," he crowed. The passengers all got aboard, some to go to work, some to attend school, and some to shop in the city. Mike looked at his watch, hopped up in the cab and opened the throttle, while Cap'n Higgins, the conductor, began punching tickets. (Editor's note: Higgins was probably John Higgins who made the first run of "The Southern Newsboy" train on February 1, 1900.)

Collierville is 24 miles east of Memphis, and I don't remember that there were many regular customers beyond that point. There was a Miss Agnes Holmes from Moscow, and a young man named Prewitt and another one named Asa L. Pierson from Rossville; occasionally there'd be members of the Crawford and Phillips families from Williston. At Collierville, in addition to those already mentioned, would be Miss Lyde Williford, Kate Webb Williford, Alfred Humphreys,



Pitt Humphreys, Sidney Humphreys, Turner Humphreys, Buck Morris, Paul Baker, Walter Matlock, Eva Harrell, the Earnhart sisters, Sale Bryan and his brother Carroll.

Next stop was Bray Station. There ex-Confederate Captain C. A. DeSaussure, who as Passenger Agent of the Southern Railway, would usually toss away a Bull Durham cigarette that he had rolled and come aboard, followed by his son and assistant, Mr. Louis, who in turn was followed by his children, Louis, Jr., Charlie and Margaret. The DeSaussures would be accompanied by their friend who lived with them, John Bell Hood, son of the famous Civil War general.

At Bailey Station there'd be Bert Jones and his wife, better known to all as "Miss Lilla"; there'd also be Valda McLemore, great-granddaughter of one of the founders of Memphis.

At Forest Hill we'd pick up Mr. A. R. Davant, Sr., and his two daughters, Mary and Maner, plus many others.

Just before we reached Germantown we'd stop at Booth Station where Miss Ella Martin and Mr. Louis Callis would get on.

At Germantown we'd have to begin making more room, for there would wait genial Jimmie Coan, branch manager for Cook's Brewery, his children Frank, Boss, and Agnes, and a host of others too numerous to mention.

That kept Cap'n Higgins pretty busy until we got to Greenlawn, where Jeff Messick and Walter May would get on, and perhaps Joe Kirby, if he had any business in town that day, or was headed for one of his plantations.

At Ridgeway we'd pick up some of the Bennett family. Mr. Bennett's hobby was race horses, and he owned some fast ones.

At White Station there'd be two Hensley sisters, various members of the Brooks families, also Miss Hula Hamlett, who had ridden her bicycle from home to the station and parked it there.

At Cherry Station we'd stop for Mr. Joe Curtis. Even then he was writing for the *Memphis Commercial Appeal* those fascinating tales about steamboating on the Mississippi River for which he became famous. Later on he moved to Germantown.

I can't recall any commuters from Goodlet, but at Greer there'd be Mr. Harry Davis of Fortune-Ward's Drug Store, his son, Harry, and Squire Heard and son, Bob.

The foregoing were all commuters who rode the train at one time or another between 1914 and 1920.

When we rode with Mike, life was no rat race. The two hours spent daily going to

work and returning home were the two best hours of the day. We sat back comfortably on cushioned seats and read the newspapers, conversed with our friends, played penny ante or blackjack, and sang close harmony up in the smoker.

Mike scared the daylights out of me practically every morning when we got to Kansas City Junction. That's where the N.C.& St.L Railroad's accommodation train arrived at the same moment that we did. It was a couple of miles into the Union Station and those engineers raised the hair of some of the passengers by racing wildly down Broadway, steam hissing, whistles blowing for crossings, and the people who lived along the tracks waving and urging the engineers on to more speed. The passengers on our train could reach over and shake hands with the passengers on the other train as both careened wildly around curves.

Sometimes Mike would give me another scare on the way home. A few miles out of town there was a station called Townsend, on about the sharpest curve between Memphis and Somerville. When there were no passengers for Townsend, Mike would hit that curve as fast, I thought, as he could make the old locomotive roll. The cars would lurch wildly. You could sit in the rear of the last coach and see the fireman shoveling coal. The cinders would fly, some right into your eyes if you weren't careful. You expected any minute to see the engine jump the track and go tearing off through a cornfield, but it never did. Mike knew just what speed was safe.

One morning when we stopped at White Station, I was standing out on the back platform of the train. We must have stayed longer than usual. Up the track I heard a train whistle blow, and around the curve there came a long freight train. As soon as I saw it I knew it couldn't stop before running into the back of our train, so I yelled and leaped to the ground. I remember that Emmett Williford and his wife and two baby daughters were sitting in one of the seats in the back end of the car. When that freight train plowed into us, it did so with sufficient force to split the back end of our train open. It must have been shattering to the Willifords to hear that crash and look up to see a freight train locomotive coming through the back door! Fortunately no one was injured, just scared witless. I think Mike had the worst shock of all. When he heard that whistle he jumped from his cab to the ground. When the freight train struck, it knocked Mike's engine loose from our train, and must have jarred the throttle open, because it took off down the track with Mike right behind it. It certainly was lucky that Mike outran that engine, else it might have gone crashing right on into Union Station.

There never was a train quite like the Somerville Accommodation. If you couldn't make it to your station by the time your train got there, you needn't worry. If you could get within sight of the train, Mike would see you and stop anywhere.

One morning the train jolted to a fast stop between stations soon after leaving Bailey Station, and the reason became apparent at once to the passengers, many of whom had their heads out of the windows to see what was happening. A puffing, portly, red-faced, white goateed gentleman climbed through a barbed wire fence and hoisted himself up on the steps. "Where you going, Colonel?" inquired Cap'n Higgins. "To h—!" snapped the

testy old gentleman, who was disgruntled over having to board the train in such a hurried and undignified manner. "Hey Mike!", yelled Cap'n Higgins, "Let him off at Germantown." Cap'n Higgins liked to tell that tale. It was just his way of poking a little fun at Germantown in those days gone by, when folks from other communities pretended that Germantown was a rough, tough old town.

Winter evenings, when it was dark, raining or snowing, and you dreaded that mile walk home from the station, you just whispered to Cap'n Higgins and he would signal Mike, and the train would stop right in front of your house, or as near to it as possible.

At the time of which I write, I had taken a business course at the old Memphis Business College and was working on my first job, with the Bellgrade Lumber Company. I hadn't been riding the train long before I was getting off at Germantown frequently to spend the night with newfound friends, Wheatley Davis, that accomplished pianist who worked for O. K. Houck Piano Company, and Bob Payne, a commercial artist who at that time worked for Bluff City Engraving Company.

In those days it was the custom for all the pretty girls in Germantown to stroll down to the station to meet Mike in the afternoons. There was one in particular that I noticed. She was a rosy-cheeked blue-eyed Irish lassie, and before long I was getting off the train two or three times a week to go to see her. The schedule of the Southern Railway's passenger trains made it very convenient for me to do this, as there was a train on the Chattanooga run that came through Germantown about midnight. When I'd go see my girl, I'd ride that train from Germantown to Collierville. One night when it was pitch dark I heard the train blow for Germantown, and I left my girl's house on the run. Her front gate was about thirty yards from the door. In the darkness, I hit a gatepost dead center and practically wrapped myself around it, but recovered my senses in time to make it to the train.

Another night I didn't quite make it to the station in time to cross the track to be on the side where the vestibule doors would be open. I was carrying an armful of sweetpea blossoms that my girl had given me to take to my Mama. I got to the track just as the train was pulling out. I swung up on the side of the vestibule that was closed. The flagman did not see me, and passed on into the coach. The train was soon going too fast for me to jump off, so I hung on desperately with one hand. Within a mile I had dropped the flowers and was holding on for dear life with both hands. As we passed through Forest Hill, I was beginning to think with increasing panic that I was going to have to turn loose and jump, but luckily the flagman passed between the cars and saw me.

Another night, I got off Mike, went to see my girl, caught the midnight train and went promptly to sleep. When I woke up I was 14 miles past my stop, at Moscow. The conductor was very nice about it. He inquired if I had enough money to spend the night at the hotel, and gave me a pass back to Collierville. I went on to work the next morning. It so happened that something special was going on at Germantown that night, and I got off the train there again. I caught the midnight train and, would you believe it, went promptly to sleep again, and woke up in Grand Junction, about thirty miles from home. I asked the

conductor for a pass home, and he informed me that he was not running a sleeping car, and I would have to go back the best way I could. On the third night, I finally made it home and told my folks I had been riding up and down the line, sleeping in hotels here and there. They must have wondered if I hadn't gone slightly off my rocker.

There were two kinds of commutation tickets, business and school. From Collierville, business tickets cost \$10 for 52 rides. School tickets didn't take Saturdays into consideration, and were good for only 44 rides, but cost only \$7.50. Now, when those school tickets went to town on Saturdays, it meant that their tickets wouldn't last the full month. Some of us used to practice a mild deception on Cap'n Higgins. When he punched our tickets we would watch to see where the little punched out piece fell, pick it up, fit it back into the hole and smooth it over with something until it looked as if it hadn't been punched. Cap'n Higgins probably knew this, but he never said anything. The girls particularly liked to play this trick on him. Cap'n Higgins admired all the girls, and used to flatter them outrageously. He never would take the ticket from the girl's hand to punch it, he just held her hand with the ticket in it, gave the ticket a gentle punch and the hand a gentle pat, with some such comment as "what a soft, pretty hand." It was all in fun. He just liked to tease and please the girls.

Children up and down the line loved Mike. My wife told me that long before the time I'm writing about now, when she was a little girl five or six years old, she heard somebody telling how Mike could carve cute little baskets and monkeys from peach seeds. One afternoon, without consulting anyone, she carried two big peach seeds down to the station. When the train stopped she ran toward the engine. Mike saw her and got down from the cab. She asked Mike to carve her a basket and monkey. "I surely will honey, you be down here tomorrow evening and I will surely have them for you." The next evening she was at the station. Mike had her basket and monkey ready, and was rewarded with a hug around the neck. "How would you like to take a little ride on the engine?," inquired Mike. He whisked her in the cab, pulled the throttle, rolled slowly up the line for about a hundred yards and brought the train to a stop. Setting her up on the embankment out of danger, he blew her a kiss and rolled on up the line.

The Somerville Accommodation carried a freight car regularly. It was just in front of the baggage car and directly behind the engine. One afternoon soon after I started riding the train, I thought it would be a great adventure to ride home on top of that freight car. I told Mike what I wanted to do, and he told me to climb up there when we stopped at Buntyn. I thought it would be just a matter of sitting up here on the runway, viewing the scenery and enjoying the cool breeze. First thing that happened, the fireman opened up the firebox and began shoveling coal. Red hot cinders pelted me, and no two-mule wagon with runaway mules ever jolted me as much as that boxcar, and I had to hang on by teeth and toenail to stay up there. When we reached the next stop I hurried down, and of course there was Mike peeping from the cab to laugh at my discomfort.

The train crew that I remember best consisted of Mike, Cap'n Higgins, Bond, the flagman, Jaybird, the brakeman, and Stone, the baggageman. Somehow I can't remember any of the firemen. (Editor's note: You can find Mike Brady's name on the Memphis &

Charleston engineers list elsewhere in this book.)

The little girl for whom Mike has made peach seed baskets and monkeys, grew up, graduated from high school and began "riding Mike" daily to West Tennessee State Teacher's College at Normal. In time I married her and moved to Germantown.

After World War I the years wore on until 1930, when it was decided to abandon the branch line from Moscow to Somerville. The old train made its last run in 1930, and Mike and Cap'n Higgins were transferred to Chattanooga runs. I wonder if they were really happy again. How they must have missed the friends they had made over a period of forty years.⁷⁹

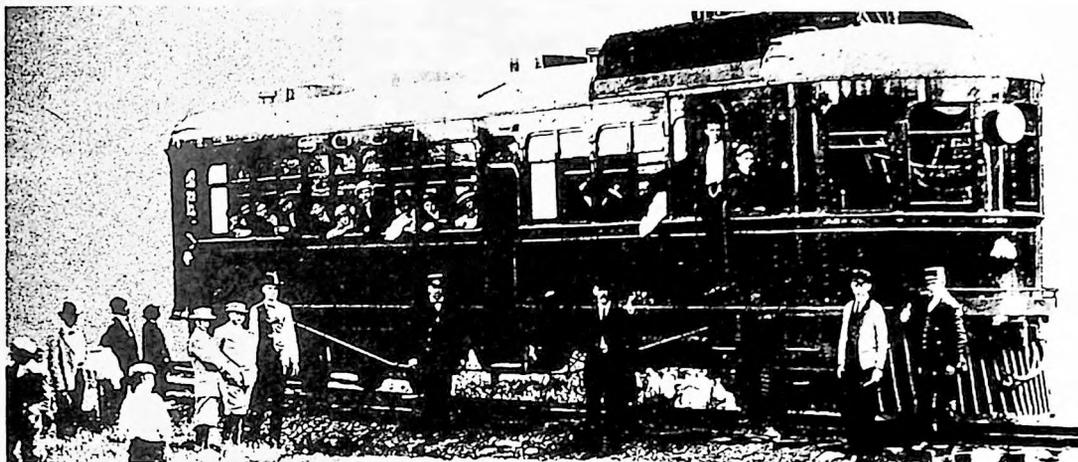
Note: Mr. Mike Brady is the grandfather of Mr. Larry Brady of Somerville.

Note from the editor: In the latter years of operation of the branch train, it was powered by a gas-electric motor coach and trailer. Mr. Sam McMahan of Tuscumbia, Alabama, was the engineer for several years. It seems that Clergymen could have a permit number.

Here were the stops;

Memphis
K C Junction
Bellewood
Rozell
Wilson
Race Track
Central Park
Buntyn
Greers
Goodlets
Cherrys
Eudora
Whites
Ledbetter
Townsend
Ridgeway
Greenlawn
Edge Hill
Germantown
Booths
Forest Hill
Bedford
Baileys
Bray
Lacey
West End
Collierville

Pipertown
Walkers Crossing
Rossville
Hays
Moscow (then branch off to
Hollis Lane,
Williston,
and Somerville.)



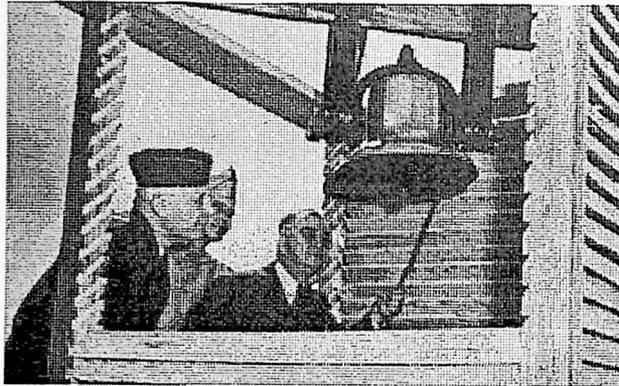
This gas-electric motor coach served the Somerville Branch running between Memphis and Somerville, TN. (Photo from book "Southern Steam Power," Barnhart Press, Omaha, Nebraska, used with permission.)



Southern Railway Motor Car No. 2 and trailer at Collierville, Tennessee, 1910. (Photo from book "Southern Steam Power," Barnhart Press, Omaha, Nebraska, used with permission.)

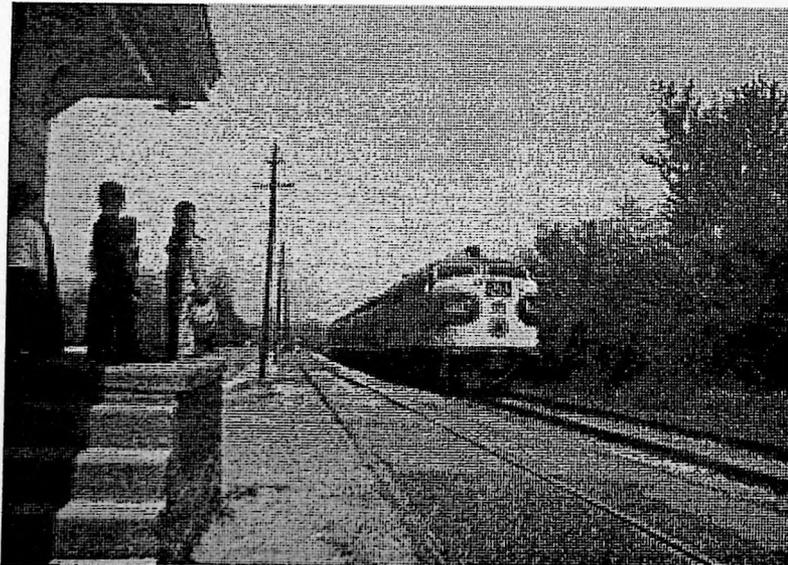
LOCOMOTIVE BELL GOES TO HUNTSVILLE

When Redstone Arsenal at Huntsville, Alabama, needed a bell for its new chapel it called on the Southern for help. It got the help and became the only Army chapel in the south to have a bell. Pictured below from left to right; Brigadier General Thomas K. Vincent, commanding officer, PFC Robert Buckner, chaplain's assistant, and L. H. Smith, Southern agent. (From June, 1953 "TIES" Magazine with permission.)

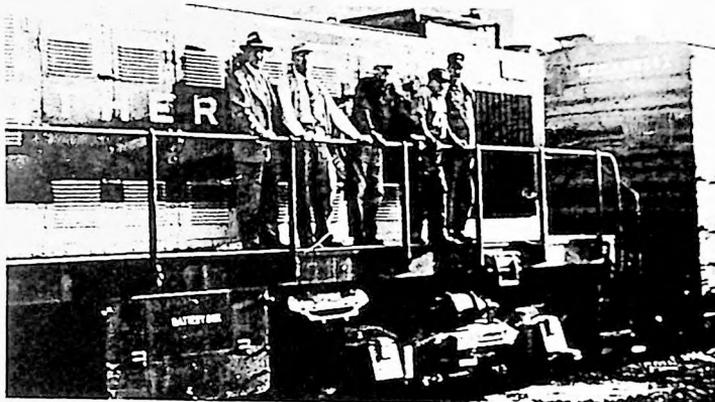


CHILDREN LOVE TRAINS

The youngsters in Germantown, Tennessee, have proved themselves no exception. Recently a group of second graders with teacher Mrs. F. B. Hancock rode train 35 from Germantown to Memphis. Pictured below is number 35 headed up by an ALCO diesel number 6902 arriving at Germantown. Pictured also is Germantown agent, Thelma Brooks. (From May, 1954 "TIES" Magazine with permission.)



At Memphis the Midsouth Refrigerated Warehouse Company opened a million-and-a-half-dollar plant on the Southern adjacent to Forrest Yard. First shipment was export meat destined for Athens, Greece, and the Southern moved it. Switch crew members C. H. Sharp, A. C. McCarthy, and M. P. Pittman shown on engine with M. F. Sanderson, asst. freight traffic mgr. (left), and Dave Ray, yardmaster (second left), Engineer was E. E. Williams, fireman was D. E. Floyd. (From Southern Railway "TIES" Magazine, Aug., 1953, used with permission.)

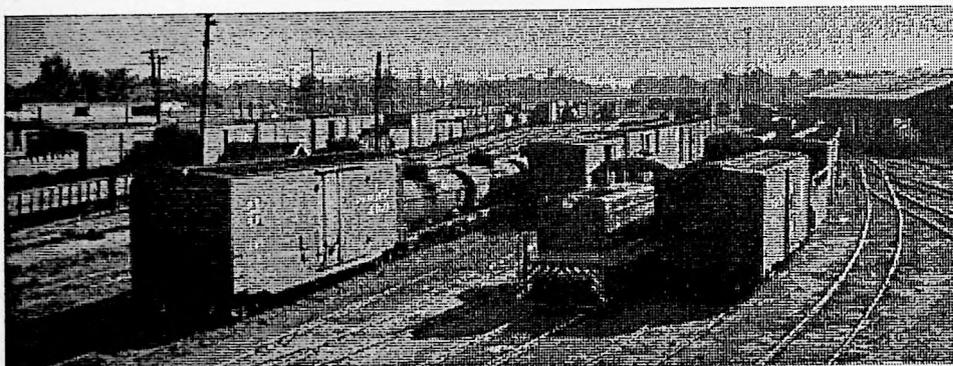


One of six new 2250 h.p. ALCO diesel-electric passenger locomotives going into service on the Memphis Division. (From Southern Railway "TIES" Magazine, December 1953, used with permission.)

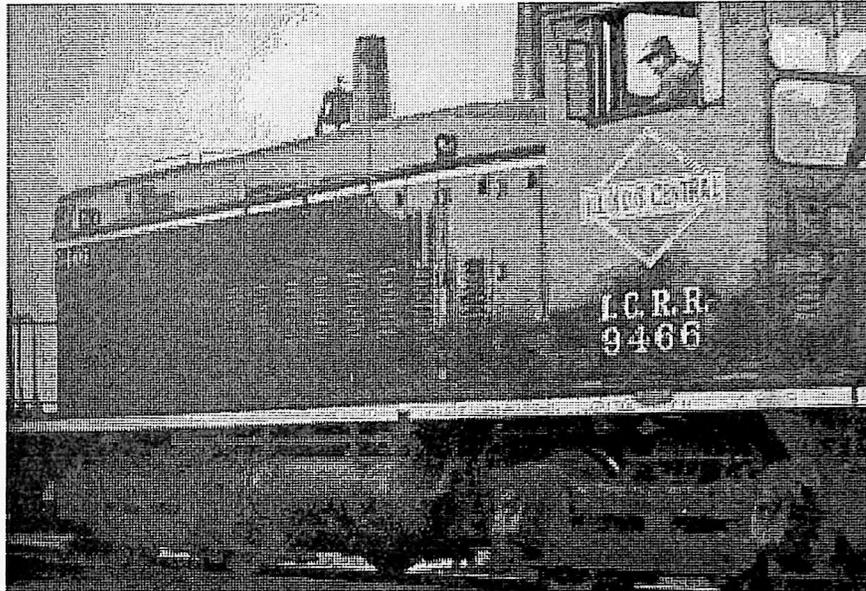


SOUTHERN RAILWAY'S MEMPHIS GATEWAY

A portion of Forrest Yard at Memphis, Tennessee, one of Southern's five major gateways to the west and north for interchange traffic with connecting railroads. (From January, 1958 "TIES" Magazine with permission.)



An Illinois Central engine stands ready to "break up" the cut of cars being delivered by Southern at IC's Memphis yard. (From January, 1958 "TIES" Magazine with permission.)



At left ; G. R. Derrington, yard conductor and J. A. Garmon, supt. terminals, Memphis.
At right ; F. C. Street, lieutenant, special service. (From January, 1958 "TIES" Magazine with permission.)



Missouri Pacific engine at Forrest Yard delivering freight cars from the west and midwest. (From January, 1958 "TIES" Magazine with permission.)



SOUTHERN TRAIN CREW AIDS PLANE CRASH SURVIVORS IN MIDNIGHT RESCUE

A Southern Railway freight train was pressed into ambulance duty one night early last month as its crew acted quickly to aid three injured survivors of an Air Force plane crash.

The wreck, which killed the pilot, occurred along Southern's right of way a short distance from the Memphis division tracks near Town Creek, Alabama, at about 11 p.m. on November 5, 1958. The injured men were all Air Force personnel riding as passengers in the C-45 twin-engined cargo aircraft.

According to newspaper reports, the plane was en route from Orlando, Florida, to Maxwell Field, Alabama, when it ran into bad weather and was re-routed to Muscle Shoals Airport in northern Alabama. About 5 miles from the airport the plane slanted down through low-hanging clouds, sheared off the tops of several trees, and ripped through two utility poles before hitting the ground and bursting into flames.

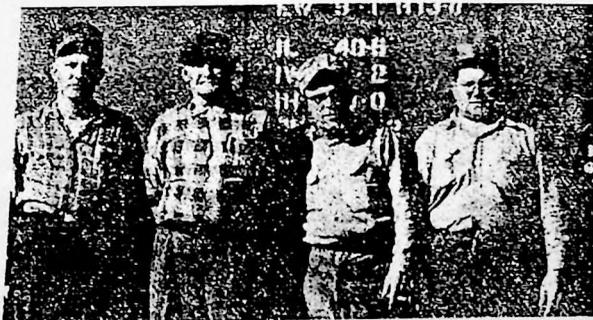
A passing Southern freight train arrived at the scene approximately an hour after the crash, having traveled at reduced speed for several miles because the falling plane had cut through communications lines and blacked out the automatic block signals.

One of the survivors, who had pulled the other two clear of the flaming wreckage, saw the train approaching and waved it down. The train crew stopped to give first aid, but when they learned the extent of the injuries, the engine was quickly uncoupled and engineer Jesse N. Street climbed aboard and sped two miles to Town Creek where he telephoned a Southern dispatcher and asked for an ambulance. He then returned to the scene.

Ambulance drivers couldn't find their way to the injured men, so the engineer again shuttled back to Town Creek, picked up ambulance attendants and stretchers, and brought them back.

The crash victims, two lieutenant colonels and a sergeant, were placed on stretchers and loaded into an empty box car. The train then took them to Town Creek from where they were carried by ambulance to a hospital in Tusculmbia, Alabama. One of the survivors was in serious condition, according to hospital officials, while the other two were listed in "good condition."

Air Force officials praised the Southern crew's part in the rescue and called it "A credit to themselves and their company." Officers of the Southern summed up the company's feelings in the matter by saying, "We are mighty proud of the assistance given by our employees."



Left to right ; D. P. Floyd, Jr., conductor, E. H. Andrews and G. O. Lovelace, brakemen, and S. M. Grider, fireman. Engineer Jesse N. Street was not available at the time the photo was taken. (From December, 1958 "TIES" Magazine with permission.)

FLORENCE (ALABAMA) CIVITANS NAME SOUTHERN'S AGENT "CITIZEN OF THE YEAR"

Oscar Y. Kennedy, Southern Railway's agent at Florence, Alabama, was selected "Citizen of the Year" by the city's Civitan Club. He was a member of the city's Board of Education during a critical period from 1931 until 1944. For more than 20 years he served on the Official Board of Stewards of his church and for 15 years was chairman of its Board of Trustees.

A veteran of 53 years on the Southern, Mr. Kennedy began his long career as a depot clerk at Florence in February, 1906. He was appointed agent at Tuscumbia, Alabama, in 1912, and in May, 1914, was made agent at Florence. Mrs. Kennedy, also a veteran Southern employee, entered the railway's service in May, 1918. She was a cashier in her husband's office. Among those present at the banquet were Ross Martin, Superintendent of the Memphis division, and Mayor Ellie F. Martin, who was also Southern's city ticket agent at Florence. Both of these men were originally hired by Mr. Kennedy. (From May, 1959 "TIES" Magazine with permission.)



Left to right; Howard Watson, president of Civitan Club, O. Y. Kennedy, Ross Martin, Mrs. Kennedy, and Mayor Ellie Martin. (From May, 1959 "TIES" Magazine with permission.)



Left to right; Mrs. Kennedy, Mr. O. Y. Kennedy and Mayor Ellie Martin. (From May, 1959 "TIES" Magazine with permission.)

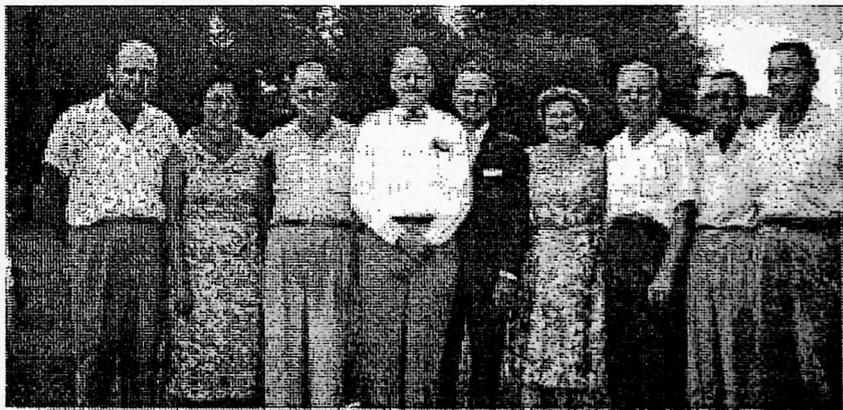
RETIRED EMPLOYEES ASSOCIATION

The men and women of Southern's Memphis division and the Northern Alabama division find that crossing the line from active to retired life adds a special benefit beyond those normally enjoyed by Southern employees. Each year, retirees in the area are guests of active employees at a barbecue luncheon held to honor their past services to the railway. "Working" employees handle all the arrangements - they plan the program, cook and serve the meal, mail announcements and oversee a dozen or so other details.

This annual celebration takes place at Spring Park, a large wooded picnic grove in Tuscumbia, Alabama, and is held on the last Wednesday in August. The day's festivities include a program tailored particularly to entertain these senior members of the Southern Railway Family. But primarily it's a day set apart to remind them that they're still considered very much a part of the "family."

The August 26, 1959, celebration was the sixteenth in the series that began in 1939 and had been held yearly except during World War II. Tuscumbia was chosen as the site for two reasons: first, Spring Park was ideally suited for the large gathering which often numbers 1,500 or more people (the public and all active Southern employees are also invited - as paying guests); second, Tuscumbia has an important niche in railway history. This small northern Alabama city was the starting point for the Tuscumbia Railway Company in 1830, the first railroad west of the Allegheny Mountains and now a part of Southern.

Though most of the people attending come from the Muscle Shoals area (Tuscumbia, Sheffield, Muscle Shoals and Florence), many travel long distances to take part in this annual reunion. One year ten states were represented by the assembled guests. In many ways the "Retired Railway Employees Celebration" has the nostalgic flavor of a traditional 4th of July picnic minus the fireworks and with an accent on railroading. Songs of the Gay 90's - "Moonlight Bay, "After the Ball, "Oh, You Beautiful Doll, plus "I've Been Workin' on the Railroad" - set the mood for the standard old-time picnic fare of ham barbecued over hickory embers and spicy Brunswick stew with the usual trimmings. Altogether, it's an affair eagerly anticipated each year by both active and retired Southern employees. The celebration serves its intended purpose to "Perpetuate the memory of railroading by maintaining close ties of friendship with those who have served before us." (From September, 1959 "TIES" Magazine with permission.)



The task force in charge of arrangements; W. C. Fare, President, Mrs. Lavern Vickers, Secretary, G. E. Troutt, Vice-President, D. C. Minor, Treasurer, Ralph L. McCollum, General Chairman of BLF&E, Mrs. J. F. Deaton, Chairwoman of ticket committee, B. V. Hargett, Publicity committee, W. J. Thompson, Purchasing committee and H. John West, Food committee. (From September, 1959 "TIES" Magazine with permission) (Editor's note: John West later died of heart attack while on a run as engineer. Brakeman Red Morton was in cab with John. Date unknown.)



Winners of various awards from left; D. C. Fare, retired section foreman (greatest number of children in Southern service), F. M. Thompson, retired machinist (longest retired - since 1943), J. L. Sullivan, retired asst. yardmaster (traveled greatest distance), Mrs. Joe Sanders, wife of retired conductor (lady traveling greatest distance - Chattanooga), W. H. Pace, retired boilermaker (oldest retiree at 81), and T. L. Thorne, retired conductor (retired most recently - August 1, 1959). (From September, 1959 "TIES" Magazine with permission.)



Members of the Ladies Auxiliary, Brotherhood of Railway Trainmen, in the Muscle Shoals area who helped serve 1,750 pounds of ham, 150 gallons of Brunswick stew and other foods. (From September, 1959 "TIES" Magazine with permission.)

Orders at the "beverage booth" bore witness to the railroader's well-known coffee drinking habits. With the temperature well in the 90's, members of the Ladies Auxiliary, Brotherhood of Locomotive Firemen and Enginemen, served 20 gallons of hot coffee. (From September, 1959 "TIES" Magazine with permission.)



Discussing a subject of mutual interest - industrial development in northern Alabama - during a lull in the festivities were (left to right) : Jerry L. Townsend, Southern's industrial agent at Birmingham and principal speaker at the celebration; K. H. Bishop, Alabama State Representative from Colbert County ; and Ross R. Martin, superintendent of Southern's Memphis division. (From September, 1959 "TIES" Magazine with permission.)



Mrs. Casey Jones, widow of the world famed engineer, center, has been a visitor to the Retired Employees Celebrations. Pictured with Mrs. Jones left to right; C. H. Bradley, Ben F. Porter, Mrs. L. H. Bradley, Buster Karney and Mrs. Clay Frazier. (From Retired Employees Association publication of 1947. Used with permission.)



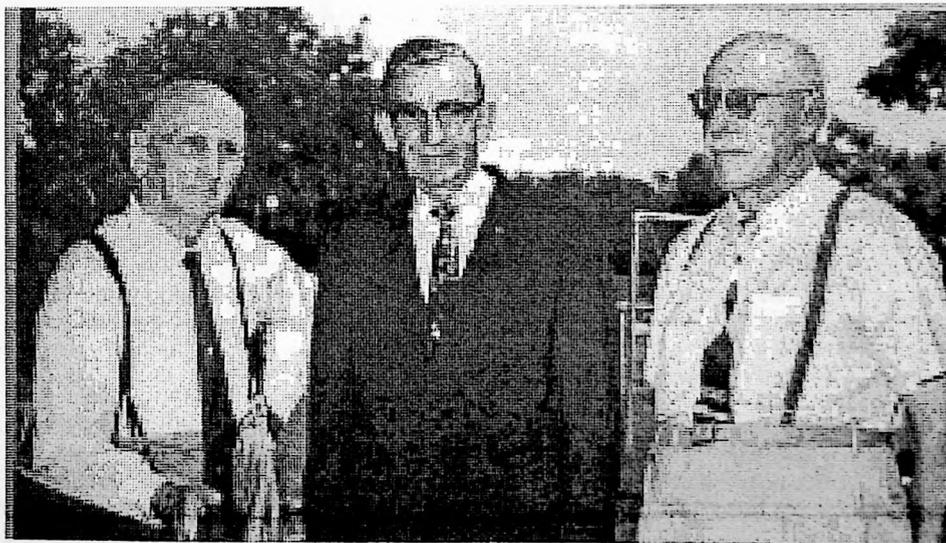
E. C. Slay, trainman on the Northern Alabama division and Harry Grisham, trainman on the Memphis division attended the 34th annual Retired Employee Celebration, August 11, 1976. (Photo courtesy Muscle Shoals Railroad Club.)



Mr. and Mrs. B. V. Hargett of Tuscumbia, Alabama, prepared the first retired railway employees picnic back in 1939. Mr. Hargett was promoted to engineer on Memphis division in October, 1941 and he retired in June, 1969. (Photo courtesy Muscle Shoals Railroad Club.)

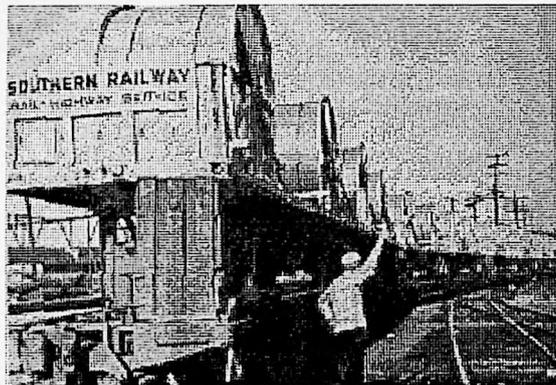
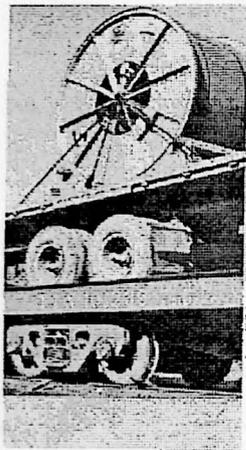


In keeping with the spirit of the Retired Railway Employees Celebration each year, the eldest veterans in attendance were honored. Left to right; W. L. Farr, 87-year-old former fireman, F. S. Worthington, vice-president of Southern at Chattanooga and principal speaker at the 1960 celebration, and J. W. McDaniel, 85-year-old retired engineer. (From October, 1960 "TIES" Magazine with permission.)



SOUTHERN PUTS WHEELS UNDER REELS

Manufacturer of the 22 million pounds of cable which required 650 trailers was the Southern-served Reynolds Metals Company Alloy's Plant, Listerhill, Alabama. The cable was destined for Virginia for the Virginia Electric & Power Company for their customers around Richmond and northern Virginia. The electrical conductor is a 61-strand aluminum alloy cable approximately an inch-and-a-half in diameter. The cable is wound on reels that are eight feet in diameter; and two of these reels - a total of more than 32,000 pounds and better than three miles of cable - are loaded on one Southern flatbed rail-highway trailer. The stringing contractor, Stone & Webster Engineering Corporation of Richmond, provides a portable ramp to get the trailers on the ground at the end of their rail journey. Reynolds Metals Company and Southern Railway have provided employment for hundreds of people in the Muscle Shoals Area of northern Alabama. (From February, 1965 "TIES" Magazine with permission.)



THE BLASINGAME FAMILY OUTING

When conductor Lester E. ("Rabbit") Blasingame of Sheffield, Alabama, saw the third of his five sons join Southern in train service on the old Memphis division in 1945, an idea began to take shape in his mind. Someday, he'd like to have his three sons working in the same train crew with him. On June 19, 1967, a 21-year-old dream became a reality.

Lester Blasingame and his three sons made up most of the crew of Train No. 46 ("The Tennessean") during the run from Sheffield to Chattanooga . . . and they brought it in five minutes ahead of schedule. Nearly an hour before train time, in the early hours of the morning, the usually quiet depot at Sheffield was bustling with activity as family members and friends drank coffee and ate cookies celebrating what was to be the first and only run of the "Blasingame Special." Amid popping flashbulbs and last-minute questions from reporters, the Blasingame crew along with Lester's wife, one of his daughters and one daughter-in-law, boarded the train making a total of seven Blasingames on No. 46.

At the throttle of locomotive No. 2905 was the eldest son, William G. ("W. G."), who began service with Southern as a fireman in 1941. Ernest Nolan Blasingame switched over from trainman, his usual job, to be flagman on the run. He joined Southern on May 3, 1943. The youngest son working for Southern, James A., served as baggagemaster. (From August, 1967 "TIES" Magazine with permission.) Continued on next 4 pages.

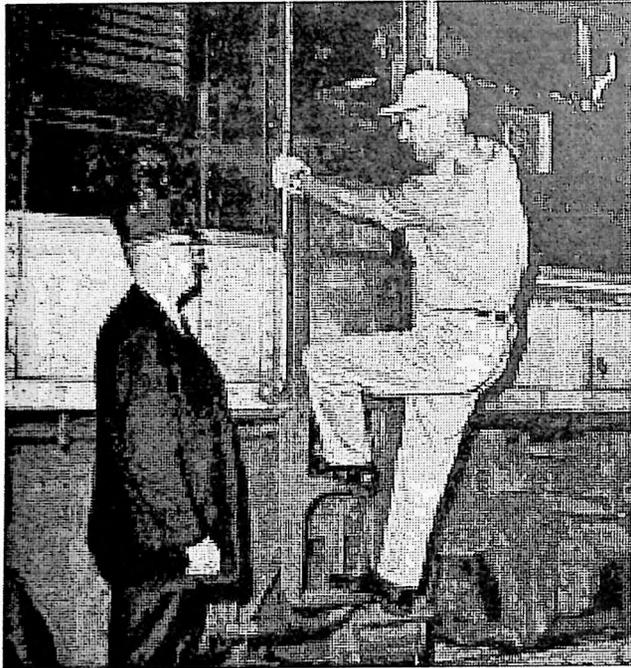
Left to Right: William G., James A., Lester E., and Ernest N. Blasingame. (From August, 1967 "TIES" Magazine with permission.)



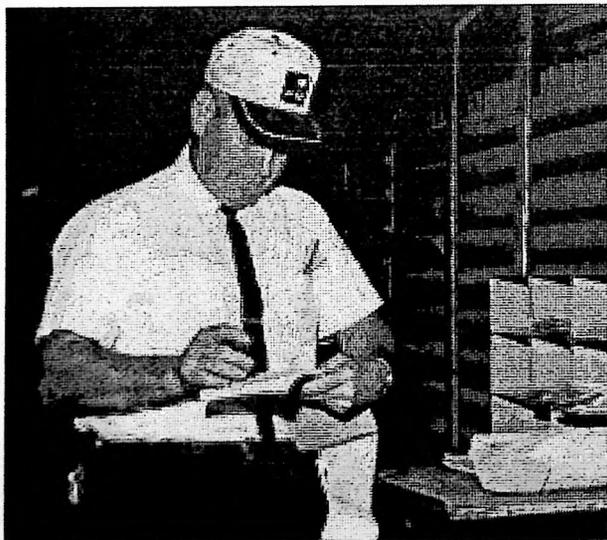
Lester and son Ernest wave goodbye to friends as they board No. 46. (From August, 1967 "TIES" Magazine with permission.)



Lester Blasingame has word with son, William G., engineer. (From August, 1967 "TIES" Magazine with permission.)



James Blasingame, acting baggagemaster, fills out "trip ticket." (From August, 1967 "TIES" Magazine with permission.)



Lester E. Blasingame works his way down isle checking tickets. (From August, 1967 "TIES" Magazine with permission.)



The elder Blasingame signals the engineer as No. 46 enters a passing track. (From August, 1967 "TIES" Magazine with permission.)



The "Blassingame Special" received excellent coverage by news media. Jimmy Sampley of WDEF-TV Chattanooga, interviewed Lester. (From August, 1967 "TIES" Magazine with permission.)



Newspaper reporters were on hand at Chattanooga to interview the soon-to-retire conductor and his sons. (From August, 1967 "TIES" Magazine with permission.)



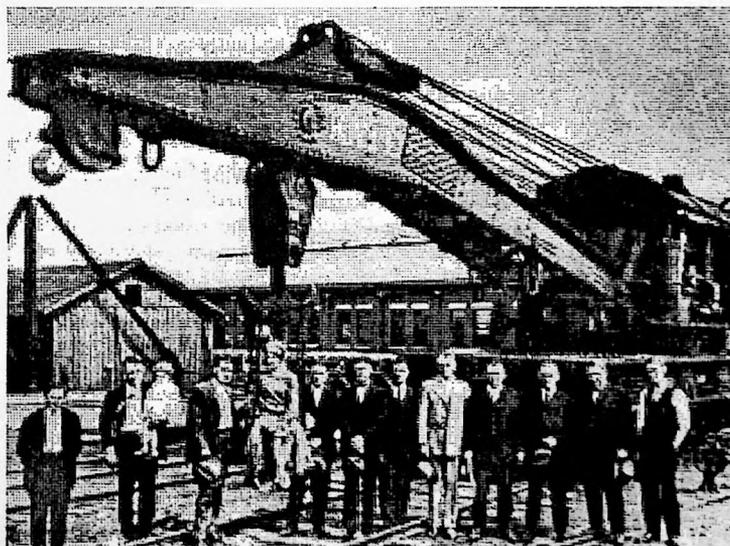
INSPECTION TRIP

Southern's immediate past president D. W. Brosnan served as general manager, Central Lines, Knoxville, Tenn., when this photo was taken in 1947 during an officers visit to Memphis. Left to right: E. G. Breier, M. F. Akers, F. M. Hair, F. A. Bailey, Mr. Brosnan, J. B. McWilliams, G. T. Lane, M. W. Sheehan and W. F. Cooper. (From July-Aug., 1969 "TIES" Magazine with permission.)



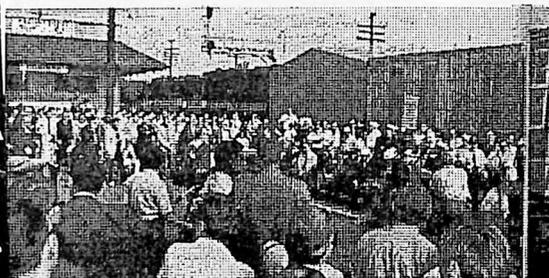
SHEFFIELD, ALABAMA, STEAM DERRICK

1927 photo of Southern's derrick at Sheffield, Alabama, named "Kate" for Kate Beck who is hanging from the hook. Left to right: Tommy Allen, Drew Fischer, carrying son, Lewis Fischer, Tom Beck, Jim Beck, Harvey Phillips, Joe Hewitt, Arthur Dillahunty, Tom Gary, C. F. Allen, Fred Wietzel, and Earnest Williams. (From December, 1969 "TIES" Magazine with permission.)



NEW HOMES BY RAIL

On July 15, 1970, several hundred people welcomed the 18 car special Southern Railway freight train into Corinth, Mississippi. This ceremony marked the beginning of the transportation of modular homes by rail. These 56 housing modules traveled approximately 1,000 miles from Avon, New York, via the Erie Lackawanna Railroad and from Cincinnati, Ohio, to Corinth, via Southern Railway. The modular homes were to replace houses destroyed by a tornado at Corinth a year before. Pictured below: Rubel L. Phillips, Herbert R. Meadows, Southern conductor, and David Stirling, Jr. (From September, 1970 "TIES" Magazine with permission.)



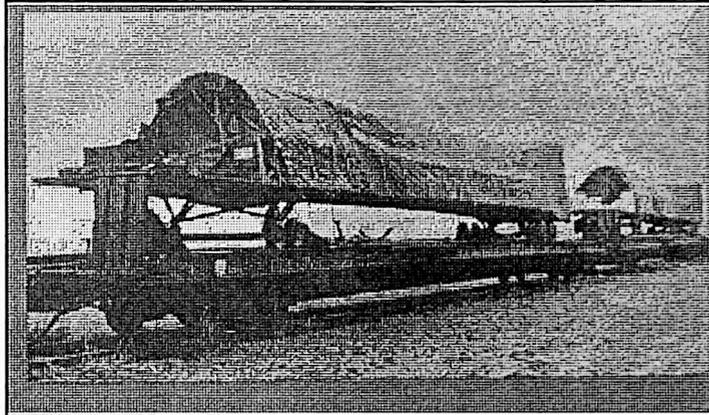
SOUTHERN DONATES CARS TO NORTH ALABAMA RAILROAD CLUB

Glenn E. Taylor (left), resident vice-president, Birmingham, Ala., represented Southern Railway in presenting deeds for three railway cars to Jack Daniel (right), president of the Muscle Shoals Railroad Club, an NRHS chapter. Looking on are Bruce Jolly, special representative, Public Relations, and Doris Mashburn (also pictured at left), who reigned as Miss Transportation during three days of ceremonies in July, 1970, that included a parade and the opening of a Transportation Museum in Southern's depot at Sheffield, Alabama. On display was No. 77, a steam engine, three former Southern coaches, baggage car, mail car and caboose. (From Sept.-Oct., 1970 "TIES" Magazine with permission.)



MEMPHIS DIVISION HANDLED MISSILES

Believed to be another "first" for the railroad industry was the movement of these two Jupiter-C missiles from Southern-served Redstone Arsenal in Huntsville, Alabama. One went to Cape Canaveral, Florida, and the other to the Manned Space Flight Center in Texas. (From February, 1963 "TIES" Magazine with permission.)



SOUTHERN "BIG BOY TOBACCO" CAR USED FOR OTHER THINGS

This tobacco "hogsheads" car was utilized by the Army Defense Depot in Memphis, Tennessee, to load 24,000 lightweight coats destined for Vietnam. Pictured below left to right: Col. T. I. Martin, Commanding Officer, Defence Depot, Lt. Col. Rusk Henry, Transportation Officer, E. S. Allen, Southern's Sales Representative and Frank H. Boone, Southern's district manager, Passenger Sales. (From January, 1968 "TIES" Magazine with permission.)



HARRY DeBUTTS WAS ASSISTANT SUPT. AT SHEFFIELD AT ONE TIME

Inside Russellville, Alabama, depot on the Northern Alabama division in April of 1924, left to right: H. G. Henley, clerk, O. H. Crowell, agent, R. H. Smith, inspector of agencies, and Harry DeButts, assistant superintendent at Sheffield, Alabama. Mr. DeButts married Margaret Ross Blair of Sheffield, Alabama, on June 7, 1922. (From June, 1961 "TIES" Magazine with permission.)



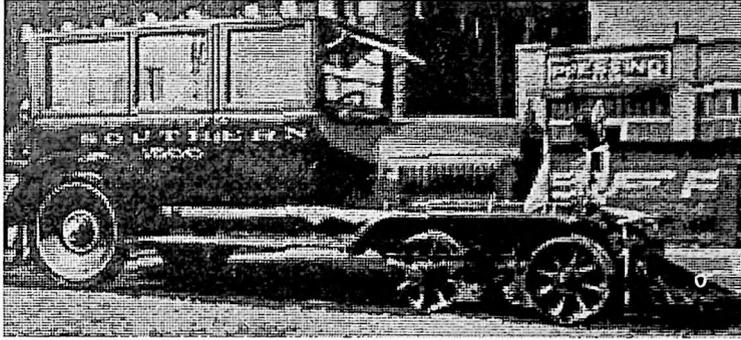
NATIONAL DEFENSE TRANSPORTATION ASSOCIATION MEETING

James L. Martin, Southern's district freight agent at Sheffield, Alabama, and president of the NDTA Huntsville Chapter, sits in Huntsville Mayor Glen Hearn's chair to sign an agreement with NDTA to use one central point to route necessary defense or disaster vehicles to wherever transportation is most needed. Left to right: M. L. Weil, Jr., Mayor Hearn, James Record, chairman Madison County Board of Commissioners (and a good friend and supporter of the North Alabama Railroad Museum), Major General I. Sewell Morris, NDTA national president, Dorothy Sherrill and Lt. Colonel Glen Bass, local NDTA members, Harris Mitchell, Huntsville Civil Defense director, and Stanley Wilkins, transportation chief for the Redstone Arsenal. (From December, 1965 "TIES" Magazine with permission.)



HANDSOME 1918 CADILLAC ON MEMPHIS DIVISION

This handsome 1918 Cadillac was converted into a rail car by R. G. Saywell, a machinist first class, who retired in 1955 and now resides in Sheffield, Alabama. The Saywell Family was well represented on the Memphis Division. (From May, 1968 "TIES" Magazine with permission.)



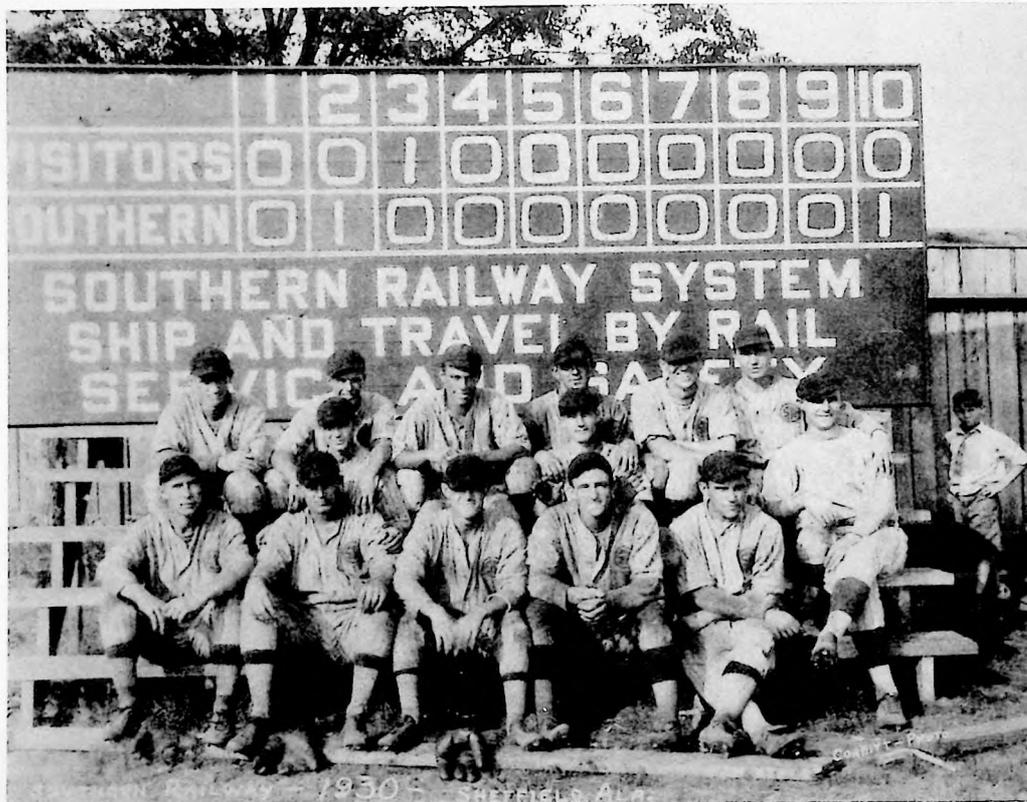
MEMPHIS, TENNESSEE, SCHOOL TRIP

A group of Memphis, Tennessee, children and teachers from the William Foote Homes School rounded out an educational tour of the Chattanooga, Tennessee, area with a trip home by train. (From July, 1959 "TIES" Magazine with permission.)



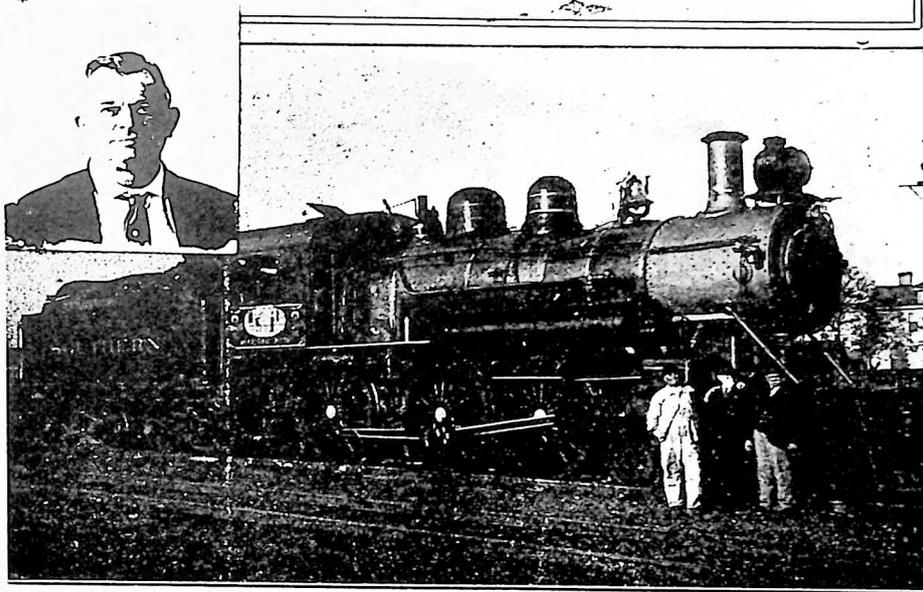
SHEFFIELD TEAM WON 22 OF 31 GAMES

It was Southern Railway's President, Fairfax Harrison, who served from 1913 through 1937, that encouraged all divisions to have ball teams. The Memphis division was well represented with a team that won the district championship by winning every series in the district. George Williams, clerk in the superintendent's office, had a batting average of .380 and he won eight of the ten games pitched. The closest and most exciting game was with the strong Illinois Central team from Memphis on Labor Day, which went ten innings. Southern won the game in the tenth inning, 2 to 1, before a crowd of 1500 people. (Photo courtesy Muscle Shoals Railroad Club.)



Top row, left to right: L. M. Stevenson, clerk, signal dept., Charles White, storehouse dept., Bill Crittenden, clerk, Clyde Lamb, B&B laborer, G. W. Johnson, trucker, Laurie Battle, clerk. (Middle row): Irl Arthur, ARA clerk, Mose Chafin, yard clerk, C. E. Manush, air brake foreman. (Bottom row) L. Wilson, section laborer, M. Smith, trucker, G. W. Williams, clerk, Luke Hendricks, baggage clerk, and O. H. Hutto, clerk, signal dept. It is believed the youngster was one of the Frey boys, October, 1930.

Three Veteran Engineers and a Modern Engine

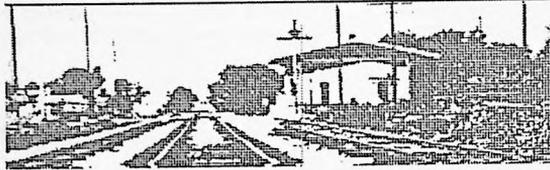


Southern Railway locomotive 1079, one of the locomotives which handled a Shriner special from Memphis, Tennessee to Atlanta, Georgia. After the return home, the Memphis Shriners passed a resolution stating that they enjoyed their trip over Southern Railway and were shown more courteous attention than they had received on any previous pilgrimage. Southern Railway didn't seem to spare any expenses in decorating the locomotives for the Shriner specials. Mr. Rawleigh Sibley, a painter from the Sheffield, Alabama, shops, painted the engines with appropriate Shriner emblems and signs.

The three men shown in this photograph, reading from left to right, are Memphis Division engineers R. J. Wilson, (in insert above also) in service 34 years, W. H. McAnally, in service 50 years and E. O. Mays, in service 42 years. As will be noted the aggregate service of these three men as engineers is 126 years, and this photograph is unusual in that three men of such long service are shown around the same engine together. These figures do not include their service as firemen. It was also an interesting fact that each of these engineers had a perfect record. W. H. McAnally, affectionately known as Uncle Billy, pictured in center with long white beard, had a son, Frank McAnally, who was roundhouse foreman at Memphis, Tennessee at one time. Date of photo unknown but estimated to be around 1915 to 1920. Photo courtesy Muscle Shoals Railroad Club.

CHEROKEE, ALABAMA - DOWN BY THE DEPOT

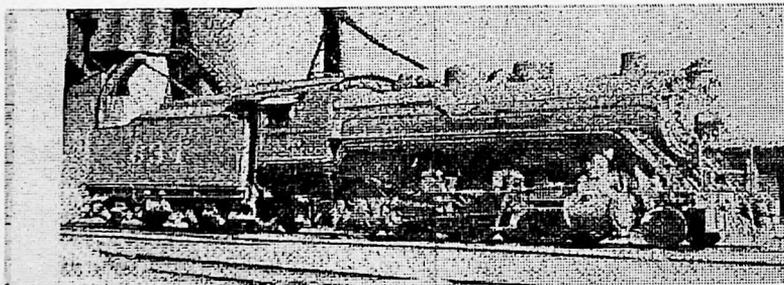
by Jack Daniel



Local freight train service is still provided by the Norfolk Southern between Sheffield and Memphis, which was considered the west end of the Memphis Division when I was growing up. Needless to say, everything has changed in the past fifty years, including the trains and the traffic patterns. I'd like to tell you a little about how it used to be.

I was raised in the little town of Cherokee, Alabama, up in the northwest corner of the state, about seventeen miles west of the Memphis Division headquarters at Sheffield. Some people say I practically *lived* at the depot, watching the trains and socializing at the closest thing Cherokee had to a community center.

In the 1930's and 1940's, the local freights were 63 (westbound) and 64. They were powered during much of that time by Ks-class 2-8-0's 634 and 749, and Ms-class 2-8-2's 4517 and 4532. Much of the local's time was spent working the less-than-carload freight, or LCL. The LCL was carried in a company boxcar and at each little station along the line, the car would be spotted on the "house" track which was usually fronted by a loading platform next to the freight room of the depot.



(Locomotive No. 634 that saw service on the locals frequently. Photo courtesy Southern Railway Historical Association.)

I remember that members of the train crew did the loading and unloading. After sliding open the boxcar door, someone would place a large plate of flat steel over the gap

between the door and the platform so that the two-wheeled warehouse trucks could roll the boxes and crates in and out. At Cherokee, the crew was assisted by Paul Lightfoot, the black freight handler ("trucker"). In those days, many stations were assigned a trucker, who performed housekeeping chores around the depot in addition to helping handle the LCL.

After helping to unload the boxcar, Mr. Lightfoot would deliver the LCL to the customers in town. His delivery vehicle was not a pickup truck, but a cart with a wooden body and handles at one end, supported by two large steel wheels under the middle of the body. If the freight was balanced just right, this cart was easier to maneuver up and down the streets than the four wheeled baggage wagons.

The customers who used LCL were businesses you found in any small Alabama town - the grocer, the hardware store, the mercantile. These firms would place their orders for merchandise with traveling salesmen (or "drummers"). Orders would be pooled and shipments would arrive in the LCL car on the local freight. Most of the freight arrived prepaid, but if shipments were sent "collect," Mr. Lightfoot would get the payment from the customer and turn it over to Frank Monk, the station agent.

Even perishable freight was considered LCL and arrived on the local. Every Tuesday, #63 would arrive with fresh beef for the grocery stores. The meat would be cut into quarters and halves, each wrapped in heavy brown paper. Paul Lightfoot would have to hustle to get this fresh meat to the customers, particularly in warm weather. All less-than-carload business has long since gone to the trucks.

Of course, there were many customers up and down the line who shipped by the carload, too. In the Cherokee of my youth, the major commodities were revenue loads of lumber from Pocahontas Lumber Company, crushed limestone from the Alabama Asphaltic & Limestone Company, and cotton from surrounding farms. In season, I can remember as many as seven loads of cotton per day leaving Cherokee on #63, headed for Memphis.

63 and 64 also performed non-revenue duties or company business. If the section gang needed to unload a car or two of ballast, the local freight would provide the transportation while the trackmen trickled the rock where they needed it from partly opened hopper doors. If camp cars needed moving from one place to another, 63 and 64 did the work.

If a through freight pulled a drawhead out of a car, its crew would get the cripple to the nearest siding the best way it knew how. Then when 63 or 64 showed up, the car would be taken to the nearest shop. Because the drawhead would be missing on one end, the car had to be coupled behind the local's caboose and a red flag affixed to the end of the car. Which local picked up the car depended on which end the drawhead was out of.

Suppose a car on a through freight had a hotbox and a sharp-eyed operator at one of the many open depots spotted it and waved down the train by a signal of holding his

nose. The hot car would then be set out at the station's house track while it was cooling off, the through freight continued its journey. The next local to come along had the privilege of repacking the journal with waste and a fresh supply of oil and maybe replace the brass around the axle, then incorporate the car into its train. The supply of waste rags and oil, plus the tools to perform the operation, were kept in a box under the caboose.

Another handy tool that got a good workout on many local freights was the push pole, usually hung on the frame of the tender. The push pole was used to move cars into or out of a side track that had a dead-end or only one switch in service. One of the brakemen would place one end of the pole in the "pocket," a circular indentation on the corners of the locomotive pilot or tender beam. The other end would be placed in a similar pocket on the car to be moved. Then, slowly, the engine would nudge the car along until it could be coupled to. Push poles were typically heavy. They were made of wood with steel caps or ends (secondhand flues), and were outlawed years ago because they tended to splinter, injuring the attending brakeman.

The locomotive's tender would also be decorated with a couple of rerailers which also saw use from time to time - the crew members were expected to clean up their own minor derailments.

During World War II, labor shortages forced the Southern to hire a lot of trainmen and enginemen. Before beginning their seniority, these new hires would "cub" until they knew the ropes. Typically, their training ground was the local freights: cub firemen received their instructions and training in the locomotive cab, while the cub trainmen learned it on the ground under the watchful (but often reluctant) eye of the conductor.

In general, railroaders with the least seniority worked the locals, because it involved so much work - you didn't just get on and ride from one division point to the next like the old heads who bid in the passenger and through freight jobs. The local, likely as not, had work to do at nearly every little town. To cap it all off, the local was a second or third class train, and normally had to get out of the way of the trains of higher class.

One conductor that didn't fit the profile, though, was George Willie Haynes, who hailed from Chewalla, Tennessee, about 62 miles west of Sheffield. For some reason, this little town produced 106 railroaders for the Southern Railway from the twenties through the forties. One day in 1905, Haynes strolled into the division headquarters at Sheffield and applied for a job; he was hired as a brakeman shortly thereafter. Steam motive power on the territory was primarily 4-4-0's and 4-6-0's in those days, and virtually all of Southern's passenger and freight cars were wooden.

After cubbing briefly, Haynes entered freight service on the extra board. Within ten years he accumulated enough seniority to hold regular freight jobs, and was promoted to conductor. Haynes was unusual in that he preferred to work the local freights. When he started out, there were two sets of locals on the west end: 61-62 connecting Memphis and Corinth, and 63-64 linking Corinth and Sheffield. Haynes probably worked them all. Eventually, one local each way sufficed for the entire distance, which made for long days.

George Haynes was a true company man. He knew by name every carload shipper from Sheffield to Memphis. He knew exactly where to spot each car, and whenever the shipper was at trackside when the local showed up, George always had a nice word for him and thanked him for the business. During World War II, Haynes trained plenty of cubs. He held his temper pretty well with these youngsters and tried his best to teach them proper railroading and safety habits.

Within a few years of VJ day, George Haynes pulled the pin and retired on January 9, 1948. He had worked long six-day weeks for 43 years. Although this was no record breaker from a longevity standpoint, Haynes was uncommon in that he worked much of his career in local freight service, mostly on 63 and 64. He had enough seniority to hold down the cushions on the best passenger run, the *Tennessean*, but he didn't care to wear a conductor's uniform. He relished instead his bib denim overalls with his khaki shirt buttoned up to the collar. His striped cap was never starched or ironed, but laid down flat on his head. I counted George Haynes as a good personal friend. He walked with a slight limp, perhaps an injury from some wreck, and he loved to gamble. He could be found playing poker in a back room of the Grab, a railroadman's beanery, commissary and hangout. He devoted his adult life to serving this little corner of the South as an able representative of the Southern Railway.

Part Two : Mr. Monk and Me

The depot at Cherokee was my favorite hangout when I was growing up. I watched the trains go by there for many years, and I got to know Cherokee's longtime agent, Mr. Frank S. Monk, very well. He was a close friend. Mr. Monk had been Southern Railway's agent at Cherokee for over thirty years when I first started hanging around. He hired out as a telegraph operator on October 17, 1901, and first worked at Barton, Alabama. About a year later, he transferred to Cherokee, where he worked until he died. Mr. Monk taught me the duties of an agent-operator. This skill enabled me to work for Southern during the summer of 1945 as an extra board operator. I was assigned to go with a work train and had a portable telephone to stay in contact with the dispatcher and keep the work train out of the way of oncoming trains. There was still a large volume of wartime traffic at that time. The work train was assigned the duties of filling in a trestle just east of Iuka, Mississippi, and placing a steel girder across the stream. I had the time of my life when the engineer would let me run the locomotive and spot the side-dump cars for loading. The dirt was obtained from the ditches and cuts just west of Oldham.

During the fall of 1944, Mr. Monk was diagnosed as suffering from spinal meningitis. He became successively frail as the weeks went by. On the night of Monday, October 30, 1944, the dispatcher needed Mr. Monk to go back on duty long enough to write a "31" train order. It seemed that Third #51, with engineer Charlie L. Smith, was having trouble getting

out of Sheffield Yard, and the dispatcher needed to change some of his meeting points.

A "Form 31" required the train to halt and the engineer and conductor to sign for the order instead of picking up the orders on the fly, as was the case with the more familiar "Form 19's." The reason for stopping third #51 was apparent: the dispatcher wanted them to meet First #54 at Cherokee instead of Iuka, fourteen miles to the west. I was asked to go down to the depot with Mr. Monk, as he was feeling ill and was not himself at all. He copied the train order pretty well, and I went outside with a red fusee and stopped the train. It turned out that this was the last order Mr. Monk was to copy. He never returned to work after that night and died a few weeks later after working on the Memphis Division for 43 years.

The duties of an old time depot agent on the Southern Railway, and Mr. Monk's performance of them over his career, would fill a thick book. Two tasks I remember as unusual included taking care of chickens and distributing coal. Poultry was transported by rail in ventilated, wire-sided boxcars. Crates of chickens going to market would be stacked from floor to ceiling along the walls of the car. The local freight would set the car out at stations along the way, and it was the agent's duty to receive chickens from local farmers, put them in the crates and see that they were loaded in the car. The next day, the boxcar would be picked up by the local and carried to the next station.

Many people heated their homes with coal in those days. Cherokee did not have a regular coal dealer, so Mr. Monk filled the breach. Each fall he took orders from some of the townsfolk for their winter's ration of coal, typically 8 tons or so per household. When he had enough orders, he would purchase a gondola of coal from the Brilliant Mine near Nauvoo, Alabama, on the N.A. (Northern Alabama Division) linking Sheffield and Parrish, Alabama. When the car arrived, he'd arrange for the coal to be distributed. This sideline was quite separate from any of Mr. Monk's official functions, but the Southern did not discourage his entrepreneurship. After all, it was generating revenue carloads.

My late friend Ben Knight was a columnist for *The Florence Times & Tri-Cities Daily*, and we grew up together at Cherokee. He reminisced in a 1973 column about life at the depot:

"From time to time it served as Cherokee's 'zoo' ...chicken fence wired off an area where the townsacks of grain were stored and also served as a home for pet monkeys and other assorted animals. Jack and I own vague recollections of a parrot being a Cherokee depot inhabitant at one period.

"We're sure many of the railroaders remember passenger trains such as 35 and 36, the Memphis Special, predecessor of the Tennessean.....And the night trains 45 and 46 were more commonly billed in the larger places where it stopped as the Tennessean but to Cherokeeans who heard the train roar through twice nightly were the 'fast trains.' The fast train would slow down to kick off the mail sacks to be transported to the post office via push cart. We remember Rob Bell as one of the persons to meet these fast trains and handle

the mail sacks.

"And there were the Knights of the road.....Hobos would take advantage, during the siding stops, to cadge food at homes near the tracks. Jack and my home was a prime target but they all got fed, modest may it have been. Most of the 'bos,' Jack and I recall, were mild mannered and a majority of them offered to work for their meal."⁸⁰

Yes, the Cherokee depot was a busy place. It was also an historic place, in its own small way. The "wooden combined freight and ticket office depot" was very old, having been built by the Memphis & Charleston Railroad in 1857. Amazingly, it survived the Civil War, train stations being notorious for attacking Yankee vandalism.

In 1973, nearly thirty years after Mr. Monk passed away, after the LCL and passengers had long disappeared and the house track and passing siding had since been removed, Southern Railway had the depot torn down.

(The editor, with the help of Bill Schafer, wrote this article that appeared in the March-April, 1992 issue of "TIES" Magazine, a publication of the Southern Railway Historical Association, P. O. Box 33, Spencer, N. C. 28159. This association is recommended to anyone interested in Southern Railway history.)

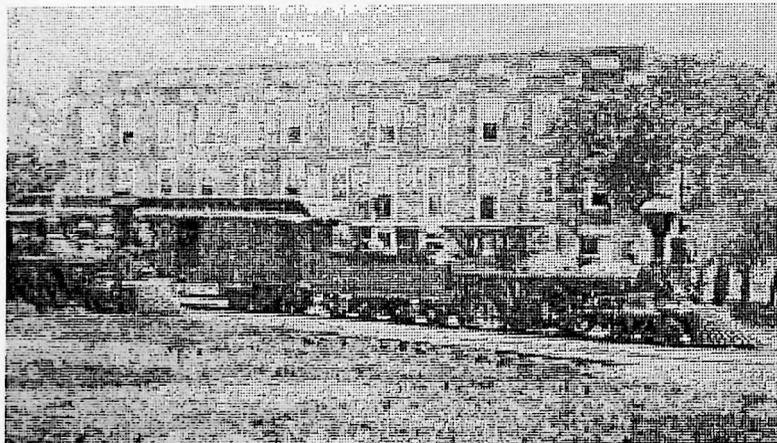


Picture of Depot being torn down (Editor's collection.).

TUSCUMBIA, ALABAMA, HAD THREE DEPOTS

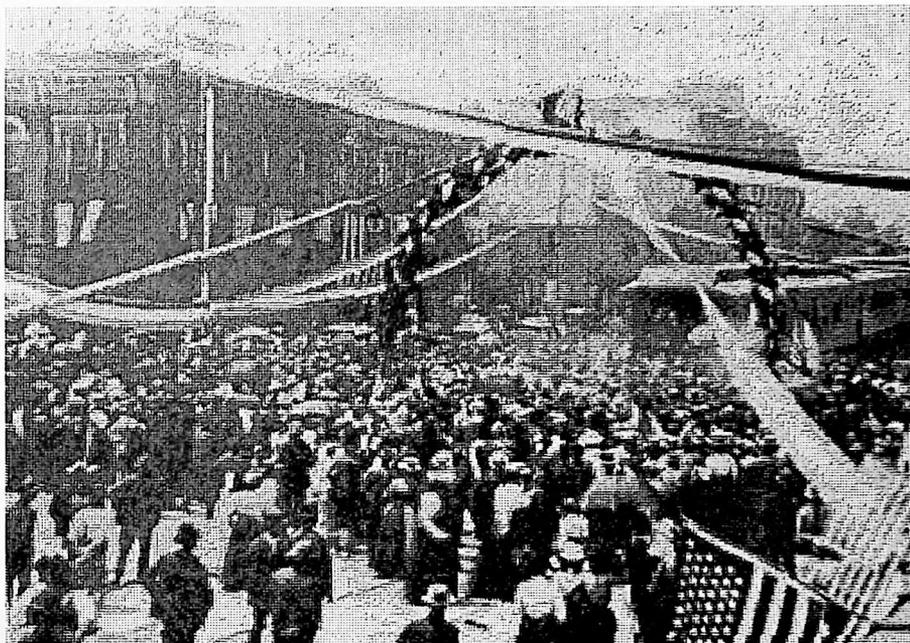
In 1837, The Sommerville, Reese & Company bought the railroad from the Tuscumbia, Courtland & Decatur Railroad, where tracks ran through the middle of Fifth Street, and operated it until 1846. The Tennessee Valley Railroad Company bought the road in 1846 and operated it until 1850. It was then that the Memphis & Charleston Railroad bought the railroad and obtained a charter to extend the road to Stevenson, Alabama. The M&C built a little log building north of the tracks at the northwest corner of Fifth and Water Streets in Tuscumbia that was used as a passenger and freight station. They also had a small freight yard and a roundhouse just west of the depot.

(Two Memphis & Charleston trains on Fifth Street, Tuscumbia, Alabama, sometime prior to the Civil War. Southern Railway System "Ties" Magazine, August, 1951. Used with permission.)



In 1887, the M&C, which was now under lease to the East Tennessee, Virginia & Georgia Railroad, decided to build a two-story brick station across the tracks from the log building. Construction was completed on October 16, 1888, by Gilliam & Keller Contractors. The upper story of the building was used as administrative offices. The citizens of the town of Sheffield, Alabama, which had been by-passed by the railroad, began agitating to have the M&C run their tracks through Sheffield. The M&C had been plagued with the knotty problem of how to handle most economically the enormous amount of freight to and from Sheffield. They decided that the mainline should be diverted to Sheffield and build new shops there and new and larger freight yards. The railroad would build a new depot for Tuscumbia down on the new diverted mainline. This was at the end of First Street and on the western outskirts of town. Then they could discontinue and tear down the Fifth Street station. However, the old tracks running through the middle of Fifth Street did provide for a very famous train and visitor in 1901 when U. S. President William McKinley visited Tuscumbia.

(President William McKinley's train on Fifth Street, Tuscumbia, Alabama, in 1901. Photo courtesy Muscle Shoals Railroad Club, used with permission.)



(M&C station and switch yard at Fifth Street in Tuscumbia, Alabama. This station was saved and is presently serving as Tuscumbia's Community Center. Photo courtesy Muscle Shoals Railroad Club, used with permission.)

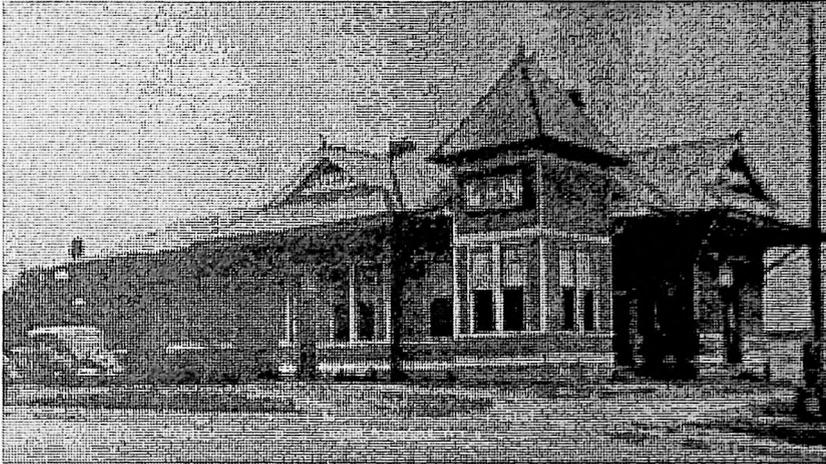


Inside the Southern Railway Fifth Street Depot in Tuscumbia, Alabama in April, 1924. Pictured, left to right, is Forrest B. Henry, T. H. Willis, telegrapher and J. C. Corble, conductor. (Photo courtesy Muscle Shoals Railroad Club, used with permission.)



The City of Tuscumbia sued the railroad contending that it could not discontinue service that was needed downtown. This suit went to the Alabama Supreme Court and on May 11, 1911, the court ruled against Tuscumbia. The railroad was diverted and on July 20, 1911, began service to Sheffield. At first it seemed, to the Tuscumbia merchants and citizens, that the discontinuance of the freight yards was an improvement. Then the problem began to appear. The railroad had moved passenger service to the new First Street depot even before a street had been constructed to it. Passengers arriving at First Street could not get downtown. Tuscumbia had to start bus service to handle the problem after the street car company decided it would be unprofitable for them to build tracks to the new depot. The street car company said the passengers could ride to Sheffield and catch the street cars there and use the line, already in operation, from Sheffield to Tuscumbia.

In an attempt to resolve the problem, Tuscumbia petitioned the State Railroad Commission in 1914 stating that it was unfair treatment by the railroad. The commission sympathized with Tuscumbia and came up to see the problem for themselves. In September, Southern Railway, which by now had bought the railroad in bankruptcy sale, announced that they would renovate the Fifth Street station and service would be restored to downtown. This station was served by day-time trains numbered 35 and 36 and numbers 7 and 8 (The Joe Wheeler) that only ran on the east end of the Memphis division. The new depot on First Street would be served by the night-time trains "The Memphis Special, numbered 25 and 26, and later named "The Tennessean" numbered 45 and 46. Tuscumbia now had three depots as the L&N Railroad had been run to Tuscumbia over the old right-of-way of the defunct Sheffield & Tuscumbia Street Railway and they built a depot across the street at the northeast corner of Fifth and Water Streets.



(The L&N depot at the northeast corner of Fifth and Water streets, Tuscumbia, Alabama. This station served briefly as the Colbert County Board of Education administrative offices. Later torn down for a new Court building. Photo courtesy Muscle Shoals Railroad Club, used with permission.)

Southern constructed a "wye" down near McClain Street so that trains could service downtown Tuscumbia. This arrangement presented an unusual and unheard-of situation. Could a train ever lose its identity? Perhaps so in the case of Tuscumbia. Here was the situation: Passenger train No. 35 from Chattanooga would pull into Tuscumbia's First Street Station under the supervision of the passenger department in Chattanooga. When No. 35 would leave the main line and enter the "wye" to go into the Fifth Street station, she would be headed in an easterly direction but would be re-numbered to No. 135 with no superintendent assigned to her. The train would load and unload at Fifth Street station and back up in a westerly direction to First Street station but this was considered an easterly direction by Southern so the train would have to have an even number. She was assigned No. 134 and again with no superintendent assigned to her. Now, back at First Street station, she would head on to Memphis (west end of Memphis division) as No. 35 again, under the passenger department in Memphis. On the return trip No. 36 would have the same problem. It appears that if you bought a ticket to ride the length of travel of trains No. 134, 135, 136 or 137, you would get to ride between Tuscumbia's two Southern Railway passenger stations or the distance of about a mile. ⁸¹

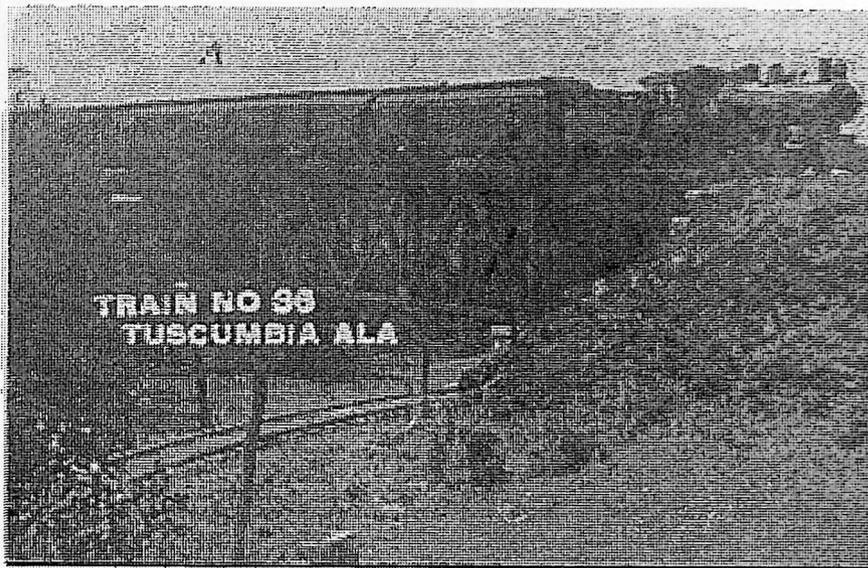
(Tuscumbia, Alabama's new First Street station. Later torn down. Photo courtesy Muscle Shoals Railroad Club, used with permission.)



The original depot at Sheffield was built in 1899 but was abolished on July 15, 1948, after Southern Railway built a new station between Tuscumbia and Sheffield. It was built by Brice Construction Company of Birmingham, and called "Muscle Shoals" station. At exactly 1:00 p.m., July 14, 1948, No. 35 with engine 1464, backed out of the old Fifth Street station in Tuscumbia. This date marked the last time that trains 35 and 36 would come to that station. The crew of No. 35 that day included: F. M. Fitzgerald, engineer, who lived only a few hundred yards from the depot, John Abbott, conductor, M. G. Lowery, baggageman, O. O. Osborn, flagman, Percy Ricks, fireman and Will "Old Spot" Martin as porter. Quite a coincidence that this same crew should be the first to pull into the new station called Muscle Shoals. (This might not be exactly correct as it is believed that a conductor on No. 35 would not return on No. 36 the next day but would return on No. 46 the next night). The crew on the first No. 36 leaving Muscle Shoals station with engine 6491 consisted of: Joe Hackworth, engineer, Obie McKinney, fireman, Jim Askew, conductor, J. C. Weatherby, flagman, and W. E. Parker, baggageman. With the discontinuance of "The Tennessean" on March 30, 1968, the Muscle Shoals depot closed ending about twenty years service.

On July 15, 1948, John B. Hackworth, engineer, and Walter H. Cox, conductor, were two crew members on the last passenger train No. 8 to pull out of Tuscumbia. As of that date, Tuscumbia became classified as an "inland" town and this was the end of approximately 116 years of passenger train service.

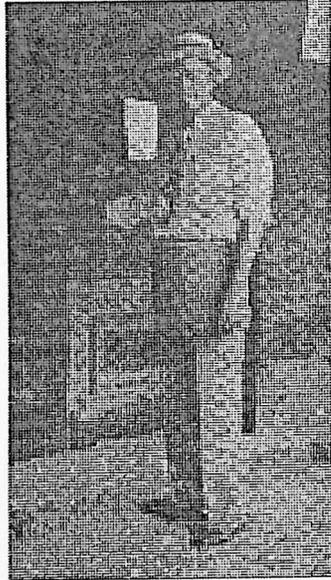
(No. 36 with a ten - wheeler crossing Spring Creek, Tuscumbia, Alabama. Note old street car tracks running under the trestle. This trestle was washed away in a flood in April of 1858 and was replaced with iron girders. Photo courtesy Muscle Shoals Railroad Club, used with permission.)



(The last train No. 35 to serve Tuscumbia's 5th street station was on July 14, 1948. The two men on right are Frank Fitzgerald, engineer and Percy Ricks, fireman. Locomotive 1464. Photo editor's collection)



(Agent, D. C. Minor, closing up the Fifth Street depot for last time. Photo editor's collection.)



(Rails being removed from center of Fifth Street, Tuscumbia, Alabama. This section of the road had seen service for approximately 116 years. Photo courtesy Muscle Shoals Railroad Club, used with permission.)



(Florence, Alabama Artist Wesley Morgan's drawing of old downtown Sheffield, Alabama, depot. Depot was later torn down after passenger service ended and new rail yards were built farther East near Muscle Shoals. Agent-operators at this station handled train orders for both the East and West ends of the Memphis Division as well as the Northern Alabama Division to Birmingham. Train crews for all three sub-divisions signed registers in-and-out at this building. They also checked their watches for accuracy here. Drawing in editor's collection.)



Muscle Shoals station between Tuscumbia and Sheffield, Alabama, was built along Colonial style motif. Station was later leased to the Muscle Shoals Railroad Club and later served as a restaurant where handicapped people were employed. The building still stands. (Photo by Jack Daniel.)



A FEW MEMPHIS DIVISION ACCIDENTS

On April 16, 1927, No. 26, "The Memphis Special" with engine 1347, was derailed about two and a half miles west of Stevenson, Alabama, at Slayton's Branch. Will Howland, engineer, Bob Plemons, conductor, Lon Wells, fireman, W. A. Campbell, baggagemaster, Homer Beasley, flagman and Lawrence Hunter, porter were listed as the crew. Photo courtesy Muscle Shoals Railroad Club.



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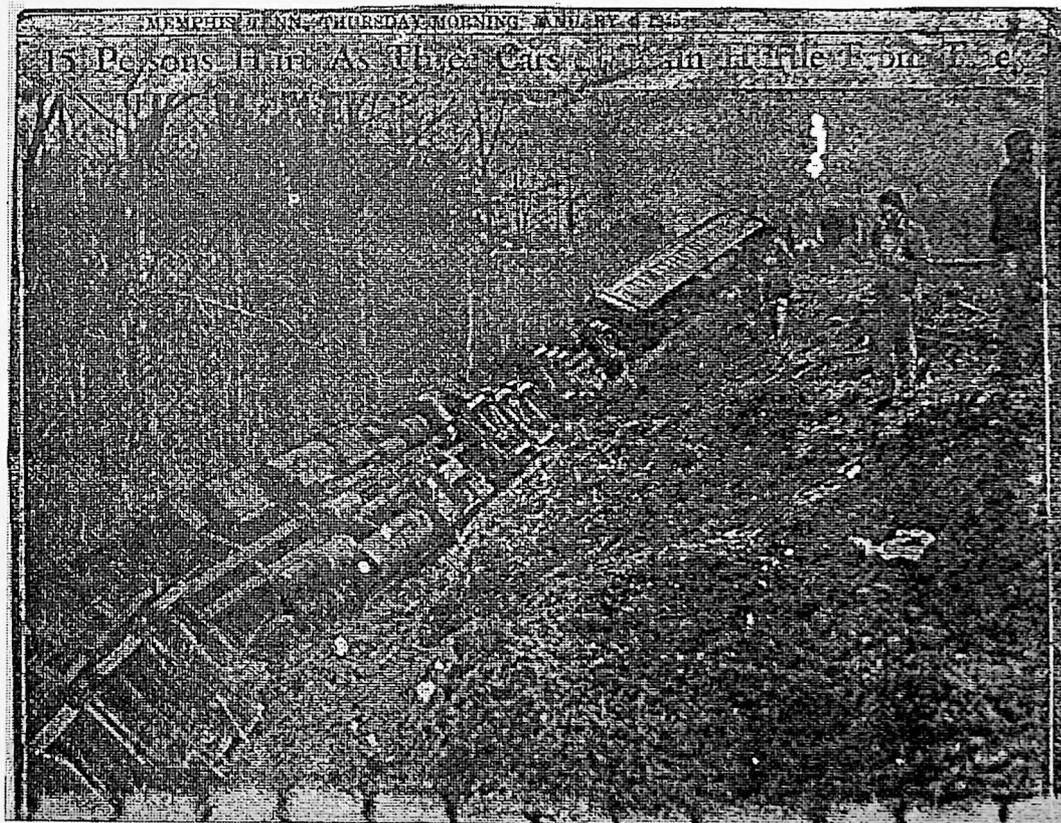
On March 8, 1944, Second No. 56, with engine 4567 and J. W. Kiser as engineer was derailed at Glens, Mississippi, by a New York Central hopper car whose door fell open. It derailed the car and all cars east of it off the tracks up to two cattle cars next to the engine. It also pulled all cars west of it up to the 12th car next to the caboose. Conductor W. H. Archer said it happened about 12:00 p.m. All westbound freight trains were held at Sheffield and all eastbound were held at Buntyn. No 35 detoured by way of Haleyville on the Illinois Central Railroad and arrived in Memphis at 1:00 a.m. Nos. 45 and 46 detoured by the same route.

Extra 4565 west handled the derrick out of Sheffield and Extra 4517 east handled the derrick from Buntyn. Extra 4517 east met No. 63 at Grand Junction which had the 749. The 4517 was having mechanical problems, so they swapped engines at Grand Junction. The next day 36 was held until tracks were clear. Extra 4606 and 4567 coupled west and first No. 51 engines 4624 and 4530 were held at Burnsville and Second No. 51 engines 4518 and 4630 were held at luka and Third No. 51 engine 6312 was held at Margerum until No. 36 passed, on the day of clearance. All other eastbound trains were held at Wenasoga, Cypress and Pocahontas. Work Extra 4632 west carried 550 crossties and 75 rails along with about 20 camp cars to the scene. Recorded by editor at the time.

* * * * *

On Wednesday, January 3, 1945, First No. 36, with engine 1450 and engineer Love Wimberly and conductor Grover Mason, had a rail to break under the train at mile post 490 between Saulsbury and Rogers Springs sending two coaches down a 35-foot embankment and the rear Pullman off the tracks but not down the embankment. Fifteen persons were injured, eleven of them seriously enough to be hospitalized. The injured, including five soldiers, were transferred to the front coaches and No. 36 proceeded to Corinth, Mississippi, where the most seriously injured were admitted to McRae Hospital. An extra coach was added to No. 46 that night to pick up the first-aid passengers at Corinth and carry them on to their destinations. The possibility of sabotage was always on the minds of Americans during World War II when any accident happened like this. However, they ruled out sabotage in this case.

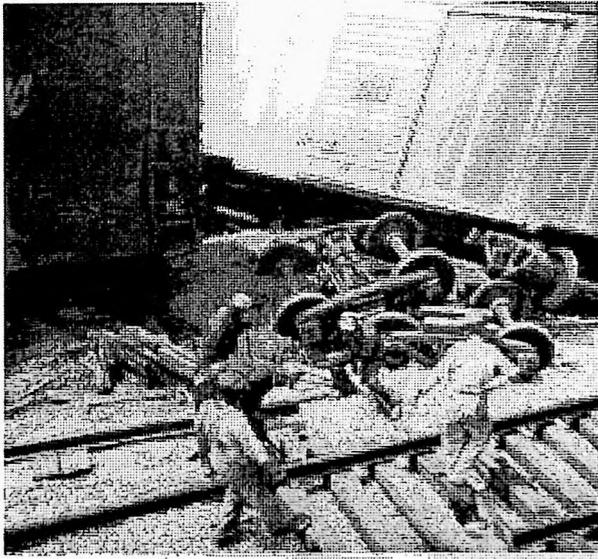
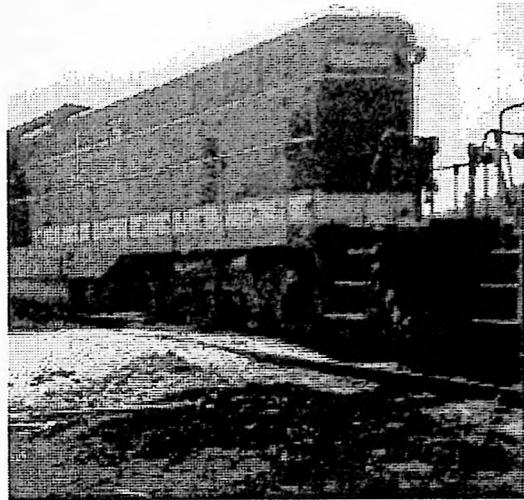
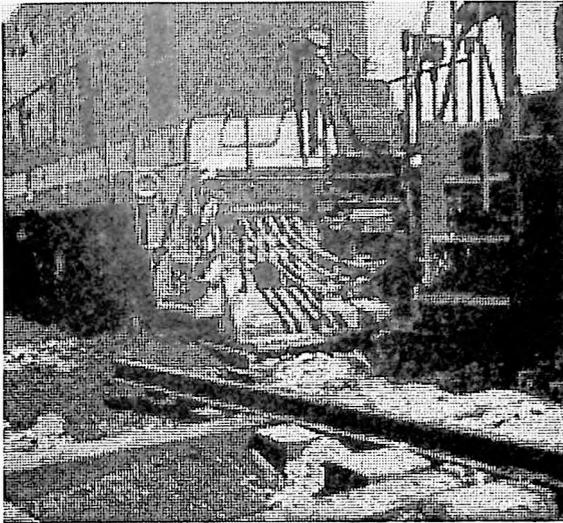
Extra 1308 west with the derrick from Sheffield was dispatched along with extra 634 east with the Memphis derrick. No. 63 with engine 4532, third No. 53 with engine 4606 and Extra 6305 west were held in sidings between Corinth and Middleton. Second No. 36, a troop train, was held at Grand Junction. The line was cleared and reopened to traffic about 5:00 p.m. that afternoon. (Photo The Commercial Appeal with permission.)



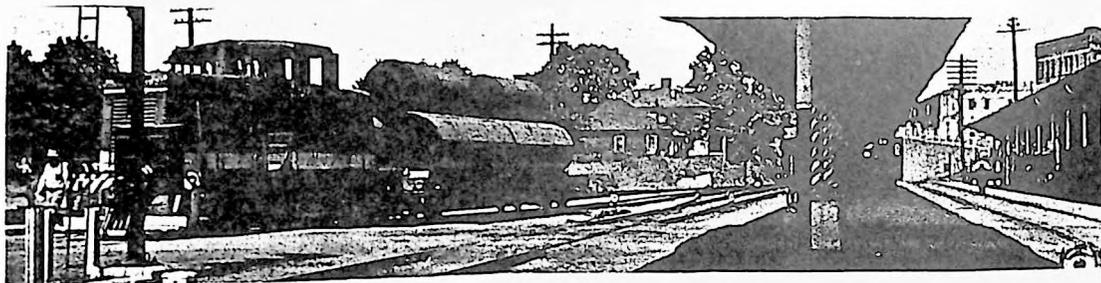
(December 9, 1910, headon collision near Glens, Miss. caused by misread orders. Killed were engineers H. L. Smiley and S. J. Porter. Photo courtesy Muscle Shoals Railroad Club.)



Southern 8212 derailment at Middleton, Tenn. Date unknown. Photos courtesy Muscle Shoals Railroad Club.



WORKING ON SOUTHERN AT DECATUR, ALABAMA



J. W. Hunt, Agent

J. L. Canterbury, Swing Opr.

J. C. English & C. E. Uptain



Betty Frazier & Harry Frazier

W. G. Roberts, Jr. & Sr.

Mrs. E. C. White & W. G. Roberts

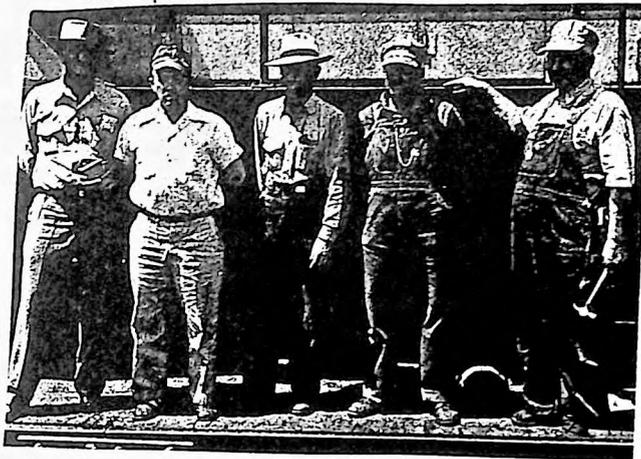


(All pictures this page & next from Southern Railway "TIES" Magazine, July, 1951 used with permission.)

Thos. Eldridge, E. Orr, J. Brown & O. Mays



A. P. Williams, foreman, A. D. Peters, engineer, G. Steenson & W. H. Marks, switchmen, C. H. Campbell, car inspector.



F. Wynn, B. Miller, R. Bryant (standing l to r)
W. Fletcher, R. Barbee & J. F. Holderfield, frm.



M. C. Brown, chief clk. Travis Ponders, rate clk.



Ross Dublin, chief clk.



K. W. Free, cashier & Mrs. M. Powers,
utility clerk.



Aileen Chunn, stenographic
clerk.



" A Cherokee Railroad Accident "

by Jack Daniel, Editor

One cold winter morning around 1939 or 1940, a westbound Southern Railway freight train had taken siding for an eastbound about 7:30 a.m. at Cherokee, Alabama, my hometown. After the meet, the westbound was pulling out of the siding when I heard air escaping the train as the conductor had "pulled the air" to make his train stop in emergency. I knew something had gone wrong to cause this stop.

My Mom had been out on our front porch watering her flowers while all this was taking place. Just as I was heading out to the front to see what was taking place, my Mom met me and said not to go out there. Nothing would keep me from seeing what was going on with the railroad.

It happened that Mom witnessed it all. She saw a hobo standing on the walkway of a tank car and he was not holding on to the handrail. When the train started up and was taking up the slack, the jar knocked the man off balance and he fell down between the cars and both his legs were run over. He probably could not hear the slack being taken up because the eastbound train was still passing by where he was.

Our local town physician, Dr. W. A. Finley, came down and gave the poor fellow shots of morphine, the only pain killer he had. Mr. Frank Monk, the depot agent, went on duty a few minutes early to report the accident and have the dispatcher at Sheffield, Alabama, call an ambulance, which had to come from Tuscumbia, Alabama, about 16 miles away. We learned that the fellow had died that afternoon.

Hobos were common sights on trains in those days. Most of them had learned the dangers in riding the rails; some had not.

" BANANA JIM "

by Jack Daniel, Editor

My mom, Margaret Ellora Lair Daniel, was born January 10, 1894, at Cherokee, Alabama. She told me about remembering when she was a youngster, perhaps around 1904, when the local Southern Railway freight train, eastbound, would have a box car next to the engine loaded with stalks of bananas. A man, they called "Banana Jim," would be on board selling the bananas from the box car at each station stop. Seems to me like she said they sold for about \$1.00 per stalk.

More than likely, the town's youngsters would gather around hoping to be the recipient of a bruised or over-ripe one from "Banana Jim." Families in that day and time were not over supplied with fruit except maybe at Christmas time fruit would appear in stockings hung on the mantel piece.

I suppose "Banana Jim" had worked out some arrangement with a wholesale grocery firm in Memphis, Tennessee, to supply the fruit and the Southern Railway Freight Agent at Memphis must have come up with some kind of rate to charge Jim for the services.

In any event, however, this was a unique way of merchandising as well as providing the town youngsters with something to look forward to, particularly in the summer months when school was not in session.

THE SUMMER OF 1945

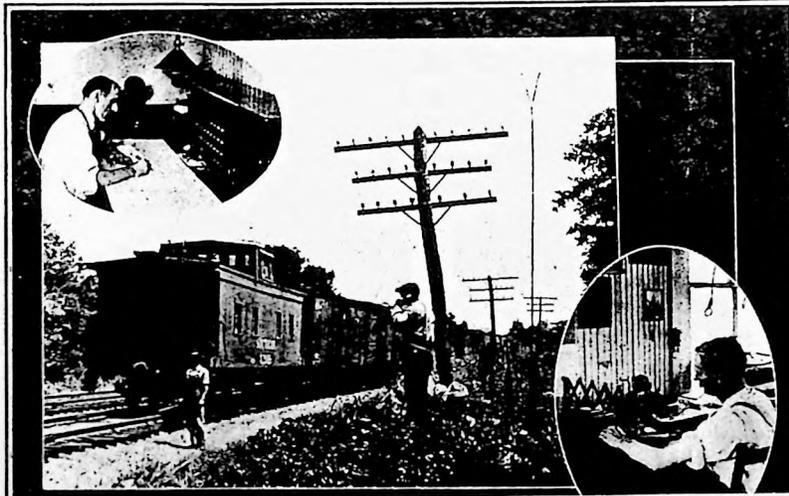
By Jack Daniel, Editor

During the summer of 1945, Southern Railway scheduled the replacement of the wooden trestle just east of the luka, Mississippi, depot. A large concrete culvert was built over the creek bed then the trestle would be filled in with dirt up to the track level. The trestle was rather long and tall and would require quite a large amount of dirt to fill it up. Realizing that it would take several months to complete the job, management came up with an idea to hire an operator to go along with the work train. They would provide a portable telephone with a pole so it could be hooked up and be in contact with the dispatcher at Sheffield, Alabama. There was still a heavy amount of World War II traffic and this operator could stay in touch with the dispatcher and keep the work train from delaying other trains. This operator would be able to copy train orders too. He would notify the crew when they should stop work and head for luka to get in the clear for an approaching train.

The fill dirt was dug from ditches and embankments between Gravel Siding near Oldham and luka hill. The dirt was loaded in the old air-side-dump cars and carried to the trestle and dumped. The work train would tie-up each Monday through Thursday night at the luka house track. A motor car operator for Track Supervisor Paul Watkins was hired to stay with the locomotive at night and keep up steam. He was drawing a pretty good check working the two jobs. The work train would have to go to Margerum if and when the locomotive needed water. The train would return to Sheffield Yard on Friday afternoons, the locomotive having to be in backup position as the engine would be headed in a westerly direction.

Chief Dispatcher A. H. ("Buddy") Thompson and Trainmaster Monroe Bryan convinced Superintendent Charles C. Chandler that the traveling operator would be a first-time experiment but would keep wartime trains from being delayed. Monroe Bryan hired me for the operator's job and told me to catch the train on Monday mornings at Cherokee, my hometown, and I could return on it on Friday afternoons.

I learned pretty quickly that one could get a shock holding a portable telephone while standing on wet ground. A nice piece of wooden board to stand on became a part of my equipment after I had experienced my first shock. Another part of my job was to keep a record of the number of loaded cars that were handled each day.

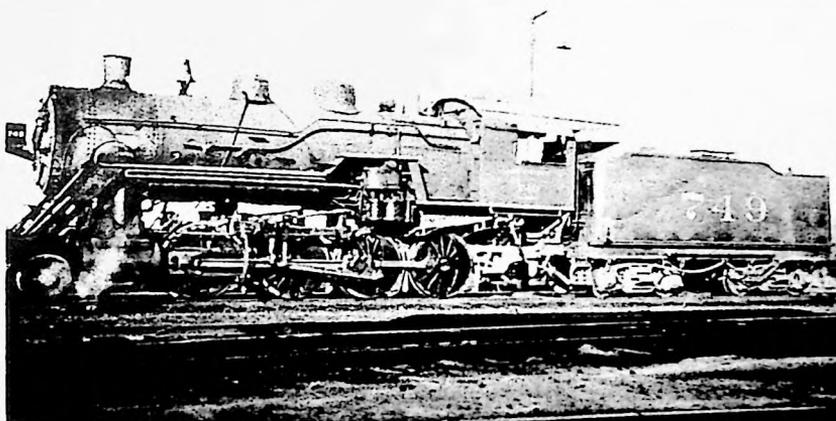


(This photo shows a hook-up pole reaching telephone wires and hanging from wires. Photo courtesy Muscle Shoals Railroad Club.)

In between approaching trains there was not much for me to do so I enjoyed climbing aboard the locomotive and talking with the engine crew. Pretty soon, the engineer was letting me operate the locomotive while he got down to cool off and get a fresh breath of air. The job entailed watching for a signal to move the train up a few feet as the machine gradually filled up the dump cars. That was a dull job for the engineer, but for me, it was a thrill to release the engine brake, pull the throttle and move the train a few feet and stop. As I did a pretty good job of this, the engineer was soon letting me run the locomotive with the loaded cars to luka and the dumping site, under his supervision. This, of course, was a great thrill for me.

We had a 2-8-0 consolidation locomotive numbered 749 assigned to the train the entire time. Some of the crew members that I remember were J. T. Peters, Jr., engineer, Marshall Dugger, Jr., fireman, R. K. Thorne, brakeman (he incidentally lived at luka and knew a good cafe for us to eat lunch at each day), Ray Reeder, brakeman or flagman, Jim J. Murphy and Joe G. Ross, conductors.

(Photo of 749 from Southern Railway Historical Association, P.O.Bx 33,Spencer,N.C. with permission)



I remember our train was in the house track at luka the day the news was received that the Japanese had surrendered on VJ Day, September 2, 1945. Mr. Jourdan came out of his store and fired a pistol in the air celebrating the news. There was a Jourdan Lumber Mill near the depot that had a steam whistle that was blowing for the celebration. Since the old 749 had up steam, I decided to join in the festivities by blowing her whistle too. This noise making went on for quite a while.

I remember another day when we didn't have a ride home from luka after tying up. There was not a bus due until night. We learned that Hazel Ross, the second-trick operator at luka, had an order to hand up to an eastbound freight. Our crew sure did want to get on board that train for a ride home. We convinced Mrs. Ross to go along with our scheme to get the train stopped. Our plan called for her to pretend that she did not have time to get the order copied and ready to hand up to the headend crew before it passed her red board. Of course, the train had to stop and I was to carry the order up to engineer J. R. Gonce and engine 6299 and tell him that the operator didn't have time to get the order up to him on the fly. Since I was on board the 6299, I asked Gonce if he would let me ride to Cherokee. He agreed but said he would slow down just west of town at the cut and let me off but he was not going to do it in town. In the meantime, the rest of our crew members were stationed along the track on the hill east of luka. They knew they could catch the caboose as the train would be going slow climbing the hill, especially since it had stopped at the foot of the hill. As we passed by the smiling and waving work train crew, engineer Gonce knew he had been taken advantage of. He let out a few cuss words and shook his fist at them but it was all in good humor.

That was my first time to ride the 6299. It seems to me like the boiler head was closer to the front of the cab than most locomotives. This necessitated engineer Gonce, who was a short man, to almost have to stand up to reach the whistle lever on the 6299. Mrs. Hazel Ross and J. R. Gonce always reminded me of that incident every time I ran into them afterwards.

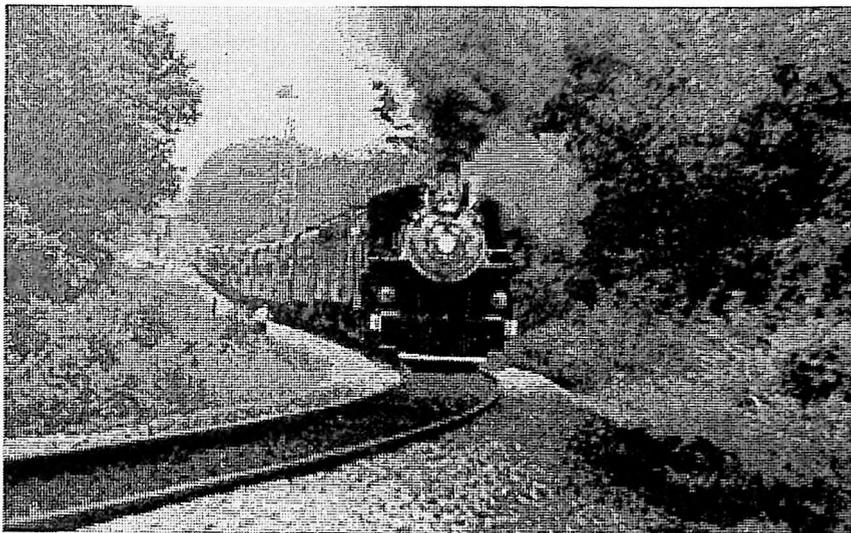
The summer of 1945 was a memorable and exciting time of my life. I shall always remember it and my work involving the train. The only day I did not work was the day the work train brought the steam derrick from Sheffield to lift the iron truss girder or support to go on top of the dirt fill. Trainmaster Bryan threw off a note to me at Cherokee saying that they would not need me that day since all trains would have to wait for the work to be completed anyway. Needless to say, I was disappointed as I wanted to watch the derrick do the work.

1945 was also an eventful year. In April, President Franklin D. Roosevelt died in Warm Springs, Georgia. In September, the 45-month-old World War II ended. Best of all, after hanging around the Cherokee depot for years learning the ropes and duties of an operator, I had now been placed on the payroll of Southern Railway at the ripe old age of seventeen. I returned to high school that fall for my senior year. Incidentally, I bought my first 21-jewel Hamilton railroad watch from Lester ("Rabbit") Blasingame, who sold watches, hand guns, rifles, etc. He was quite a character and became a good friend of mine. I waited up late the night he made his final run as conductor on No. 45, The Tennessean, and made pictures of him and the crew at the Muscle Shoals depot.

(Photo of Lester Blasingame, conductor, (center) arriving Sheffield, Alabama, on final run February 16, 1968. Pictured with him is T. E. Dixon, on left and P. N. McKinney on right . Photo by Jack Daniel.)



(Just before entering this curve, about where man is on ground at left, is where the old wooden trestle was just east of luka, Miss. Train shown here was a steam excursion headed up by locomotive 750 leaving luka, Mississippi. Photo editor's Collection.)



(luka, Mississippi, depot. Photo Editor's Collection.)



WHAT IT TAKES TO MAKE A GOOD RAILROAD MAN

In my early boyhood I saw our railroad in its rough stages, rode on passenger trains stopped by hand brakes, heated with a coal stove at each end of the car, lighted with the old oil lamps swinging. For many years I sat at a railroad table where it was discussed with every meal and many stories to which I listened would raise the hair on your head. In my teen years I saw service for a few years. I was hired as a trainman, but if they needed a call boy, I was it. If they needed a yard clerk, I was it.

My desire to be a railroad man was cooled off one cold night when I was on a trip from Chattanooga to Stevenson with engineer R. A. Palmer and conductor J. L. Armstrong. We found the drawbridge open at Carpenter and had only 13 minutes to get to Bridgeport. I had to flag across the draw, the island and river bridge, which was not gravel-decked at that time. Ice was frozen on those bridges and slick as glass. (In those days, there was considered to be three divisions; Chattanooga to Stevenson, the Mountain Division; from Stevenson to Sheffield, the East End; and Sheffield to Memphis, the West End.)

This same engineer when I questioned him a few years later about the biggest thrill that he had during his long years of service could only recall one incident when he let a double header get away coming down Bridgeport Hill when some long telephone poles loaded on two cars shook loose and tore up the overhead bridge at the foot of the hill at Boliver. He could name all of the crew but the front brakeman. When I told him that I was the front man, he wanted to know where I was when he was calling for brakes. What chance did he think I had of crawling over that second engine and get back there to put up a brake?

My last service was in 1912. The last trip on local between Citico and Huntsville, engineer T. J. Rudder, fireman J. B. Hackworth, conductor Hines Campbell, flagman James M. Graham, front brakeman Bill Stevens (colored). I was in the swing and it was as hot as blue blazes. That being the only trip that I had made during that month the Southern Railway Company ran their last Pay Car and I failed to meet the same. Consequently my \$2.15 went back to Washington and remained there.

In the last few years I have made it a point to talk with as many men in as many departments as the opportunity afforded. I went out to the coal chute at the Sheffield shops and had a visit with the operator, Mr. W. E. Isom, 22 years service, operating a chute of 500-ton capacity alone. On this day he had unloaded 268 tons which he agreed was a pretty good day's work. Working nearby on the sand drier was his son, Carlin. When questioned about the length of time necessary to coal up an engine and put sand in the box they thought ten minutes should cover it. But I happened to stay long enough to see a hostler bring out two engines coupled and get coal and sand on both and move away before ten minutes. In the conversation with Mr. Isom, I learned that his father was in service for many years as Pump Repairer and was relieved by C. W. Potts, who held the post for many years. This is one branch of the service which has progressed in big strides. In the old days with the little Baldwin, Rogers & Cook engines and 3,000 gallon tanks, there were tanks and pumping stations every few miles - Memphis, Whites, Rossville, Moscow, Mile 45, Saulsbury, Rogers Springs, Cypress, Corinth, Glens, Burnsville, luka, Hill, Margerum, Tuscumbia, Town Creek, Wheeler, Trinity, Decatur, Piney Creek, Huntsville, Gurley, Woodville, Larkinsville, Scottsboro, and Stevenson. Today there is one man handling what was once covered by 20 or so on the Division.

A few years ago I saw a miracle performed by the B&B department. Swan Lake was to be filled in and the track raised and at the time one of the dispatchers said there would be a slow order over it for ten years. I saw the spans of the old bridge removed by two cranes and carried to the wye at Decatur and not a train was delayed more than 20 minutes. That was hard work and the credit should go to Jimmy Haynes, Superintendent of the B&B department.

On the night of March 17th, while waiting for my wife to come home on No.7, I sat in the Sheffield station and watched the men working who really make the Southern dependable. A storm had swept over the lines both east and west. The telephone lines were out, Western Union was out as well as the Bell

telephones. Even the radio station had been hit and we were cut off from the outside world. First to come in and report was the section foreman from Tuscumbia, Arthur Murner. He had covered his section and cleared the rubbish. Next was Mr. Wilson, the Sheffield section foreman. He had covered all his section except the line running down to the river. With rain coming down in torrents, he went down and checked that section of track.

Another man attracted my attention that night. He came in all dripping and wet, shook off his coat, dried his hands and went to work trying to patch up a circuit so that he could get through to the outside. That was J. W. Swanton. I had always thought that he just played around with the telephone and other instruments in the daytime. He didn't have much to say while working and finally gave it up and said he would have to go out and find the trouble. He donned his slicker and hat, slammed the door and the storm swallowed him up. I have since learned that he patched up a line at 4:15 a.m.

I saw trainmaster, M. J. Bryan and F. W. Long of the signal department catch a freight headed west to a spot where the storm had hit earlier in the afternoon. Some weeks later, I saw where the storm had hit. For a short distance it had blown everything north of the right of way, then just a few yards farther on, it had swept back to the south again.

My family was still living in Decatur when I first came back to Tuscumbia, and it was my habit to visit them every other Sunday on my day off. One Sunday I decided to go over to the depot and have a little visit with the boys and let my family get a good night's rest. A freight came along headed west. I was tempted and caught a box car about middle of the train. That fellow left the tank at Decatur and fifty minutes later he had stopped in Sheffield yard. As I sat on top of that box car I figured it all out. If the track men had not had that stretch of track in the very best shape, he couldn't have stayed on it at the rate of speed and if Louie Hyde and his bunch out at the shops had not kept those cars in excellent condition, he wouldn't dare haul them at that rate of speed, and if those fellows out at the roundhouse had not done their part by keeping that 4500 in good shape, she would have unraveled along about two miles east of Hopgood.

Let us compare a division of the railroad with a football team. The game is scheduled by the Traffic department. The Operating department is handling the gate receipts and the the Engineers and Conductors are co-captains. The Superintendent may be the coach and the Master Mechanic playing in back field and carrying the ball, but there will be no touchdowns if the Dispatcher at center doesn't snap the ball just right, or the Roadway department doesn't open up that hole, or the Telegraphers don't run interference, or the B&B department fails to hold the line, or the Shop men fail to click at end. Let us not forget that George Dallas of the Claim department is the fellow who runs out on the field with sponge, water and amonia when there has been an accident and someone is injured.

That's the way the boys do on a good team. That's the way the Southern Railway System boys run a good railroad on the Memphis Division.

(Editor's note: This story came from the 1942 annual publication of the Retired Railroaders Association at Tuscumbia, Alabama. Unfortunately an author was not listed. In any event, the unknown author believed in giving a good worker a pat on the back and telling him so. That is what encouraged many railroaders to always give their best effort and most of them did.)



LOOK AHEAD-LOOK SOUTH

AN ENORMOUS ENGINE

Several years ago one of the Memphis Division engineers cut off the board, migrated down to Florida and hired to a certain carrier of that state. One day during a roundhouse discussion some of the boomers got to describing the big locomotives that they had where they came from. Our local boy waited until they all had their say, he spoke up and told them just what kind of equipment we had on the Southern and proceeded to describe it as follows:

This engine has five acres of grate bars, four acres of netting in the smoke-box, and it takes a man a day and a half to walk through the cylinders. Every time the engine exhausts, it rains for twenty minutes afterwards. There is an elevator that goes to the headlights to hoist the oil and it takes five barrels to fill it. It takes two men forty-five minutes to light one single lamp.

The engineer has an x-ray to watch for signals and after running six months, he goes blind. It takes astronomers with a powerful glass to see her going and the glare of the headlights can be seen through hills a mile and a half thick. It took two carpenters four months to build the pilot.

They use a steam shovel to give her coal; the tank holds 27 carloads and every time they wash the boiler it is necessary to drain the Wilson Lake, and transportation held up on it for several days. The pony wheels are as large as an ordinary turntable and the engine house force holds a picnic each year in the fire-box. She carries 850 pounds of steam and 360 pounds of air in her train line. She can haul 722 loads in good weather and 72 in bad weather. She runs from Memphis to Chattanooga, a distance of 272 miles, and makes the trip in two hours and eleven minutes.

When she leaves the track there is a terrible earthquake in California four days later. The throttle is pulled by a stationary engine in the cab. The lubricator holds four barrels of oil and the train goes so fast that when she stops she is still running ten miles an hour.

A mechanic worked in this engine, chipping the valve seat, and while so engaged fell down the port opening. One of the other mechanics went to get a ladder to get him out. The foreman encountered him while searching for a ladder and asked him what was his hurry. He told the foreman the mechanic had fallen down into one of the cylinders in the water glass and it had to be broken with a 25-pound sledge to release him.

The engineer was called to take out this locomotive and on arrival at the roundhouse he found that he had only 40 pounds of steam, and he remarked to the Negro fireman as to why he could not get up steam. The foreman told him to go back and remove one of the cylinder cocks and let the mechanic fall out.

While the tank was being filled, one of the pumpers fell into the tank. The injector was on at the time and the enormous suction drew the poor laborer through the water main (60 inches in diameter) which led to the injector. He was discovered bobbing up and down, and the fireman said: "Cap'n dat's the third time dat gauge has gone around and it's just started round again."

When the gentlemen finished the party broke up suddenly and none of the local men have said anything more about large engines since his visit.

(From the 1942 annual publication of the Retired Railroaders Association in Tuscombua, Alabama, author anonymous.)

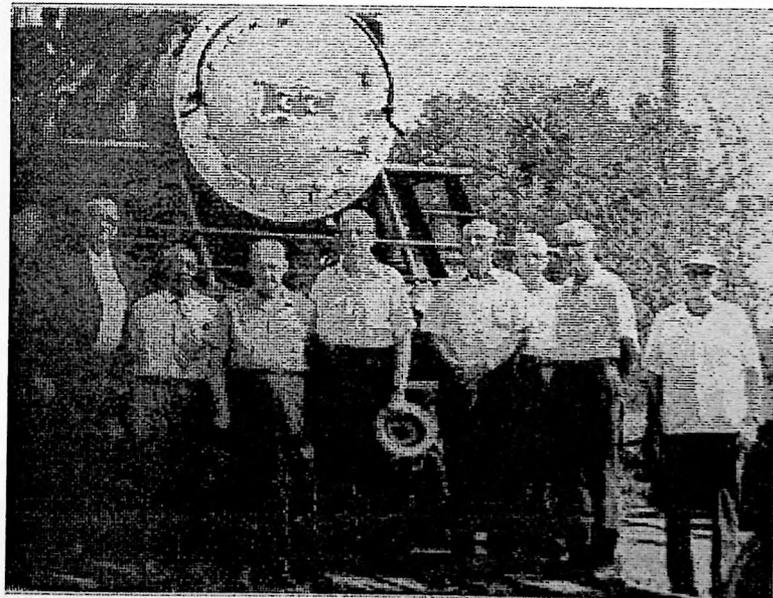
(Editor's note: If Southern Railway had owned many of that type locomotive it would be doubtful that they would have dieselized. We can imagine that safety rules would have been expanded, however.)

LAST RUN OF LOCAL NO. 8

Southern Railway railroaders standing in front of what is believed is No. 6316 (not necessarily the power for No. 8) on July 15, 1948, the last run of passenger train No. 8 on the Memphis Division, left to right: Vernon Rudder, Freeman Walker, Bovel Hargett, Reece Malone, Bill Gulick and Turner Willingham. Photo courtesy Muscle Shoals Railroad Club.

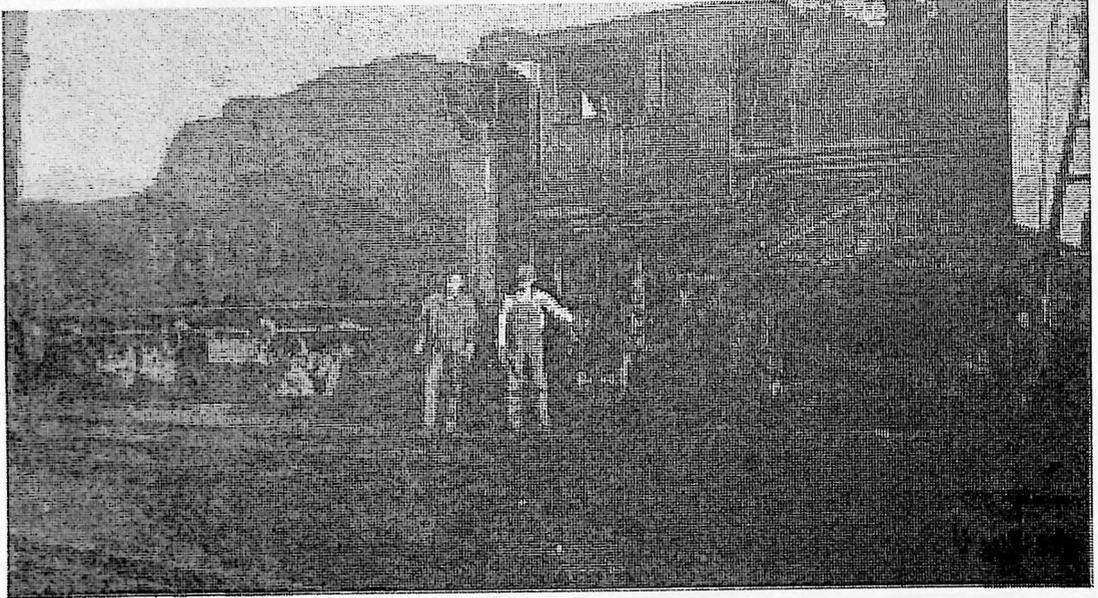


This September, 1973 photo was of veteran Southern Railroaders of Memphis Division. Left to right: Roy McCorkle, engineer, Percy Ricks, first black fireman promoted to engineer, Jim Maples, engineer, Bob McCord, engineer, James W. Martin, engineer, Bovel Hargett, engineer, Vance Brown, title unknown and Hyman Pannell, yard switchman. Photo courtesy Muscle Shoals Railroad Club.

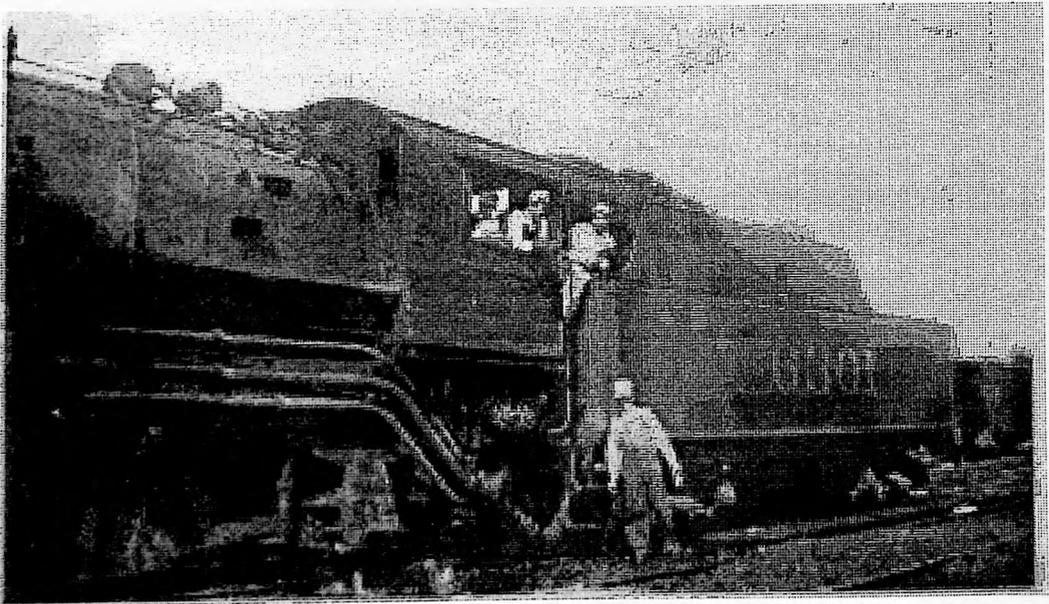


VARIOUS PHOTOS FROM HERE TO PAGE 302

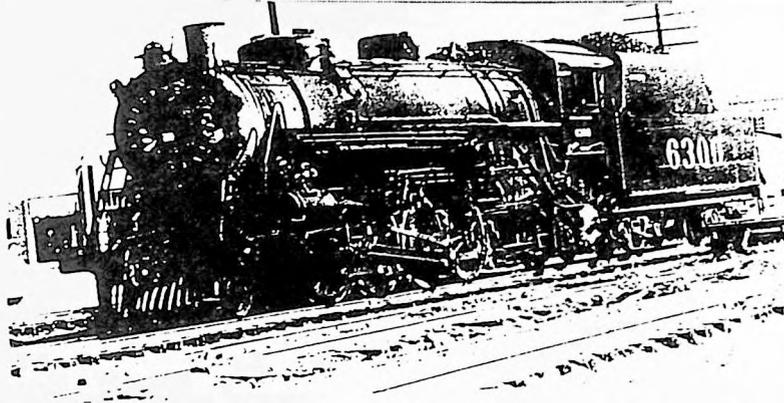
Southern 6301 getting ready for 1st No. 51 at Sheffield, Alabama, in 1940's with engineer Albert H. Crawford and fireman Melvin Holland. Photo editor's collection.



6301 is ready to go with Crawford and Holland. It is believed one of the fellows in cab was R. W. Laughlin and the other is unknown. Photo Editor's Collection.



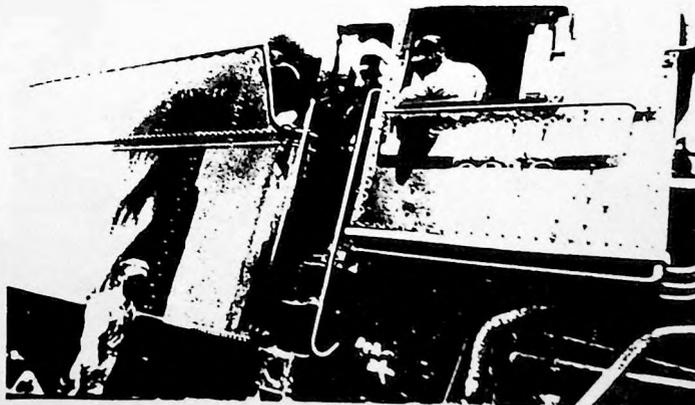
(Southern 6300 at Sheffield, Alabama. Note large tender capacity for coal. Photo courtesy Muscle Shoals Railroad Club.)



(Southern 6301 at roundhouse in Sheffield, Alabama, awaiting a trip. Photo courtesy Muscle Shoals Railroad Club.)



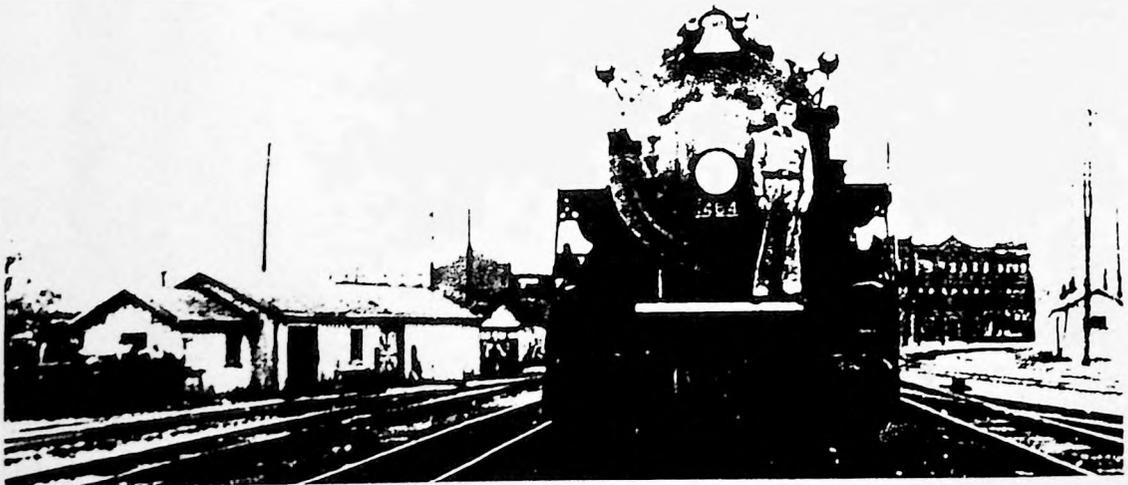
(Southern 6318 at Sheffield, Alabama, with engineer Bob McCord, others unknown. Photo courtesy Muscle Shoals Railroad Club.)



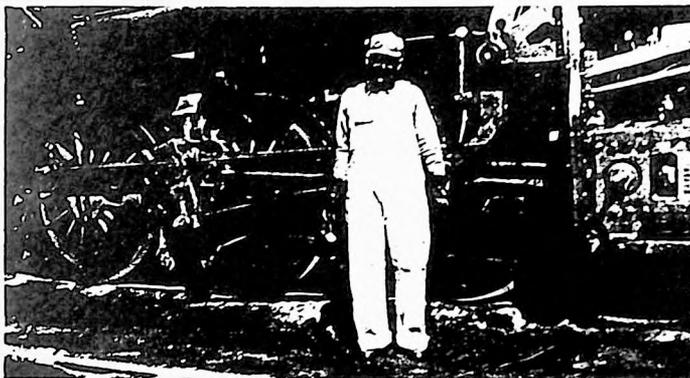
(Southern passenger locomotive 1464 at Atlanta Avenue crossing in Sheffield, Ala., note old Sheffield passenger station in background. Photo courtesy S. H. Young, Jr.)



(S. Harry Young, Jr., on front of Southern 1464 in Loyall Yards in Sheffield, Alabama. Photo courtesy S. Harry Young, Jr.)



(Engineer S. Bradley oiling around his engine at Sheffield, Alabama. Photo courtesy Muscle Shoals Railroad Club.)



(Southern 389 Sheffield, Alabama. (Photo courtesy Muscle Shoals Railroad Club.)



(Flagman W.B. Staples, Jr. on the "Charlie Smith Special" in 1971 was surrounded by Ed Gardner, Herb Murray, Mr. & Mrs. George McCandless and Carl Whiprecht, all members of the Muscle Shoals Railroad Club for a photo runby. These members had helped make the steam excursion possible through many hours of labor and preparation. Photo Editor's collection.)



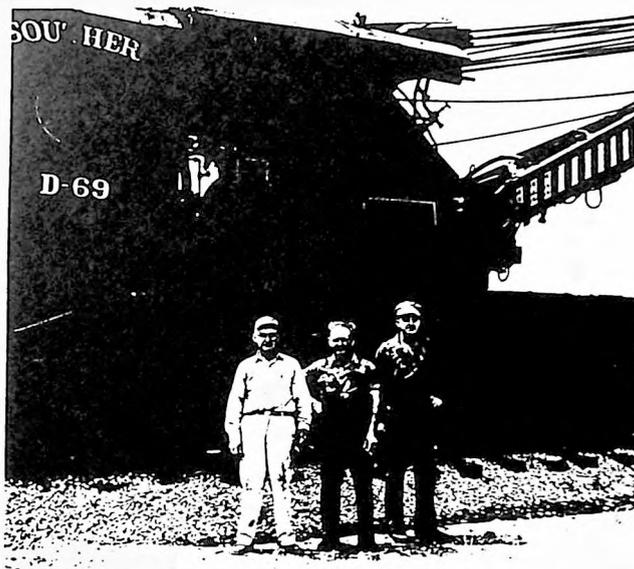
Southern engineer T. Crawford Barnes, an avid fisherman. (Photo Editor's collection.)



(Left to right: Bruce Haynes, conductor, A. D. Frederick, shop foreman, Ross Martin, superintendent, T. A. Steele and M. E. Pratt, brakemen standing by Sheffield derrick. Photo Chas. Smith.)



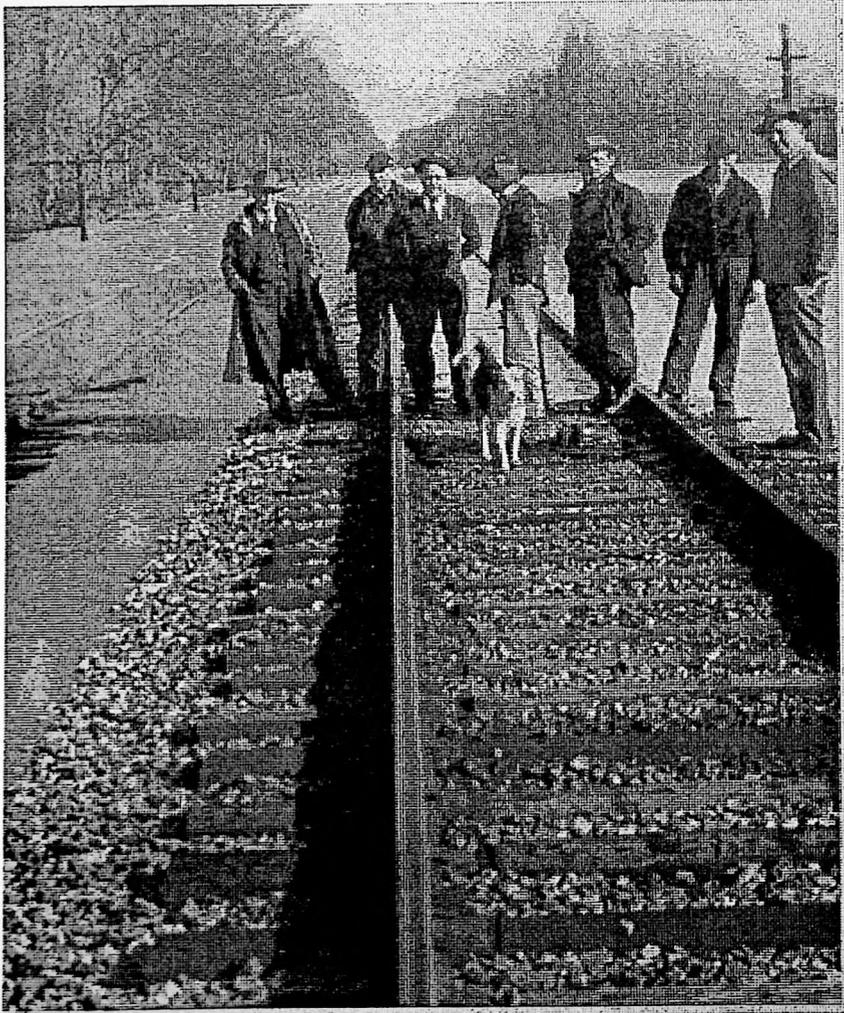
Standing by steam derrick 69 at Sheffield, Alabama, A. D. Frederick, an unknown, and A. O. Shull.
(There were two Shull brothers, A. O. and W. Odell, who worked in the Sheffield Shops. Photo courtesy
Muscle Shoals Railroad Club.)



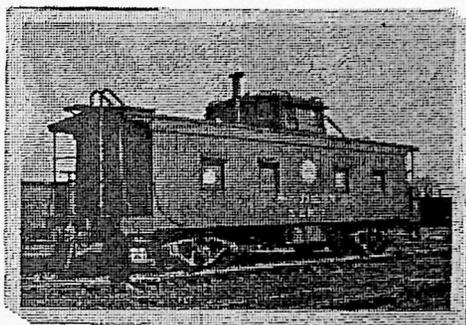
Tearing down 500 ton capacity coal chute at Sheffield, Al., December 28, 1951. This was the chute that
Mr. W. E. Isom worked at many years. (Photo courtesy Muscle Shoals Railroad Club.)



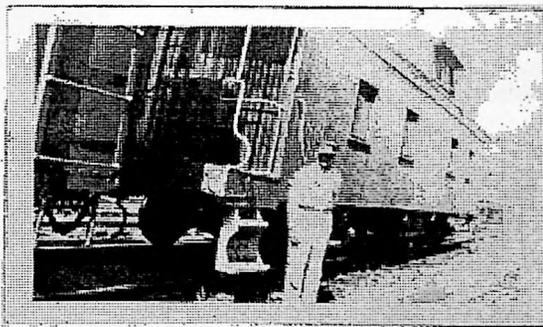
Looking east from Pocahontas, TN., at 3:00 p.m. on Feb. 14, 1948. Total track under water 6 and 1/2 miles at 3 locations. Pictured left to right: Monroe Bryan, Trainmaster; T. A. Clara, Signal Maintainer; R. A. Atchley, Agent at Grand Junction, Tn., Bill Freeman, Telephone Maintainer, Mr. Bodifer, a Section Hand; J. C. Cox, Assistant Signal Maintainer and a spectator and his dog. (Photo courtesy C. L. Smith.)



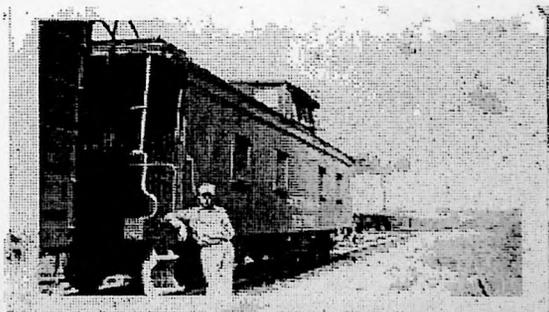
Wooden caboose No. 2103 at Sheffield, Alabama. (Photos courtesy Muscle Shoals Railroad Club.)



Conductor J. O. Shelly with caboose No. 2782 at Sheffield, Ala.

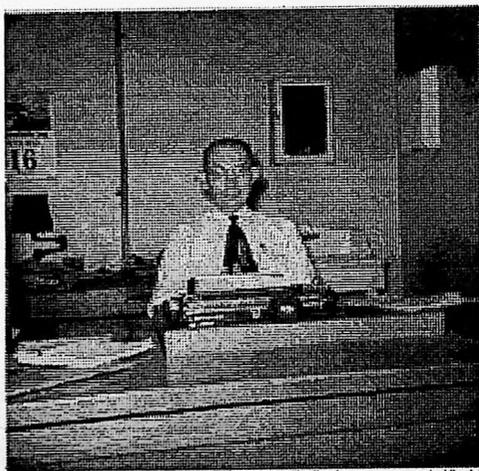


Conductor Bruce "Boomer" Haynes with caboose No. 2782 at Sheffield, Alabama





Photographs on this page and next two pages are of employees who worked in Southern Railway division headquarters building in Sheffield, Alabama.



Top left: Dewey Wilson, Sara Anderson, W. F. Cooper, Supt., Nell Steele, and O. B. Landis. Top right: H. H. Rutledge, Clerk. Bottom: A. H. ("Buddy") Thompson, Chief Dispatcher. (Photos by C. L. Smith.)

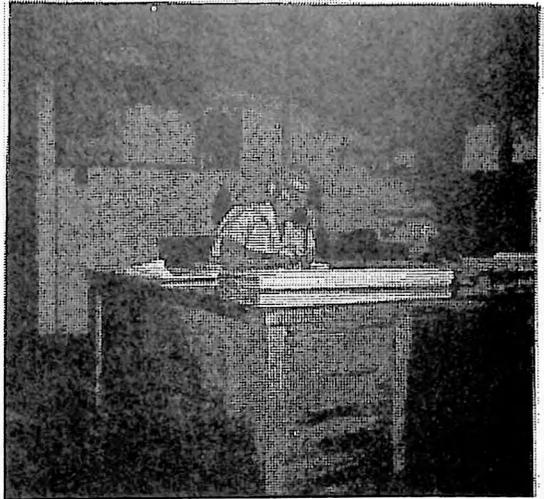


Top Left: Bob Beasley & Harry Landers - Top right: J. L. Carlin, Dispatcher - Bottom: W. C. Rosser, Security
(Photos by Chas. L. Smith.)

(Lawrence Ennis, Dispatcher, Sheffield.)



(L. B. Crowson, Dispatcher)



(Fred Wyatt, Dispatcher, Sheffield.)



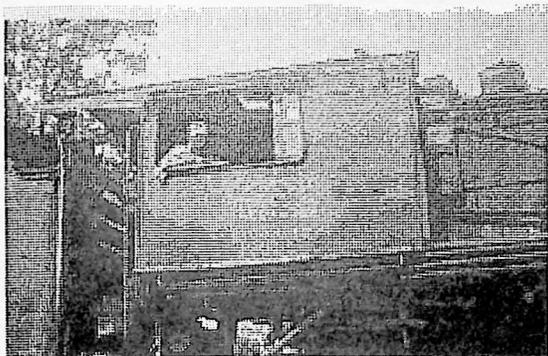
(Can't recall his name !)



(Photos courtesy C. L. Smith.)

(All photos on this page made by Jack Daniel.)

(Richard Burns on 4532 at Cherokee, Ala.)



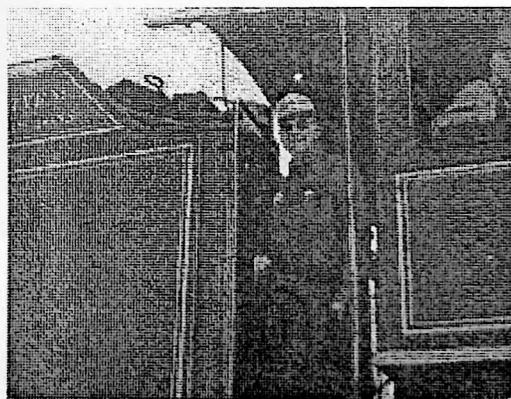
(Bessie Burns and Richard Burns.
Bessie was a registered nurse.)



(Conductor Tillman Beasley, Jr. & wife Madelyn.)



(Flagman James Barnes)



(Road Foreman of Engines W. A. Kilgore)

S. E. Bradley, Sr., onetime roundhouse foreman at Sheffield, Ala., and father of Steve Jr., a Memphis Division engineer. Photo courtesy Walton Bradley.



Back row l to r: Walton F. Bradley, Sheffield Yard fireman, Charlie Bradley, Jr., Myrea Bradley. Front row l to r: Steve Bradley, Jr., engineer, Charlene Bradley & Charlie Bradley, Sr., engineer. Photo courtesy Walton F. Bradley.



Memphis Division engineer James Love Wimberly in front of locomotive 1471 on local passenger train No. 35 at Cherokee, Alabama, around 1943. This was a typical engineers attire during steam days. Mr. Wimberly was born in Stevenson, Alabama, and attended the William & Emma Austin College there and was hired as fireman on August 30, 1904, promoted to engineer on August 25, 1907, retired November 30, 1946 and moved to Birmingham, Alabama, where he died March 26, 1950. His career ended in the heyday of steam and I don't believe he ever ran a diesel locomotive. He attained a good record on the Memphis Division. Photo by Jack Daniel.





Richard Calvin Burns

Dick Burns hired out on the Memphis Division of the Southern Railway as a fireman on July 5, 1926, and was promoted to engineer on October 28, 1941. He married Bessie Gaiser, who was a registered nurse. He grew up in a little community south of Cherokee, Alabama. Dick had a pleasant personality, and he paid special attention to youngsters. I can vouch for that because he was the one engineer who used to throw things off to me at Cherokee such as old waste, copies of old train registers that were used up, train orders, etc. He just had a know-how of what pleased youngsters who were fascinated with engineers and railroading. He and Bessie used to visit in our home occasionally, which pleased me greatly. He was a great friend indeed. He had a nephew, John Edward Burns, who worked in Sheffield Yards.

For obvious reasons, I am giving Dick a full-page coverage. (Photo courtesy Sixth Annual Railroad Celebration, 1948.)

Jack Daniel, Editor



William Henry Williams

William Henry Williams was born at Cherokee, Alabama, June 28, 1883. He was the son of a prominent physician. Bill was always affable and efficient. He was one of the best conductors the Southern Railway's Memphis Division had (and she had many good ones). Bill entered service as a trainman June 10, 1903. He was promoted to conductor December 10, 1905, and continued in freight and passenger service with exception of a few months when he was made yardmaster in Sheffield, Alabama. He retired on March 19, 1938, and made his home at Cherokee, Alabama.

The reason I am giving "Will," as I called him, this special page is that he was my next door neighbor at Cherokee. I used to visit with him and his second wife Kate quite a bit. Kate was a nurse and they had one son, Alvin, whom I gave much of my time and attention. I don't think I ever knew anyone who drank as much coffee as did Will. He kept a cup in hand nearly all the time. Even when he was out in his back yard, he would have a cup with him.

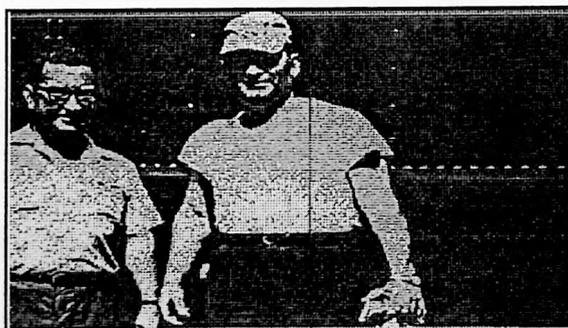
I regret that I did not get him to relate some of his experiences on the Southern. Our conversations never got around to railroading. Sure wish they had. They were great friends. (Photo courtesy Eighth Annual Railroad Celebration, 1950.)

Jack Daniel, Editor

Engineer Lon Wells, fireman John R. Peters in front of diesel 6718 with a friend Fred Hutchins at Memphis, Tennessee. Photo by The Commercial Appeal used with permission.



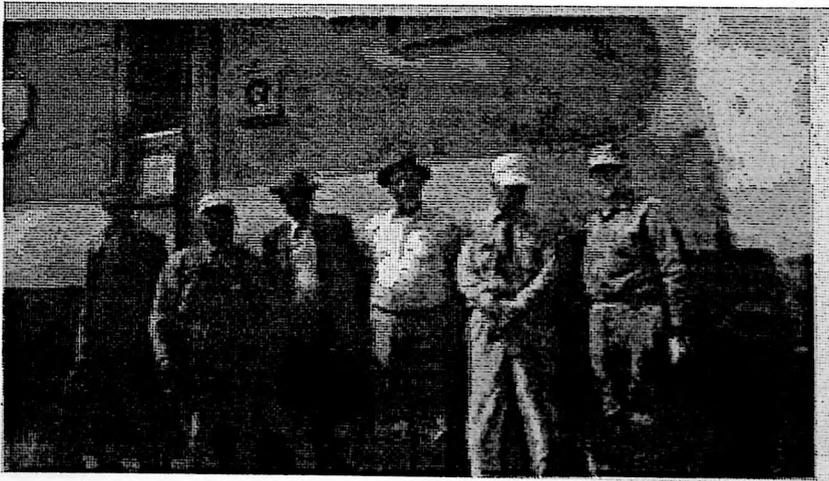
Herbert Hicks and Frank Malone of the Sheffield Car Shops are keeping the air-conditioning going on the Southern Exhibit Car in Sheffield, Alabama, in July, 1970. (Photo by Jack Daniel, editor.)



Asst. Supt. Bill Westerman and Yardmaster Ralph Ernhardt honor retiring Sheffield Yard engineer Floyd Wilson. Photo editor's collection.



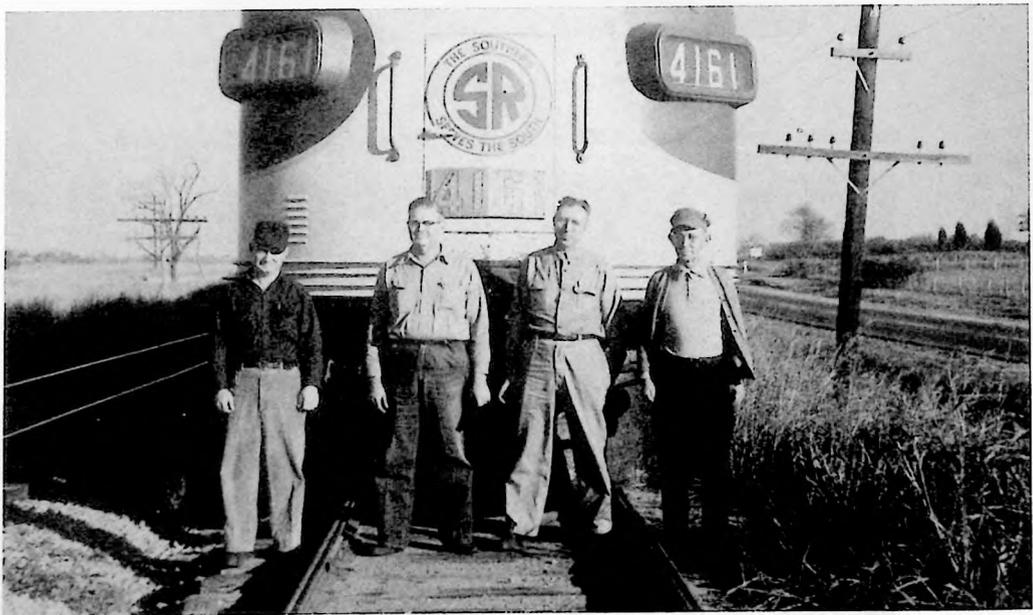
Swapping crews on diesel 6708 at Sheffield, Alabama. Photo by Chas. Smith.



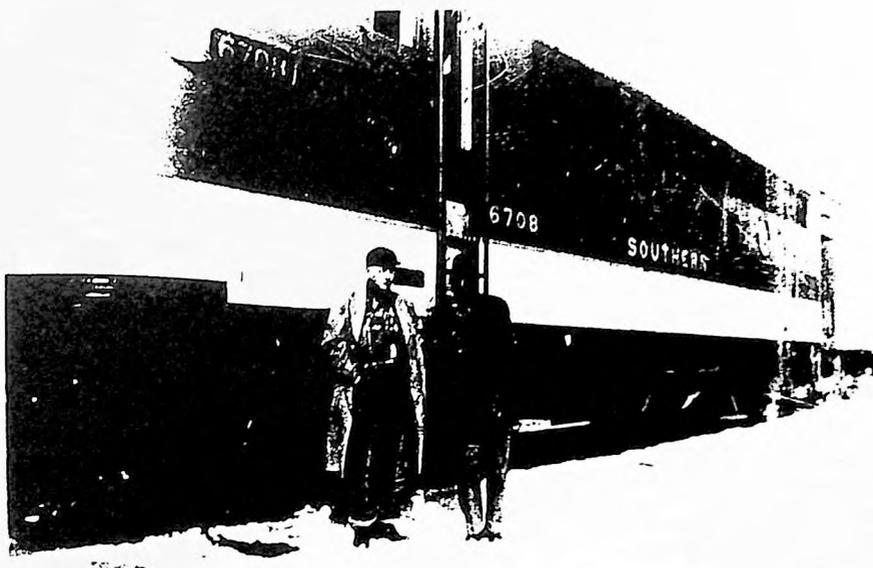
The first F-3 diesel that went into service on Memphis Div. Left to right: J. H. Ray Bishop, trainman, E. Russell Morgan, fireman, Willard Brown, traveling electrician, Ralph W. Cutler, engineer, Charles L. Smith, Road Foreman of engines. Photo C. L. Smith in editor's collection.



Left to right: T. L. Frey, brakeman, S. M. Grider, fireman, Bruce Haynes, conductor and Lon Wells, engineer on Southern 4161. Photo C. L. Smith in editor's collection.



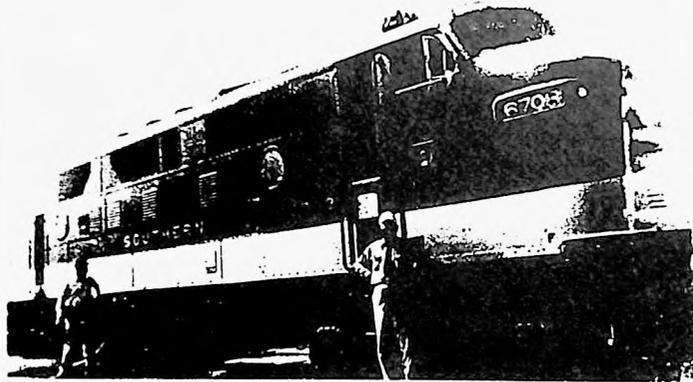
Louis H. Bradley, engineer and Cliff Davis, fireman on Southern 6708 at Sheffield, Alabama. Photo C.L. Smith.



Engineer Louis Bradley and fireman Joe Griggs with Southern ALCO diesel 6908 at Sheffield, Ala. Photo C.L. Smith.



Engineer L. H. Bradley having diesel 6708 fueled up at Sheffield, Ala. Photo C.L. Smith.



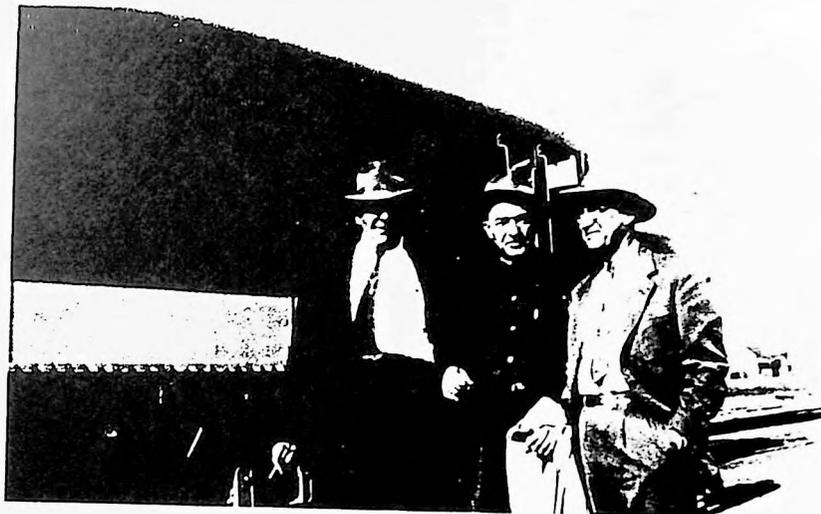
Engine 6708 in snow at Sheffield. L to r.: Fireman Percy Ricks and engineer Alvie Gurley swap crews with engineer Louis Bradley and fireman Cliff Davis. Photo C.L. Smith.



Charlie L. Smith, Road Foreman of engines, chats with Dave Shrader, engineer, while waiting for arrival of train No. 36 with ALCO diesel 6908 at Sheffield, Alabama. Photo C.L. Smith.



Left to right: Louie Hyde, shop foreman with his usual cigar, W. M. Sheehan, master mechanic and Charlie L. Smith, road foreman of engines standing beside Southern ALCO diesel 6908 at Sheffield, Ala. Photo C.L. Smith.



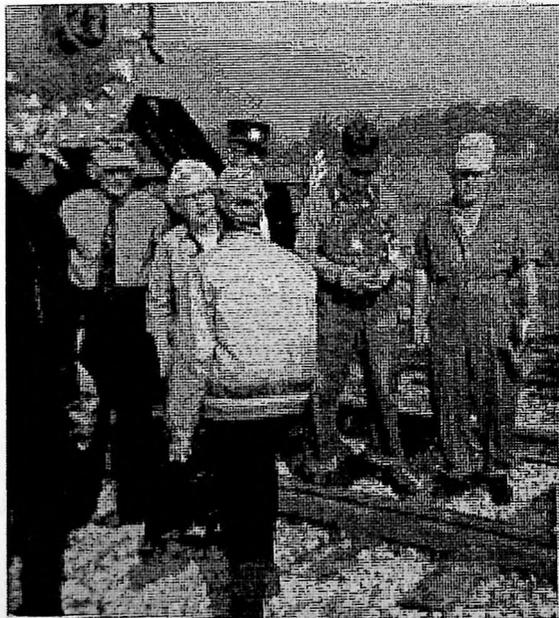
Engineer Raymond Gene Elliott on Southern diesel 6143 at Middleton, Tennessee on May 3, 1983 excursion train. Photo by Jack Daniel, editor.



B. E. Riley served as fireman on excursion pictured here at Forrest Yards in Memphis, TN. on May 3, 1983. B. E.'s father, J. W. Riley, was a section foreman at Cherokee, Alabama, during steam days. Photo by Jack Daniel, editor.



The Muscle Shoals Railroad Club ran a steam excursion in memory of Charlie L. Smith in 1971. Left to right: Jack Daniel, Tom Morris, Mrs. Charlie Smith, Jim Sims with back to camera, Grover Johnson, conductor, Fred Black, fireman and Jimmy Edwards, engineer. Photo in editor's collection.



Chief of special services at Sheffield, R. B. Setzer & wife in cab of No. 77. Photo by editor.



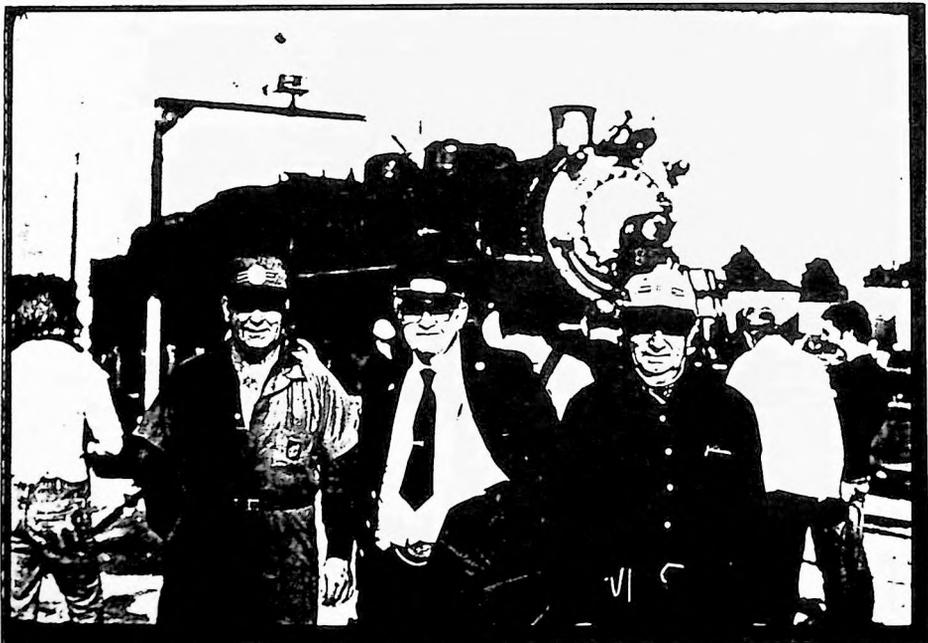
Russell Carpenter held various management positions. One time Road Foreman of Engines at Birmingham, grew up in Barton and Cherokee, Alabama. Photo by Jack Daniel, editor.



On left is conductor Nolan Blasingame who worked a Southern Steam Special on May 2, 1982 and on right is conductor Harry Young, Jr. who worked Southern Steam Special on May 1, 1976. Photos by Jack Daniel.



Left to right: James Blasingame, Fireman, Herman Kiser, conductor and Maynard Kimbrough, engineer in front of 4501 on turntable at Memphis after 1979 steam special. Photo by Jack Daniel, editor .



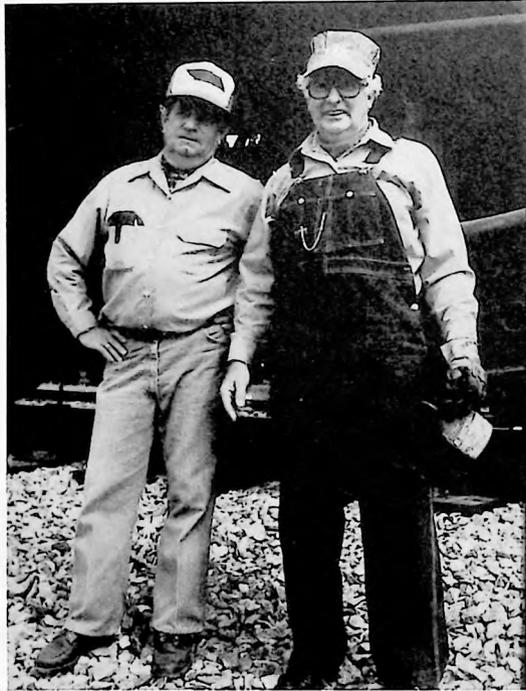
Maynard Kimbrough on 2716 steam special in May, 1982. Photo by Jack Daniel, editor.



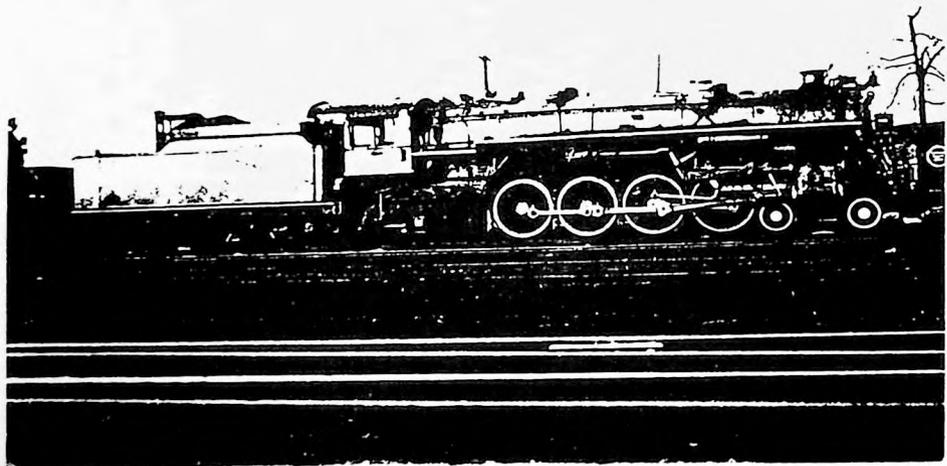
James Blasingame, fireman and John H. "Buttermilk" McWilliams, engineer steam special May, 1982. Photo by Jack Daniel, editor.



Maynard and Marvin Kimbrough of Tuscumbia, Ala., one of many brother teams on Memphis Division. Maynard was hired as fireman December 16, 1939 and promoted to engineer July 1, 1944 and retired in 1982 with 43 years service; Marvin was hired as fireman May 2, 1942 and promoted to engineer March 11, 1963 and retired in 1984 with 42 years service. Both of these brothers had good records . Photo by Jack Daniel, editor.



Southern Railway 4-8-2 locomotive 1463 in July 194. Photo courtesy Muscle Shoals Railroad Club..



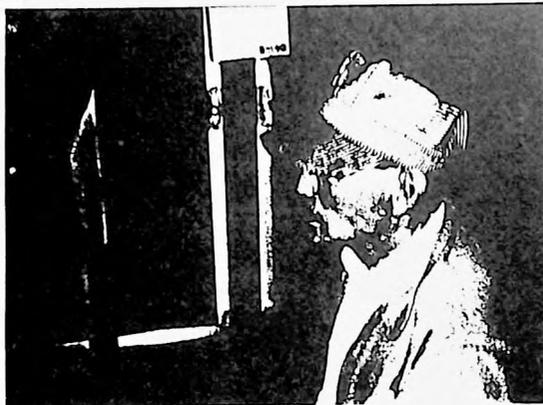
Engineer Jimmy Edwards of Sheffield, Ala. also had a brother, Cecil, who was a Memphis Div. engineer. Photo by Jack Daniel, editor.



Jimmy Edwards on Southern diesel. Photo by Jack Daniel, editor.



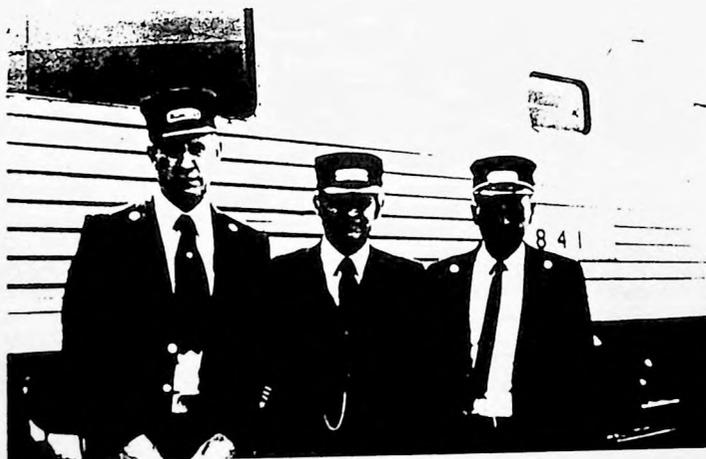
B. W. "Jug" Wells was hired as fireman on November 26, 1943 and promoted to engineer on January 19, 1966 and retired in 1982. His father, Lon Wells, was an engineer and retired in 1968 with 50 years service. Photo by Jack Daniel, editor.



T. E. Dixon, conductor with grandson on steam special. T. E.'s father was a section foreman during steam days. Photo by Jack Daniel, editor.



Nolan Blasingame, conductor, Sam McClure, brakeman and James Barnes, flagman on steam special May 2, 1982. Photo by Jack Daniel, editor.



Tillman Beasley, Jr., conductor, R. K. Thorne, flagman and Harry Grisham, brakeman on May 2, 1982 steam special. R. K. Thorne was one of the crew that worked with Jack Daniel in the summer of 1945 on the work train. Photo by Jack Daniel, editor



(All of the following 11 pages of small individual pictures are courtesy Retired Employees Celebration Annuals of 1940-41-42-47-48-49-50.)

J. P. Boone, Carpenter



J. F. Gordon, Painter



Nola Gamble, Clerk



Chas. Chandler, Supt.



J. D. Means, Car Repr.



T. L. Stewart, M. Mech.



Arthur Bradley, Rd .Frm .Eng.



J. Armstrong, Cond.



W. E. Isom, Coal Chute & Carlin, son.



C.W. Potts, Pump Rpr.



F.W.Long, Signal Dept.



Jimmy Haynes, B & B



J. W. Swanton, Tele. Rpr.



W. F. Howland, engineer



H. H. Hill, Opr.



M.A. Roach, Boilermkr.



A.E. Gurley, B & B.



Thos. Kincella, Machnst.



A.T. Walker, Pipefitter



Roy Kelley, Eng. Insp.



H.W. Cook, Car Dept.



George Spencer, Rhse Form.



H. T. Martin, Cond.



J. B. Sanders, Cond.



B. C. Freeman, Eng.



E. R. Flippo, Boilermaker



A. A. Fowler, Spec.Serv.



T. Bodkin, Claim Agt.



J. L. Carlin, Dispatcher



R. L. Pittman, Cond.



W. M. Sheehan, M.M.



J. M. Gray, Electr.



G. A. Wietzell, Shop Frm.



T. E. Burton, Opr.



L. Hardcastle, Opr.



J. W. McDaniel, Eng.



W. H. Cox, Cond.



J. B. Hackworth, Eng.



J. A. Peters, Car Rpr.



Rawleigh Sibley, Painter



J. L. Hyde, Gen. Formn.



W. Talley Cox, Cond.



S.A. Nichols, Pipefr.



J. T. Askew, Cond.



Johnny Vess, Cond.



W. A. Patterson, Rhouse Frm.



E. M. Williams, Clerk



T. T. Beck, Sheff. Shops



Ed Hamlet, Flagman



R. W. Cutler, Eng.



S. H. McMahan, Eng.



C. T. Hodges, Eng.



J. E. Sanders, Cond.



Clay Frazier, Cond.



J. W. Miller, Eng.



W. C. Holland, Boilermkr.



L. M. Ballard, Eng.



J. B. Hodgkin, Ydmstr.



C. H. Campbell, Carman



J. L. Wimberly, Eng.



L..Kincella, Eng.



D. H. Neyman, Machnst.



W. H. McAnally, Eng.



C. F. Allen, Car Dept.



O. P. Wallace, Carman



H. L. Kimbrough, Fireman



A. L. Kimbrough, Clerk



T. M. Rudder, Eng.



I. F. Armistead, Eng.



Jas. Cloud, Sr., Cond.



R. L. McCollum, Eng.



W. H. Beavers, Cond.



W. A. Styles, Carman



W. E. Parker, Baggmstr.



F. A. McAnally, Rdhse Frm.



J. L. Beck, Car Shops



T. M. Montgomery, Carpnter.



Will Martin, Train Porter



R. J. Sanders, Cond.



W. S. Cowan, Cond.



W. H. Williams, Cond.



T. A. Gibbs, Carman



L. E. Dean, Eng.



L. A. Henry, Eng.



H. B. Wade, Car Dept.



W. L. Wade, Shops



A. E. Wade, Eng. Carpnr.



J. L. Ganong, Carman



Rufus Porter, Eng.



J. A. Thomas, Yardmaster



A. W. King, Machin.



Milton Watson, Conductor



W. E. Freeman, Engineer



Harry O'Neal, Opr.



S. T. Wade, Carman



S. T. Williams, Painter



Col. Harland Sanders of Kentucky Fried Chicken had a look-a-like at Sheffield in Wade Putnam of Sheffield when the Colonel came down to ride an excursion sponsored by the North Alabama Railroad Club. Photo in collection of the editor.

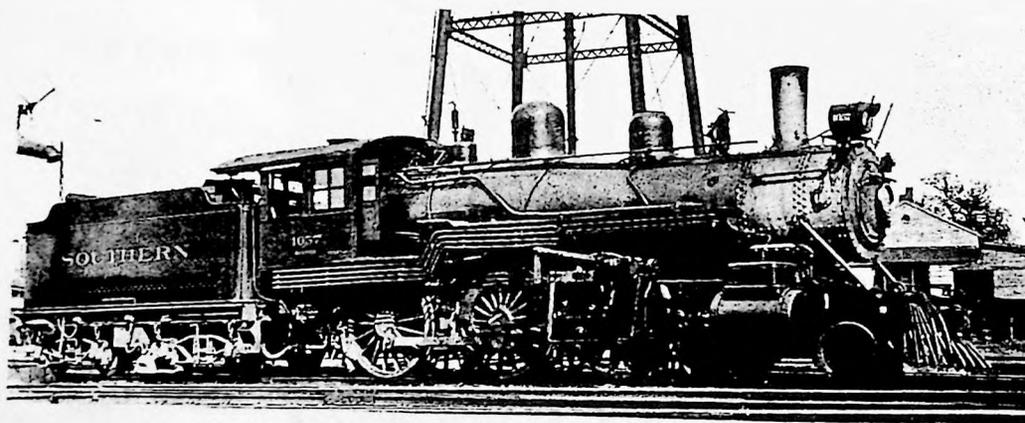
J. O. Shelley, Cond.



W. E. Garrett, Gen. Frm.



Calvin Smith, Eng.



Class F-12, Southern Railway System locomotive 1057 at Memphis, Tennessee about 1920. Photo from "Southern Steam Power," Barnhart Press, Omaha, Nebraska, used with permission.

Pictured here standing by "The Tennessean" is engineer Homer Stewart and conductor R. A. Haden. It is believed that the children were youngsters belonging to Ray Black, one-time principal of Sheffield High School. This picture was provided by Mrs. Lizzie Hicks of Memphis, Tennessee, who was a cousin to Homer Stewart. Date of photo unknown.



Homer Stewart, Engineer



H. A. STEWART, 307 East Fourth Street, Knoxville, recently retired from the Southern Railway after 20 years of service. He served several years at Danbury, La. and at the River and above but later changed to the Memphis division. He was promoted from Engineer to Engineer in 1918 and was engineer on the Tennessean between Sheffield and Chattanooga. He made his last run on No. 21 August 14, 1934.

(Editor's note : An unknown newspaper article stated that Homer Stewart was promoted to engineer in 1916. However, my seniority list indicates he was promoted 11-09-1906.)



Bales of cotton on the platform at Barton, Alabama. The box car spotted for loading is a B&O wagon-top type. Barton is five miles east of Cherokee, Alabama, and sometimes when the Cherokee platform was full, the Barton site would be used for overflow. There seems to be quite a bit of weeds surrounding this platform but note the drum of water with the cone-shaped bucket on top. The cone shape made dipping into the barrel easier as the pointed end could pierce the water more easily and quickly than a flat-bottomed one. This type of fire equipment was available at all stations and all bridges and trestles. The editor remembers a complete platform of cotton at Cherokee was lost by a fire that was believed to have been started from a hot cinder from a westbound freight train earlier. Photo in editor's collection.

MR. DAVE C. MINOR - AGENT-OPERATOR
SOUTHERN RAILWAY SYSTEM

Written in the 1950's
by Jack Daniel, editor.

Mr. Dave C. Minor began his career with Southern Railway on Dec. 26, 1910, at Hollywood, Alabama, working on a bridge gang under a tough and rugged foreman by the name of John Reid who came from Oakdale, Tennessee. John Reid was a strict disciplinarian and would not permit his men to smoke or drink, but sometimes he had to tolerate a few cuss words.

On one occasion, Mr. Minor very vividly remembers, it brought out cuss words from several members of the gang. Southern had set out several cars of stringer timbers that the bridge gang had to unload. Foreman Reid made them get up about 4 a.m., eat breakfast from the camp car kitchen, go out and scrape the ice off the old hand cars, as the gasoline motor cars had not come into being, and get down to Huntsville in time to catch a passenger train that left Huntsville at 6 a.m. They would ride this train to Madison to unload the timbers and then return on the same passenger train that got into Huntsville at 9 p.m., then return to their camp cars using the hand cars again. This process was repeated for about a week which was about all they could take.

While at Hollywood, Mr. Minor met Dee Meek who was station agent. They became very good friends and quite often Mr. Minor had to borrow money from Mr. Meek to live on until his check came which was only once a month. Mr. Minor became interested in telegraphy and started learning the trade from Mr. Meek. He would go down to the depot in late afternoons after getting off his part-time job as a clerk in a store, and open up the depot with a key that Mr. Meek provided, and practice with other cubs along the line by using the Western Union line which was not busy at night. Sometimes they would talk with one another until midnight.

After perfecting the morse code fairly well, he got his first call to go down to Barton, Alabama, and work ten days to two weeks as a substitute. About December, 1912, he got his regular job on the second trick at Collierville, Tennessee. After getting off work, he would go into Memphis and eat breakfast and go to work for Western Union for an 8 hour shift.

Along about this time Mr. Minor decided to attend Mrs. Maud Moore's private school where he took English, math, spelling and history. Mrs. Moore was at one time Superintendent of the Shelby County, Tennessee Schools. She owned a big house and converted one of the rooms into a classroom which accomodated about 20 students.

In spite of Dave Minor's heavy work schedule between Collierville and Memphis, he managed somehow to run into a pretty young girl by the name of Eva Roach at Collierville and they were married in 1914. They lived in a house that was only a block from the depot and Mr. Minor rigged up a telegraph line from the depot to his house. He then taught Eva Roach Minor enough of the morse code that they could converse with one another. She would call him over the wire and give him the grocery list to bring home and many messages that took the place of a telephone. Mrs. Minor became so good at the key that she was offered a regular job with Southern Railway but she never accepted the offer. They stayed at Collierville about four years. From there they went to Forrest Yards in Memphis during World War I.

Dave Minor got rolled for his job at Forrest Yards and then went to Stevenson, Alabama, for a few months before he was rolled again. From Stevenson, he went to Barton, Alabama. He was making \$39 per month at Barton. Soon a vacancy occurred at Grand Junction, Tennessee, for which he bid in and got the job which paid \$75 per month. While at Grand Junction he witnessed an accident where engineer Bob Fairless damaged a locomotive crossing the I. C. and Southern junction. Through his testimony and in appreciation, the Illinois Central Railroad gave him a certificate of membership in the Illinois Central Alumni Association.

Mr. Minor came to Tuscumbia, Alabama on October 24, 1934, as agent and remained there until retirement. On his birthday of September 16, 1957, Mr. Minor was saddened to learn of the death of his good friend and fellow worker, Mr. Dee Meek. Mr. Meek was then 75 years old but was still employed as agent at Hollywood, Alabama. Mr. Meek had agreed to take a black man into Scottsboro on his lunch hour to try to get him on welfare. On the return trip, a driver in front of Mr. Meek failed to give a proper signal and he had to swerve to the left to keep from rear-ending the car in front of him. Instead, he ran head-on into a truck which completely ran over the Meek car in turn killing him and the black man instantly.

While in Tuscumbia, Mr. and Mrs. Minor lived at 512 West Sixth Street. Dave had a keen interest in the community. He served on the Colbert County Hospital Board, The Tuscumbia Park and Recreation Board, and Treasurer of the Retired Railway Employee's Association of the old Memphis Division for many years. His efforts were certainly felt for the good of Tuscumbia. The editor had the pleasure of being a member of the Tuscumbia Civitan Club along with Mr. Minor for a number of years.

THE STEVENSON PUSHER

(Editor's note: As stated earlier, a trackage rights agreement was worked out with the Nashville & Chattanooga Railroad as far back as 1850 for The Memphis & Charleston Railroad to use their tracks from Stevenson to Chattanooga and the agreement was extended during the NC&StL and Southern Railway days and continues today with CSX and Norfolk Southern. Mr. Mark S. Womack, now living in Chattanooga, was an operator for the NC&StL during the 1940's and worked with Southern Railway trains at East End Avenue in Chattanooga, Tennessee, and Stevenson and Chase, Alabama. Mr. Womack later became Assistant Trainmaster for the NC&StL Chattanooga and Huntsville Divisions. He was gracious enough to share the following information and his experiences involving Southern Railway trains. The two photos are courtesy Eighth Annual Railroad Celebration, 1950.)

"Toward the end of the steam locomotive days, Southern had a steam locomotive assigned at Stevenson as a pusher to assist trains over Raccoon Mountain. The pusher would detach at what was called Summit, crossover to the northbound main and run light back to Stevenson. The crew would be summoned to duty by the operator at Stevenson when the Dispatcher at Sheffield so instructed. Some of the conductors I remember were Walter Talley Cox, (pictured above.), Oscar Carroll and Andy Hamlett. The only engineer on the pusher I remember was G. R. Grimmitt.



"When I first became operator at Stevenson (pictured here) in 1948, the switches at the junction between the NC&StL and Southern were hand thrown. When a westbound Southern train entered Southern tracks, which was a couple hundred feet south of the depot, and was to go down the main track, the operator would wave a 'highball' with a lighted electric light bulb at the end of a hanging cord to the engineer. This was to be interpreted to come down the main, don't head in. In the absence of this signal, the train would head into Stevenson siding, the east switch being a couple hundred feet south of the Depot and very near the turnout from the NC&StL. A few years later an interlocking was installed between the two NC&StL mains and the turnout to and from Southern. This interlocking was handled by the operator at Stevenson. The operation between Stevenson and Wauhatchie was double track,



automatic block, except for the short piece of single track across the Tennessee River bridge at Bridgeport. This was controlled by interlocking, handled by the operator-leverman at Bridgeport. In 1968, with the installation of CTC between Stevenson and Chattanooga, this function was transferred to the L&N dispatcher at Cowan, Tennessee, and they no longer needed operators at Stevenson.

"At Stevenson, the operators were all employed by the NC&StL as well as the agent, which was a separate position for several years. In the late 1950's, the agent's position was consolidated with the first trick operator's position. The agent's office had been in the freight depot across the tracks and was later torn down.

"The first joint office I worked with Southern was at East End Avenue, near the Central Avenue viaduct in Chattanooga. This was a major interlocking and the operators were all from the NC&StL. In 1943, I worked the third trick job there a few months. I would give the Southern dispatcher in Sheffield the calls for all westbound freight trains and would 'OS' to him when they passed the tower. For the inbound trains, I not only 'OS'd' the trains by but I had to give the dispatcher the delay reports as the conductor would throw the reports off at East End Avenue. Some years later, after a major rearrangement of trackage, East End Avenue was discontinued and CT Tower was constructed. Southern operators then took over the operations. Later on, the CT Tower operations were put on machine operations at DeButts Yard along with Wauhatchie Tower operations which had been transferred to CT Tower.

"I worked at Chase at one time. This job was different from Stevenson and East End Avenue, where the operators were all NC&StL. At Chase, the job alternated between Southern Railway and the NC&StL. It was a one person job. Whenever the person on the job would leave for any reason, the job would be advertised to the employees of the agent-operator craft from the other railroad. In 1948, the incumbent was Herbert L. Sparkman, an NC&StL man. I worked his two-week vacation that year. I didn't own an automobile. I rode night passenger train No. 3 from Murfreesboro, my hometown, to Tullahoma, Tennessee, slept in the depot until morning and caught the bus at the Normal crossing and walked a mile-and-a-half to Chase in time to go to work. Mr. Sparkman oriented me to the details of the work and also arranged for me to room and board with Mr. Bradford who was a nurseryman with the Chase Nursery Company, and his wife.

"There was only one train of the NC&StL to pass while I was on duty, the Hobbs Island turnaround, from Decherd, Tennessee. The southward turnaround was No. 149. Its northward counterpart was No. 148 and didn't pass Chase until I had gone off duty. However, Southern Railway had several trains to pass. Chase was open Monday through Saturday.

"I will mention the Street brothers, Hugh, Charley and Jessie, who were from Decherd, Tennessee. All three hired out as firemen on the Decherd Branch of the NC&StL. Jessie got cut off and was able to get a job as fireman with Southern Railway at Sheffield, Alabama. I first met Jessie when he was engineer on the Southern Railway local freight which tied up at Stevenson, and I was operator there. Later in my Assistant

Trainmaster days, he was engineer on Nos. 45 and 46 and he spent much of his layover at Union Station and would visit with the NC&StL men. (Editor's note: Jessie was the engineer, in a preceding story, that was on a train on November 5, 1958, that came upon a crashed and burning military airplane near Town Creek, Alabama. The crew members rescued three survivors but the pilot was killed.)

"In December of 1943 I entered the army with the 743rd Railway Operating Battalion with Minta F. Sublett, a fireman from Woodville, Alabama, and Charlie Manush, a brakeman from Sheffield, Alabama. I ran into Charlie in Montgomery at the 1990 reunion of our army outfit." ⁸²

(See letter on next page)

Louisville & Nashville Railroad Company
Office of Assistant Superintendent

Chattanooga, Tenn.
March 12, 1968

BULLETIN BOARD ORDER NO. 863

ALL CONCERNED:

Effective 12:01 p.m. , Friday, March 15, 1968:

1. Interlocking at Stevenson, Alabama, will be discontinued.
2. Permissive block signal number 1151, located on East side of Northward main track approximately 3,000 feet south of Mile Post 115, governs Southward movements on Northward main track.
3. Permissive block signal number 1154, located on West side of Southward main track approximately 2,200 feet South of Mile Post 116, governs Northward movements on Southward main track.
4. Operating Department C.T.C. Rules will be in effect on both Northward and Southward tracks between end of double track , Stevenson, Alabama, and North Widows Creek, Alabama. This C.T.C. territory will be under control of the Train Dispatcher, Cowan, Tennessee.

Signed V. W. Ayers

cc-
Chattanooga Sub-Division Bulletin Boards
Southern Railway Bulletin Boards

Messrs: S. P. Strickland
J. B. Clark
J. I. Adams
E. H. Civils
G. H. Moore, Jr.
W. M. Looney
J. J. Kinnard
C. M. Childers
N. R. McDowell
H. L. Hood
H. N. Dixon
J. B. Sellers
F. W. Booker
C. J. Wheeler
Dispatchers, Cowan, Tenn.
Opeartors, Stevenson, Ala.

(This letter from files of Jack Daniel)

Depots, Station & Stops

between

Memphis, TN & Stevenson, AL

Not all station pictures were available. It is fortunate that a few photographs were preserved in the Retired Employees Association annual publications of the 1940's. The quality of some of the photographs leaves a lot to be desired.

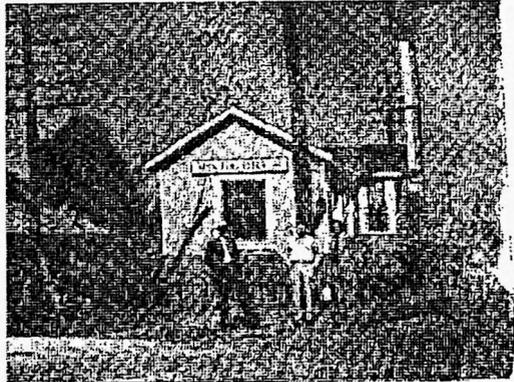
Some of the station names have disappeared from present day use. Most of the buildings have long since been torn down.

M & C STATIONS AND STOPS - EAST END - (ALL IN ALABAMA)

The Memphis & Charleston Railroad's annual reports through 1898 were made available to Hugh Dudley of the North Alabama Railroad Museum through the courtesy of the Southern Railway. The following station reports were abstracted from *White Flags & Full Steam*, the monthly newsletter published by the Museum in 1974, plus additional information from the Eighth Annual Retired Employees Association Celebration of 1950. The reports after 1880 all contained the statement that the M & C Railroad Company did not keep any account of construction and betterments—all expenditures made for additions to the company's property were charged to operating expenses, which accounts for the lack of detailed information on the later years of operation. However, in the 1860's there were detailed reports.⁸³

MARGERUM (MARJORAMS)

First mention of this place as a water stop was in the 1871 report, when a new water tank was built. However in the very earliest years, a number of water stops (also used as wood stops) were built. Margerum was a water station since an early day. The railroad ran along side Buzzard's Roost Creek where plenty of fresh water was available. In 1890, the Birmingham, Sheffield and Tennessee River Railroad built a branch line from Margerum to the Tennessee River, where they were building a new town called Riverton. The M & C never built a station at Margerum. However, the Birmingham, Sheffield & Tenn. River Railroad built a station west of the present site of Margerum where their branch line left the main line. Southern Railway moved that station back east to the present site of Margerum under the capable leadership of Jimmy Haynes, their B & B. man. The longtime agent was Louis Hardcastle. The agent in 1950 was Mrs. Hazel Ross.



Margerum provided lots of revenue loads of asphalt mix which was used in highway construction. The Alabama Asphaltic & Limestone Company had a quarry south of Margerum in a community called Deep Water. This company had a little saddle tank dinky locomotive to handle the cars back and forth to the Southern Railway tracks. Later, the company bought Southern Railway locomotive No. 401, a 2-8-0 that worked in the Sheffield Yards for many years. Mr. Marshall Neil was plant manager.

FOSSICK QUARRY BRANCH

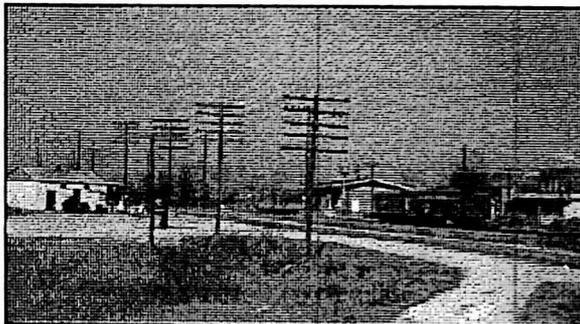
In 1870, T. L. Fossick & Co. built a branch from the M & C main line to their "fine stone quarry" two miles north of Dickson, Alabama. This area was often referred to as "Chisca." At one time, there was a lumber mill near this same site. Southern Railway had one employee who lived there, Mr. Wilmer J. Duncan, a conductor.

DICKSON

A wooden, combined freight and ticket office depot was built here in 1857. It survived the Civil War and is listed in the 1866 report as being "repaired." No other station was built here by the M & C, and in 1895 the report shows the depot to be "in very bad condition."

CHEROKEE

(Photo by editor.)



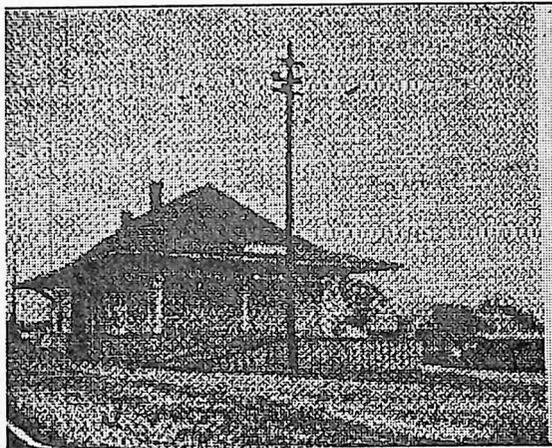
A wooden, combined freight and ticket office depot was built here in 1857. In 1860 the roof was "tinned" and in 1871 the "tin roof was painted." In the 1866 report this depot was listed as being "repaired," thus it survived the Civil War. No other depot was built here by the M & C, and in the 1895 report it is listed as "in good condition." The agent in 1950 was S. C. Harrison. The longtime agent was Frank S. Monk. Railroaders coming from here: Will H. Williams, Richard Burns, Wilmer Duncan and J. T. Askew.

Cherokee, like Margerum, had lots of limestone rock under ground. At one time there was a quarry south of town. Southern Railway had a spur track about a half-mile east of the depot that crossed U. S. Highway 72 to get to their loading facilities. The Alabama Asphaltic & Limestone Company had a steam locomotive to handle their work. This plant provided Southern with many carloads of business. Located on the same spur was the Pocahontas Lumber Company's lumber mill that provided many revenue cars of business for Southern. Just a couple of miles to the east of Cherokee was another limestone quarry. The little community that developed around that operation was called "Colrock," which was for Colbert Rock Company. This company had a little narrow gauge shay locomotive to handle its work. This company produced mostly large rocks used in riprap work. Southern Railway's spur crossed U. S. Highway 72 to get to their loading facilities. Mr. Turner Wadkins was General Foreman over construction of this company's narrow gauge railroad and J. T. Thomason was sub-foreman sometime around 1932 or 1933. The editor's father-in-law, Will Narmore, also worked on the construction. Felton Logan and Buster Williams were engineers on the little shay locomotive. In later years a spur that was called "Vertagreen" was run to a fertilizer plant near the Tennessee River. At times, Southern Railway would run a turn just to handle Vertagreen business.

There was one other spur track at Cherokee that came off the passing track just west of the crossing that was west of the depot and went south across U. S. Highway 72 and ran behind the Watt Carter Service Station, crossed South Main Street, and ran behind Daniel's Service Station and the old city jail house and ran another 100 yards east to a dead-end. This spur was primarily used for unloading coal and for bringing in gasoline to Pat Logan's Standard Oil storage tanks.

BARTON

A wooden, combined freight and ticket office depot was built in 1857, and additional work was done on it in 1861. This depot survived the Civil War and was repaired in 1866; the roof was tinned in 1871. A new depot was built at Barton in 1887; it was a combined freight and ticket office depot, having two small rooms with a somewhat larger room for the freight and coal bin. In the 1895 report this depot needed "slight repairs and painting." Caretaker in 1950 was Clarice Bryan. Railroaders coming from here: M. J. Bryan, W. G. Bryan, A. H. Thompson, T. A. Gibbs, M. P. Kimbrough, M. E. Kimbrough, H. L. Kimbrough, A. L. Kimbrough and J. H. "Buttermilk" McWilliams.

**PRIDE'S**

This was not a stop on the M & C until 1869 when the depot was built. Pride's had probably been a water stop before the depot was built. In the 1895 report this station was listed "in bad condition." In later years, Southern Railway's coal transloading facilities were and are located at Pride. One loaded unit coal train per day and an empty per day are usually handled.

Between Pride and Tuscumbia was another limestone quarry with a spur track. So between Margerum and here, Southern could easily have more tonnage than a couple of units on the local could handle. The editor has seen No. 64 with two units have to back down a small grade and get another start there would be so much tonnage.

TUSCUMBIA

Top-Passenger Station
Bottom-Freight Station

A wooden, combined freight and ticket office depot was built in 1854 and was destroyed during the Civil War. A new wooden freight house and ticket office was built in 1866. In 1889, a "new passenger station, with offices in the second story, and a new freight station" were built at Tuscumbia. In the 1895 report it was "in good condition." Agent here in 1950 was D. C. Minor. Tuscumbia was a railroad town and had so many citizens as railroaders that it would take up too much space to list them.



SHEFFIELD

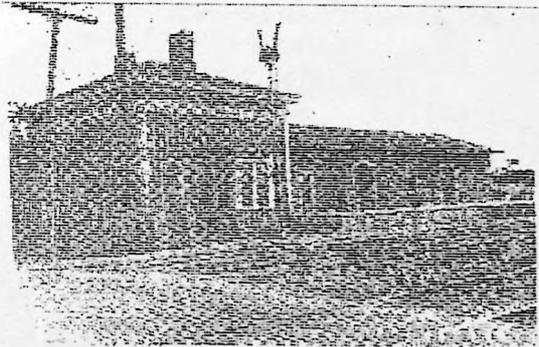
This stop was first called Tuscomb Landing and later, South Florence. A wooden freight house was built at Tuscomb Landing in 1854, abandoned in 1859, and does not appear in the reports after that time. In 1867 a new depot 30' X 70' with ample platform was erected at South Florence. The first time Sheffield shows in the reports was November, 1887 when freight shipments began from that place. There is a great deal about the iron works at Sheffield in the reports, and also about needing a "union station" there; however, by 1891, this union station was not built, and it is not mentioned after that time. In the 1895 report the Sheffield depot "needs overhauling" and probably refers to the freight house (with ticket office no doubt) which was probably built in 188, but even then it is not shown in the reports. The present Muscle Shoals depot was built in 1951. Sheffield was another great railroad town with so many of its citizens as railroaders it would take a book to cover them all.

FLORENCE

In previous pages the editor has included a report of the Chief Engineer on the cost of the Florence Branch. This six mile branch from the M & C main line at Tuscomb was opened for business in January, 1860, when the bridge across the Tennessee River was finished. In 1859, the "depot buildings including turntable," were built, and all were destroyed, including the bridge, during the Civil War. This bridge was not rebuilt until 1869, by which time a depot had also been built at Florence. In 1883 the depot at Florence was thoroughly repaired, and in the 1895 report states that the station "needs overhauling." In 1888 the reports show that "arrangements are made for the joint use of a passenger station built by the L & N Railroad at that point.

LEIGHTON

A wooden freight house was built in 1854 and destroyed during the Civil War. A new wooden freight house with ticket office was built in 1866, and the platform and depot were repaired in 1870. In 1884 a new wooden depot was built at Leighton, and in 1887, a large coaling station was constructed nearby. The 1895 report shows this depot "in good condition." J. E. King, a Southern railroader hailed from this town.



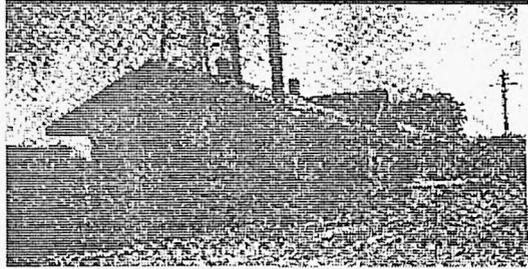
TOWN CREEK

This stop was originally called Jonesboro and was only a water stop through 1859. The 1860 report states that a wood shed and water tank were built, and in 1861, a wooden freight house was erected, which was destroyed during the Civil War. A new wooden freight house with ticket office was built in 1866. Another new depot was built there in 1887 and shows in the 1895 report as "in good condition." Mr. G. C. Cocke was agent here in 1950.

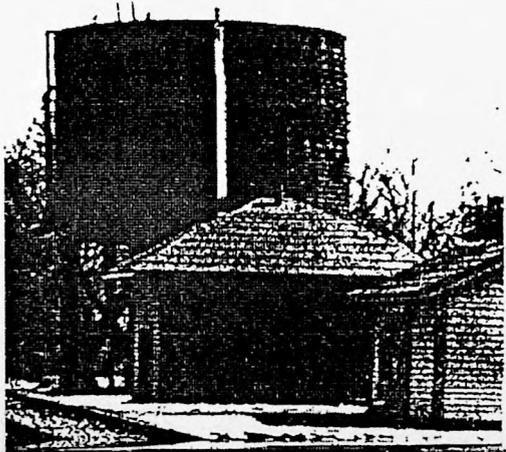
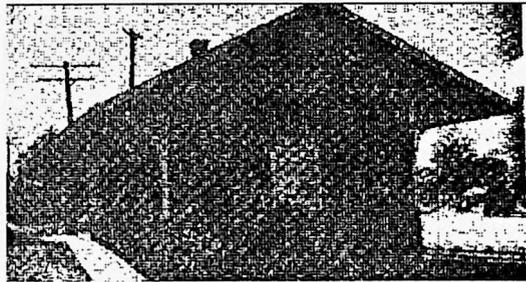


COURTLAND

A wooden freight house was built in 1854 and destroyed in the Civil War. A new freight and ticket office depot was built of wood in 1866 and remodeled in 1885. The 1895 report indicates that the "freight depot needs a new roof." A. Turner was agent here in 1950.

**WHEELER**

The first depot here was built in 1872 and was a frame structure measuring 20' x 35'. The 1895 report listed it "in bad condition." In 1897 the M & C built a 50,000 gallon water tank at Wheeler Station, and this was the last bit of construction done on the line by the Memphis & Charleston Railroad. The railroad was sold the next year to the Southern Railway. This little community was the home of the famed Civil War General Joe Wheeler. When members of the Wheeler family needed to travel by train, the "Tennessean" was given special orders to make a stop there.



Old water tank , shanty & motor car shed at Wheeler, Ala., now torn down.

HILLSBORO

A wooden freight house was built in 1854 but destroyed during the Civil War. A new wooden freight house with ticket office was built in 1866. In 1871 the depot at Hillsboro was "removed about one mile west of the old site, and placed on grounds owned by the company, under an arrangement with William Gilmer, who has purchased of the company some 320 acres of land which he designs in laying out in suitable town lots....retaining five acres for depot purposes...Gilmer is grading side track and removing old depot to new site."



In the 1895 report this depot "needs eight squares of new roof." Mrs. Celia Carter was agent here in 1950. Railroaders coming from here: Lawrence Ennis, Leslie Ennis, Harry Landers.

TRINITY

From 1857 to 1860 this stop was a water station only. A wood shed and a new tank were built in 1860. The following year a wooden freight house with ticket office was constructed and survived the Civil War. In 1885 a new wooden depot was built at Trinity, and in the 1895 report, it was "in good condition."

DECATUR

A warehouse and engine house were built in 1853 for \$1,080, both of wood. A new wooden passenger house in connection with the Tennessee & Alabama Central Railroad was completed in early 1861, survived the Civil War, and was repaired in 1866. In 1887 "extensive repairs were made to the passenger station, including painting." In 1888 the Decatur Land and Improvement Company erected a "union passenger depot" about two miles from the M & C depot and planned to build track off the M & C to the new union depot, but in 1892, this track still had not been laid. In the 1895 report, the M & C depot was "in good condition."



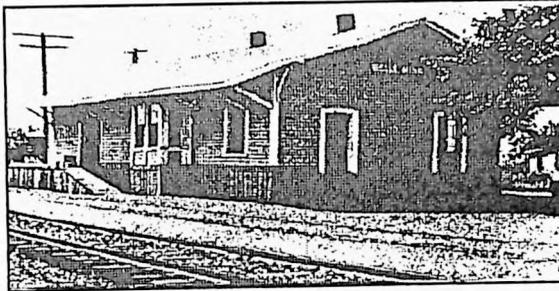
In the 1895 report, the M & C depot was "in good condition."

DECATUR JUNCTION

This is where the Tennessee & Alabama Central Railroad intersected the M & C main line on the north side of the Tennessee River. Both Railroads used the M & C bridge into Decatur. The 1883 report shows "one small depot was put up at Decatur Junction to replace the one lost by fire."

BELLE MINA

Originally called Bibb's Lane, this stop appears in the M & C reports for years as Mooresville, but this was not the original Mooresville Station location. In the 1867 report is; "The removal of side track from Mooresville to Bibb's Lane , and the erection of a depot, is contemplated as soon as the Company can secure a deed to the necessary quantity of land." In the 1868 report is: "New side tracks have been put in at Bibb's Lane, Jones' Lane (Greenbrier), and Huntsville, and the one at Mooresville removed, the station at that point having been abandoned." The same year a combined freight and ticket office depot was built at a cost of \$850. The Belle Mina station was reported as Mooresville in the M & C reports until 1883. In 1887 the Belle Mina depot was remodeled and also a large coaling station was established there. In the 1895 report, the depot was "in good condition." Belle Mina was the home of Alabama's first Governor, Wm. Wyatt Bibb. Railroaders coming from here: Ben A. Bibb and Robert Bibb.

**MOORESVILLE STATION**

This station was not at Mooresville, which was not on the main line of the M & C, but was located about two miles north of Mooresville between the present Belle Mina and Greenbrier. A wooden freight house was built there in 1856 and was destroyed during the Civil War. This depot was not replaced after the war, the stop being abandoned in 1868 when a depot was erected at nearby Bibb's Lane (Belle Mina).

GREENBRIER

This stop was originally called Jones' Lane. New side tracks were put in at Jones' Lane in 1868, but there is no mention of a depot being builtit probably had only a cotton platform. It appears in the M & C reports from 1868 through 1870, but is not listed in the 1871-1877 reports. From 1878-1887, this stop appears in the freight reports, but its shipments were very small. There is no mention of it after 1887, and there is never any mention of a depot being built.

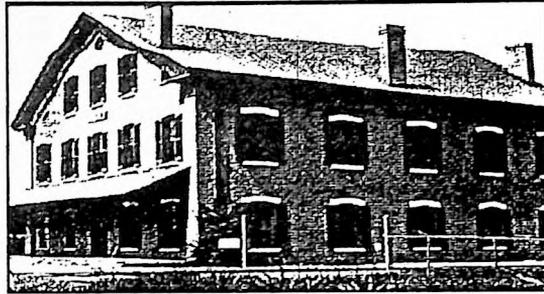
MADISON

This stop was called Madison Station until the town was incorporated as Madison in 1869. A wooden freight house was built in 1856 and a wood shed in 1860. The depot was destroyed during the Civil War and was replaced in 1866 with a new freight house with ticket office having a "new platform for the accomodation of passengers." In 1885 the depot was rebuilt, and in the 1895 report was listed as "in good condition." Railroaders coming from here; Berry Lee Martin, Berry Lee Martin, Jr., Henry F. Martin, C. James Hill.

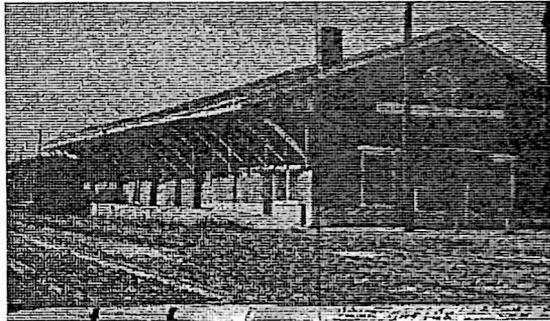


HUNTSVILLE

This was the Eastern Division headquarters (all track in Alabama); thus, Huntsville received lots of attention and money. Grading work began in 1852; however, the first train did not arrive until October, 1855. It is probable that some temporary buildings had been erected on the depot grounds by 1855. Beginning in 1856, the reports show construction in every year until the Civil War as the fine brick buildings were built. These included the freight depot in 1856, and still in use, the machine shops and engine houses, all gone now, and the three story passenger depot and headquarters, which is now on the National Register of Historic Places. Railroad buildings built in Huntsville, as taken from the M & C reports, are as follows:



Huntsville Freight House



1856, brick freight house, no cost given. The building is still in use. It is known to be the oldest railroad building still in existence in Alabama.

1856, Venable Hotel built for \$2,376. Building was gone by late 1890's when Dilworth Lumber Company was located there.

1857, Large brick Engine House and Machine Shop built for \$19,466. These structures are no longer standing but were located on the present site of the Southern Cotton Oil Company.

1857, Turntable and shop machinery built for \$7,000.

1860, Passenger House of brick built for \$10,500. "Ticket office moved and building passenger shed \$430." The passenger depot in Huntsville was not completed until December, 1860, but was far enough along to have the ticket office and telegraph equipment moved into by the report of July, 1860. This building was used by the Federal army during the Civil War and was left, except for the handwriting on the walls, much as it was when they occupied it in 1862. It was placed on the National Register of Historic Places in 1971, the first such designation for a Huntsville building.

1861, "Negro Hospital Arrangements \$550." Slave labor was used to build the Huntsville buildings.

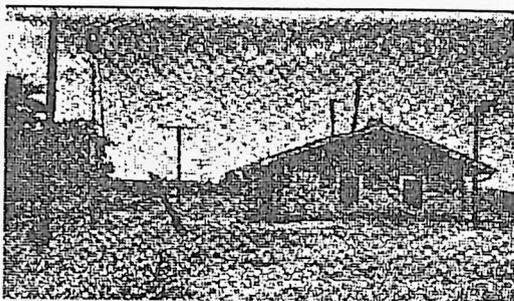
1875, the Huntsville shops shut down and moved to Tuscumbia, in 1876.

1888, New 50,000 gallon water tank built for \$596.

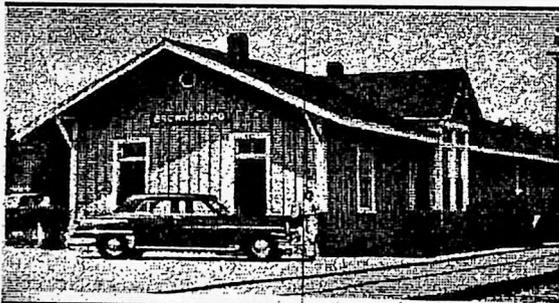
Railroaders coming from Huntsville; W. L. Caslon, W. H. (Uncle Bing) McAnnally, W. H. McAnnally, Jr., Frank H. McAnnally, E. O. May, Pete May, Harry O'Neal, R. A. Haden, Capt. Harry Ryan, Bud Graham, W. H. McAllister, T. H. Esslinger.

FEARN'S SWITCH

Now called Chase, this stop was probably a water station as it was never a regular stop. From the M & C report ending July 1, 1869, "Should conditions be confirmed by the Legislature of Tennessee between the Winchester & Alabama Railroad and the Memphis & Charleston Railroad, it will be in our interest to build, at once, a Branch road from Fearn's Switch, six miles east of Huntsville to the Alabama and Tennessee state line, there connecting with the Winchester & Alabama Railroad." (The M & C built this branch line and in 1880 traded with the N C & St. L Railroad for trackage rights between Stevenson and Chattanooga.). Railroader coming from here was Dave Shrader. (This station building is presently being used by the North Alabama Railroad Museum, a railroad club. The club owns diesel locomotives, passenger cars and freight cars. They operate trains on a section of track called the Mercury & Chase R.R. This ia a wonderful tourist attraction and something that the State of Alabama can be proud of. For train times, write to Hugh Dudley, P.O.Box 4163, Huntsville, Al.35815-4163. Telephone 205-851-6276.)

**BROWNSBORO**

A brick freight house was built in 1856, but it was destroyed during Civil War. A new wooden freight house with ticket office was built in 1866 and was remodeled in 1885. The 1895 report listed as "needs new roof." Later, John Hunt was agent here for many years.

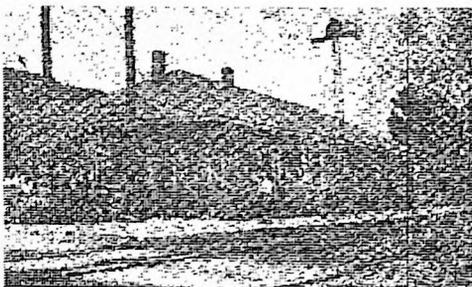
**GURLEY**

Known variously as Gurley's, Gurleysville, and Gurley's Tank, this stop was an early water station. In 1861 a new wood and water station were built. In 1870 a new tank with masonry foundation was erected to hold 6,500 gallons of water. The first depot 22' x 40' was built in 1871. In 1895 listed in "good condition." Railroad men coming from here: L. D. McKinney, P. N. McKinney, E. A. Sibley, Julian Woodall, W. A. Styles, C. E. Styles.



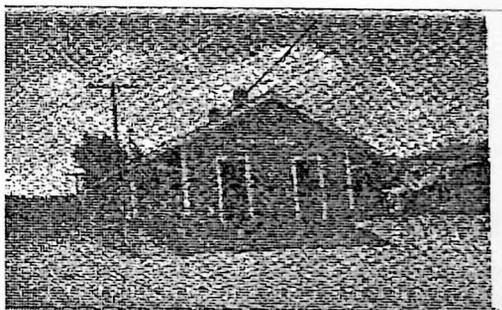
PAINT ROCK

Originally called Camden. A freight house and ticket office built here in 1856 and painted in 1860. This depot survived the Civil War. On January 17, 1870, the depot was blown away by a cyclone, and a new frame depot built there in 1870 and remodeled in 1885. In 1888, this depot was destroyed by a storm, and a frame one built to replace it. In 1895, listed as "in good condition." (This depot destroyed by a cyclone in 1932, another one built there, and it is now gone, too). Railroaders coming from here: W. H. Bearers, A. O. McAnnally, H. D. Kennamore, Sidney Davis, Chas. Lovelady, H. E. Buckner, Richard McCulley, R. S. Beasley, O. L. Beasley, Robert Beasley, Tilden Beasley, L. L. Smith, J. C. Gormely, Dennis Kirkpatrick, Walter Jones, S. H. Kennamore, Harry Hill, Lucian Hill, T. L. Hill, E. Smithers, Jake Smithers, Clark Lovelady.



WOODVILLE

The location of "this" Woodville is about 3/4 mile from the location of the original. The town was moved and rebuilt on the railroad in 1856. A freight house and ticket office was built in 1856 and was destroyed during the Civil War. In the 1866 report, "yet to be rebuilt." In the 1895 report, "in good condition." Southern agents to serve here since then: John A. Brown, Jas. R. Woodall, Patrick Woodall, Charles Lowe, John Maples, Glenn Bryan, W. B. Johnson, S. E. Pierce, Lucian Hue. Railroaders coming from here: James Riley Woodall, Patrick Henry Woodall, Leslie H. Woodall, J. A. Woodall, Ray Woodall, C. C. Woodall, Maxie Woodall, Thomas Woodall, Sam Prince, Elbert Chandler, George Chandler, John Maples, Jim Maples, George Roberts, William G. Roberts, Orie Roberts, S. M. McGee, L. Thompson, Homer Tribble, Tom Tribble, Willard Butler, Rufus Hodges, George Wann, Frank Wann, R. D. Peters, C. C. Peters, J. A. Peters, Henry Peters, Harvey Peters, W. A. Parker, Jim Bullnan, Houston Evans, Sam Hodges, Charles T. Hodges, Dallas Wilson, Luther Thompson, Will Spurgeon, Wayne Spurgeon,



STEPHEN'S GAP

Located about two miles west of present Lim Rock, Stephen's Gap was an early water station. The 1861 report states that a wood shed and water tank "are to be built." In 1872, a new water tank was needed, but the stop was not mentioned in reports after that time.

LIM ROCK

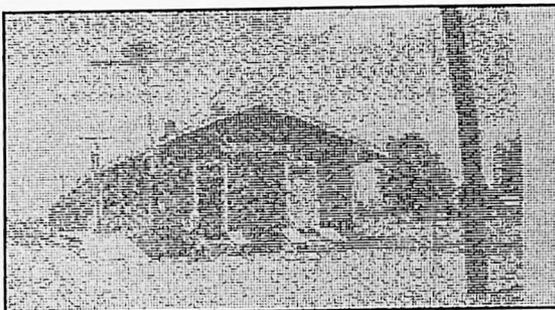
Originally called Boyd's Switch, Lim Rock first appeared in reports of 1880. It is probable that a cotton platform was built there about that time although none was listed. The 1895 report, lists as "in good condition." Railroad men from here: Mose Watson, M. M. Watson, Rube Shelton, W. T. Johnson, A. O. Johnson, Louis T. Hardcastle, Rufus H. Hardcastle.

BELMONT COAL MINE BRANCH

In 1879, Maj. C. E. Gordon, brother of John B. Gordon, built a six mile line to the Belmont Coal Mine near the top of the Cumberland Mountains. They furnished coal for the M & C railroad. The mine was abandoned in the 1920's.

LARKINSVILLE

A brick freight house was built in 1856, but destroyed during Civil War. Another one built in 1866 and remodeled in 1885. On April 10, 1866, the M & C put into operation a saw mill near Larkinsville to provide lumber to build stations along the line. The M & C purchased the machinery for the new mill from the U. S. Military Railroad authorities. A mill house was built, and put into operation. In 1890, a new 50,000 gallon water tank was erected. This was the largest voting precinct in the county during the Civil War. Mr. Sam Hodges was agent here in 1950. Railroaders coming from



here: William McMahan, John McMahan, Bunn McMahan, Sam McMahan, White Hamlett, Buck Hamlett, Price Hamlett, John R. Hamlett, Audy Hamlett, Sam Hamlett, John Aday, Tom Swain, R. Driver, E. R. Driver, A. G. Harper, B. M. Harper, John Higgins, W. D. Butler, John Sisk, Sam Sloan, A. P. Grizzle, M. I. Honey, Jonah Honey, Joe Holderfield, A. L. Skelton, N. D. Hall, Dave Larkin, William Larkin, Richard Keel, H. B. Wilborne, E. L. Smart, Tom Caldwell, Edward Boyd, J. J. Canterbury, John Canterbury, Hunter Kennemore, I. H. Petty, J. D. Brannum, Virgil Henshaw, Gordon Barclay, I. A. Durham, Sam Hamlett, M. E. Hall.

SCOTTSBORO

Originally called Scott's Mills, Scottsboro was probably an early water station but no depot was built there until 1861, when the brick freight house and combined ticket office was completed. This depot survived the Civil War and was repaired in 1866. In 1871, a new water tank was built. The first separate passenger depot was built in 1891 at a cost of \$1,944.

Railroad men coming from here: M. A. Payne, J. W. Payne, Wallace Payne, Sam Frasier, Clay S. Frasier, Joe Matthews, J. O. Askin, Will Askin, Garland Woodall, R. R. Kelley, B. E. Kelley, B. F. Kelley, E. T. Hodge, E. C. Snodgrass, Edward Sisk, Sr., Edward Sisk, Jr., E. M. Sisk.

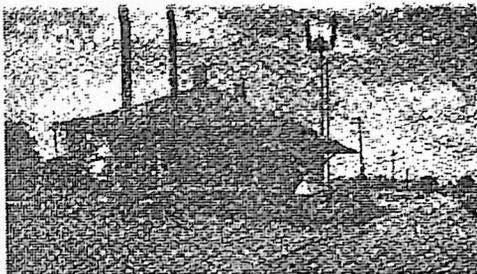


MORRISON'S MILL BRANCH

From the report ending July 1, 1870, "A spur track has been placed at Morrison's Mill, east of Scottsboro."

HOLLYWOOD

Originally this was the Bellefonte Station stop, but this was not the original town of Bellefonte. This railroad stop was named after the original town, which had objected to the railroad, and thus it ran several miles north of the old town. For a short while this settlement was known as Samples before being renamed Hollywood. The 1856 freight house was destroyed during the Civil War. In 1886, the report says a new depot is needed at Bellefonte, and the 1887 report states that a new depot has been built at Hollywood, the first year it showed the new name.



In 1891, this building was burned, and in 1892, a new one built for \$1,103. Agent here for many years was Mr. D. Meek. Other railroaders coming from here: D. C. Minor, Charles C. Chandler.

FACKLERS

A Jackson County history states that in 1873 there was only one store at Facklers. The M & C reports show Facklers as being a freight stop for the first time in 1887, but there is no mention of a depot being built. Railroaders coming from here: M. A. Roach, J. B. Carleton.



TIMBERLAKE'S

The only time Timberlake's is mentioned in the M & C reports is in 1861, when a new wood and water station was built there. (It could be that this water stop became Facklers at a later date).

STEVENSON

A wooden freight house was built there in 1856 and the report for that year states that "it is contemplated to build a passenger house and a covered platform for transshipping freight, to be built and used in common by the Nashville & Chattanooga Railroad and ours. They can be ready for use in a short time." This building was constructed, and in 1858, a machine shop was erected. These buildings survived the Civil War. In 1872, a brick passenger station was built at Stevenson as shown by the following: "A neat and commodious brick depot has been built costing about \$6,000, the half of which was shared by the Nashville & Chattanooga Railroad."



In 1892, a new freight house was built for \$857 to replace the one which burned. (continued)

In 1857, a contract was entered into by the M & C and the Nashville & Chattanooga whereby M & C cars were moved over N & C tracks between Stevenson and Chattanooga. This contract was run for 30 years, but was abrogated Oct. 1, 1880, and a new contract entered into by the Louisville & Nashville (which had acquired the N & C and changed its name to Nashville, Chattanooga & St. Louis Railroad) whereby Memphis & Charleston were to operate over the tracks between Stevenson and Chattanooga and L & N were to use trackage between Decatur Junction and Decatur, also between Florence and Sheffield, Alabama.

For many years both railroads maintained separate freight depots and each had their own telegraph operators, but when Stevenson was cut out as a layover point the agency and operators became a joint job. Mr. W. F. Martin was agent for M & C for many years; following him was R. B. Ellis, and Edward M. Sisk, who was believed to be, the last man to hold the last agency for the Southern Railway. Mr. W. M. Cowan was the first agent for the Nashville & Chattanooga Railroad and he acquired the nickname ("B. O. Cowan" for "Bad Order") on account of having to refuse cars of the M & C the right to run over N & C tracks. Mr. Cowan had two sons who worked for the Southern Railway; Sam Cowan, a conductor on the Memphis Division and Hugh Cowan, an engineer on the Northern Alabama Division.

Southern Railway crewmen had to carry an N. C. & ST. L. timetable with them on their trips on the east end of the Memphis Division because of this use of their tracks from Stevenson to Chattanooga. (Note: there is an article included in this book entitled "The Stevenson Pusher" that ties in with this depot at Stevenson. Jack Daniel, Editor.)

Stevenson produced many railroaders for the Southern Railway. I suppose that was because this was considered the end of the old M & C. and it became a busy railroad town where the youngsters grew up wishing to work for the railroad. Plenty of them had their dreams come true. The following people were railroaders from Stevenson:

Dan Austin	W. T. Cox*	John Graham	Joe Huddleston
Frank Austin	John Cox	A. J. Grider, Jr.	Johnny Huddleston
John Austin	Walter Cox	Charles Grider	Frank Huddleston
E. W. Austin	Tom Cox	S. M. Grider	Jas. Huddleston, Jr.
Luther M. Ballard*	Peas Cargile	J. B. Hackworth	Wm. Huddleston, Sr.
Collins Bennett	G. G. Cargile	J. R. Hackworth	Lawrence Huddleston
Mike Blake	J. W. Christian	Fouce Hackworth	Wm. M. Huddleston*
John Bowen	J. Otis Cason	J. Hop Hackworth	Oscar Jones
Temon Brody	Chas. Cason	Joe Hackworth	Jim Jones
Wm. Brody	Joe Cason	Wilse Hackworth	Riley Jordan
Buck Brody	Jerry Cason	Geo. Hackworth	John Johnson
W. Y. Bunn	Green Cason	Chas. Hackworth	John Martin
Oscar Bunn	General Cason	John A. Hackworth	Linus Miller
Timothy Bunn	T. G. Cason	Hugh Hackworth	Charles Miller
Taylor Burch	H. S. Davis	Woodie Hackworth	J. T. Parton
W. W. Brady	Ben Davis	Albert Hackworth	Ben Parton
T. Brady	O. N. Davis	J. B. Hackworth, Jr.	R. S. Porter
Jno. F. Brown	H. L. Davis	Horde Hackworth	C. D. Porter
Alex Coperton	J. L. Dobbins	W. J. Hackworth	A. H. Porter
Jack Coperton	Ben Ellis	Jim Hall	S. J. Porter, Sr.
George Cloud	R. W. Emerson	A. J. Hall	S. J. Porter, Jr.
Robt. Cargile	J. V. Enoch	Andy Hill	J. M. Porter
Walter Cargile	Owen Finnegan	J. Wiley Hill	W. R. Porter
Oscar Cargile	Jim Frye	H. H. Hopkins, Jr.	B. F. Porter
Edw. Cook	Cowan Foster	Bob Homes	W. J. Potts
Thad Crawford	Claude Galston	M. M. Howe	C. W. Potts
H. Caulfield	Tie Galston	Lawrence Howe	Joe R. Potts
Geo. Caulfield	J. R. Gonce	Jim Huddleston, Sr.	John Rice
Jno. Caulfield	Hope Graham	John Huddleston	Dal Rice
Foster Caulfield	Jim Graham		

B. M. Ridley
 W. L. Rogers
 C. H. Rudder
 C. V. Rudder
 John Russell
 Geo. Sanders
 B. F. Sanders
 Luke Sanders
 Doug Sanders
 Jesse Sanders*
 Joe Sanders
 R. D. Sanders*
 Jerry Sanders
 J. E. Sanders
 Jim Sanders
 F. B. Shafner
 John B. Shirley
 Jack A. Shirley
 Geo. Short
 Jesse Short
 Charley Short
 Lee Short
 Wiley Short
 Will Short
 Alex Smith
 Henry Smith
 Bunk Smith
 Stonewall Smith
 Alex Stewart, Jr.
 Wallace Stewart
 W. A. Stewart
 L. W. Stewart
 M. M. Stewart
 Bill Stevens
 Joe Stone
 Harry Stone
 C. E. Stoner
 John M. Talley
 John A. Thomas
 William H. Thomas
 W. C. Thomas
 T. E. Troxel
 John Walker
 Wm. Walker
 Geo. Washington
 Walter Washington
 Hugh Westmorland
 Jno. Westmorland
 Thos. Westmorland
 Burt Winston
 Wm. Williams
 Dick Wilson
 A. H. Wilson
 L. G. Wilson
 G. B. Wilson

J. F. Wilson
 Robt. Wilson
 Wm. Wilson
 John Wilson
 Eli Wilson
 W. W. Wilson
 Graham Wimberly
 J. Love Wimberly*
 Tom Young

Those names with asterisks after their name attended Wm. & Emma Austin College that was located in Stevenson.

WEST END STATIONS & STOPS ON THE M & C RAILROAD

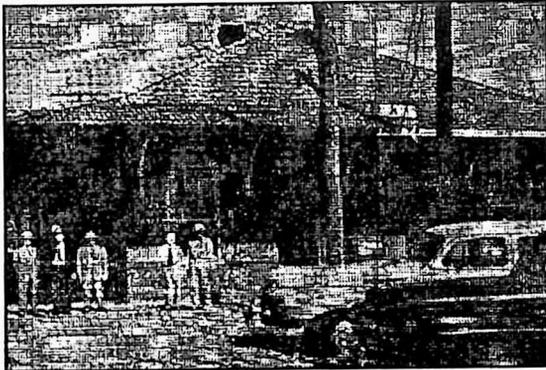
On the Memphis & Charleston Railroad, technically the Mississippi state line was the dividing point for the East and West Divisions. On the Southern Railway, Sheffield, Alabama, became the dividing point.

OLDHAM, MISS.

Oldham was the first stop west of the Mississippi State Line. At one time this location had maintenance of way buildings and section crew buildings. About a mile west of Oldham was a spur track and siding that served a gravel pit called Gravel Siding. The M&C used gravel from this quarry as ballast for the roadbed.

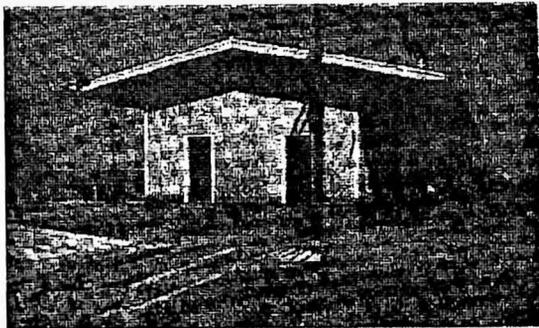
LUKA, MISS.

luka, at one time, was one of the best paying shipping points on the railroad. This was the location where the "Spike Driving Ceremony" took place when the East and West Divisions came together. When luka got an Agent they kept him a long time. There was a Mr. Stone who was believed to be the first. He went away to the Civil War and returned and went on to be elected Governor of the state. The second Agent, Edwin Morrill, held the post for 35 years and was succeeded by Berry Lee Martin, Sr. Next was Richard C. McCulley. There were 93 years with such few changes. luka later became a three-trick office and was a scheduled stop for the "Tennessean" passenger train. Railroad men coming from here: Whit Dean, Bob Fairless, J. O. Mars & Raymond K. Thorne. The editor worked with R. K. Thorne on a work train in 1945.



BURNSVILLE, MISS.

Was called "Burns" at one time. The M & C had a turntable here and a water tank as this was as far east as the road went. The bridges at Bear Creek and Yellow Creek had not been bridged at that time. Railroad men coming from here: Sam Ferguson, Frank Ferguson, Tank Ferguson, L. E. Dean, A. H. Jones, John Moody, Chas. Brown, Frank Hill, Frank Emmerson, John Epperson.

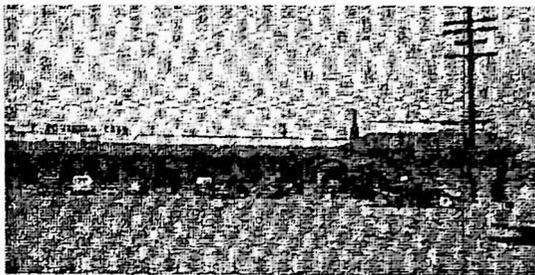


GLENS, MISS.

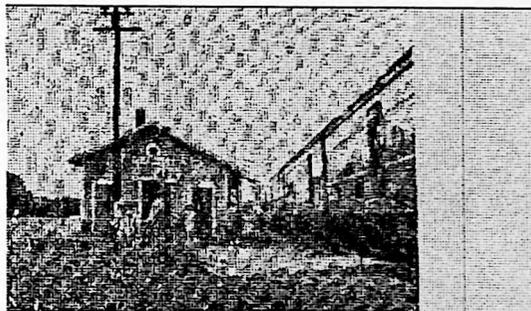
A water and wood stop.

CORINTH, MISS.

Was a junction point with the old M & O and I C Railroads. This is where the Confederate forces fell back to after the Battle of Shiloh. Railroad men from here: Sam R. Dean, C. Porter Dean, Alexander H. Dean, J. R. Reeder, J. O. Lambert, Larry Dunnivant.

WENASOGA, TENN.

Might possibly have been a wood and water stop.

CHEWALLA, TENN.

Chewalla furnished more than her quota of railroad men as follows:

C. T. Prince
A. L. Gurley
R. L. Pittman
W. T. Surratt
A. E. Gurley
Jimmy L. Haynes
W. A. Pipkin
George Haynes
Joe Haynes
Oscar Curry
J. E. Everett
Oscar Denberry
J. A. Petty, Sr.
C. W. Kemp
C. L. Eakers
W. O. Wren
C. N. Wright
O. O. Osborne
George Busby

Drum Smith
J. R. Biggs
E. L. Everett
K. Stewart
Chas. York
Chas. York, Jr.
Dee York
W. A. Pipkin
J. E. Pipkin
T. L. York
L. L. Jones
Herman Carter
Clarence Carter
G. F. Carter
F. E. Jones
A. D. Jones
I. E. Reed
Hough Fulton
E. L. Mullins

L. E. Blasingame
T. F. Coke
W. G. Blasingame
J. E. Dixon
E. N. Blasingame
Walter York
J. A. Blasingame
Clyde Barnes
L. V. McKay
G. F. Wilmeth
Wm. Shelton
John King
Clay Hendrix
S. H. Bishop
Leon Carter
Marshall Gurley
J. W. Gurley
Albert Merrill
Jeff King

Archie Millsap
 Pete Shelton
 L. E. Smith
 Charles Duse
 Thurman Tanner
 J. Conway
 George Smith
 George Millsap
 John York
 L. C. Smith
 Wm. Carter
 Jno. L. Platt
 Walter Everette
 Frank Pittman
 Tate Pittman
 Doris Pittman
 H. Busby
 Cleve Osborne
 Tommy Smith
 L. L. Martindale
 Jeff Martindale
 John Hurley
 Archie Hurley
 Prentice Smith

B & B Dept.
 James A. Petty, Jr.
 Ben Davis
 Kelsey Davis
 Elmer Davis
 Luther Wright
 L. S. Wright
 Nile Wright
 Jeff Smith
 Zack Davis
 Benton Harvey Hurley
 Jimmy Hurley
 Bill Everette
 Prentice Derryberry
 Roy Derryberry
 Bear Derryberry
 Elton Easley
 Ambus Reed
 Carl Martindale
 O. C. Wooten
 Arthur Milsaps
 Robert Morse

CYPRESS, TENN.

Probably a wood and water stop.

POCAHONTAS, TENN.

Two old timer railroaders from here were Josh Burns and J. A. Crocker. There were many more but editor did not have the records.



MIDDLETON, TENN.

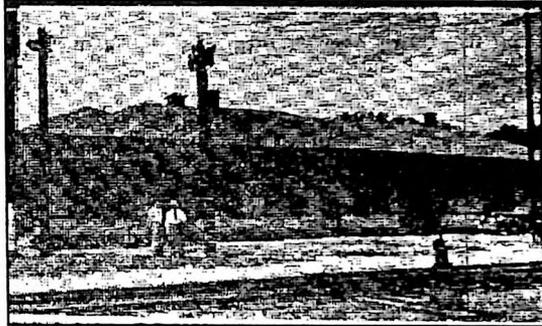
ROGERS SPRINGS, TENN.

SAULSBURY, TENN.

Saulsbury in the old days was an important water stop with a tank on the east side of town. A Mr. Lipscomb was Agent here in 1904. It was said that he had two beautiful daughters. He also had young men training for telegraphy around the depot lots of times. This depot was destroyed by a derailment of a freight train back in the 1950's. Agency was not open when it happened. Railroaders coming from here: Frank Fitzgerald, Whit Norris, Joe Norris, Pete Norris, Dr. Jewel Clark, Grover Mason.

GRAND JUNCTION, TENN.

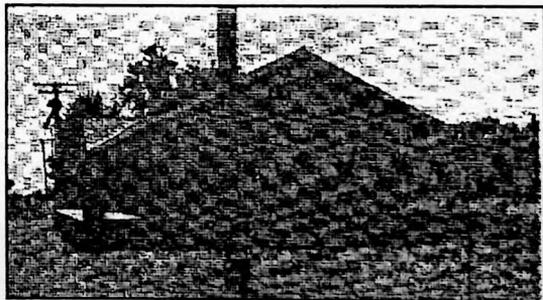
Grand Junction is noted for its Field Trials and in the olden days the dogs were shipped by express and also checked as baggage. The Illinois Central Railroad crossed the Southern here. Mr. S. E. Pierce was agent here in 1950. Other railroaders coming from here: Dick Sneed and George Rosson.

LaGRANGE, TENN.RATHER, TENN.

TAYLOR, TENN. M&C's first three bales of cotton handled was from here.

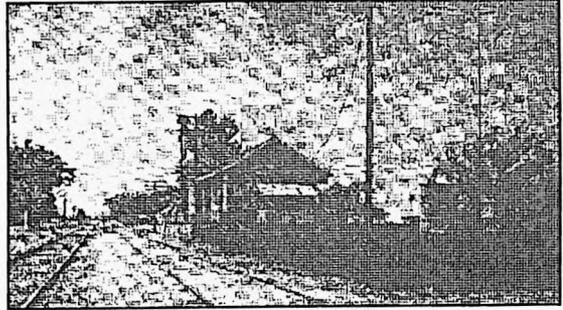
KNOWLES MILLMOSCOW, TENN.

"Big Hill", referred to in M & C reports, is believed to be Moscow Hill. M&C's Somerville Branch left the main line here at Moscow heading north to Hollis Lane, Williston and Somerville, TN



ROSSVILLE, TENN.

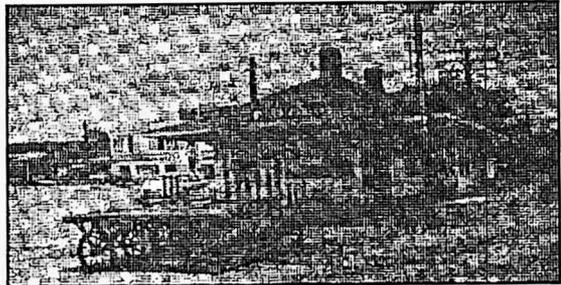
Known as LaFayette on the M & C.



WALKERS CROSSING
PIPERTOWN

COLLIERVILLE, TENN.

For many years T. L. Hill was Agent here. Paul Baker, a traveling salesman used to ride the local freights when they carried passengers on the caboose. He would work one or two stores while the local did the switching and checking freight.



WEST END

LACEY

BRAY

BAILEYS

Mrs. G. R. King was Agent here in 1950.

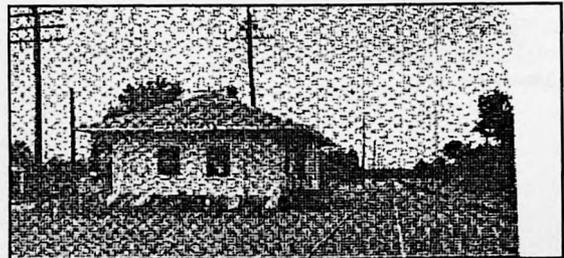
BEDFORD

FOREST HILL

BOOTHS

GERMANTOWN, TENN.

Mrs. Thelma Brooks was Agent here in 1950.



EDGE HILL, TENN.
GREENLAWN, TENN.
RIDGEWAY, TENN.
TOWNSENDS, TENN.
LEDBETTER, TENN.
WHITE'S, TENN.

Located about where the railroad crosses White Station Road. A Col. Eppy White owned a plantation with several hundred acres in and around here where the present Colonial Park area is located.

EUDORA, TENN.
CHERRYS, TENN.
GOODLETS, TENN.
NORMAL, TENN.

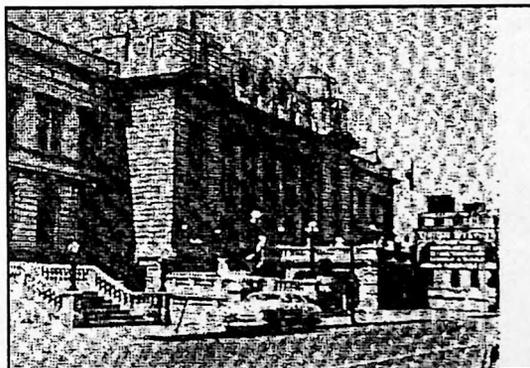
Located where the old West Tennessee State Teachers College was, later became Memphis State and now University of Memphis.

GREERS, TENN.
BUNTYN, TENN.
FORREST YARD, TENN.
CENTRAL PARK, TENN.

RACE TRACK, TENN. This stop was at one time near the home of John Deaderick, a wealthy owner of a plantation of several thousand acres. It included land where the Fairgrounds are now located as well as the present Orange Mound area. It is believed that this plantation adjoined the Eppy White plantation to the east. Deaderick married a lady named Park for whom Park Avenue was named.

WILSON, TENN.
ROZELL, TENN.
BELLEWOOD, TENN.
K. C. JUNCTION, TENN.
MEMPHIS, TENN.

Memphis, Tenn.





Southern Railway steam locomotives 4518 and 6301 double-heading at Whiteside, Tennessee, in 1948 as train number 52. Whiteside is between Stevenson, Alabama and Chattanooga, Tennessee and was on N.C. & St.L. tracks of which Southern Railway had trackage rights. It is believed that the engineer on the 6301 was Fred Pinkley and the fireman was Maynard Kimbrough. (Photo from "Southern Steam Power" by Barnhart Press, Omaha, Nebraska, used with permission.)

Seniority Lists

The Brotherhood of Locomotive Firemen &
Enginemen

The Order of Railway Conductors

Other Crafts and Unions

of the

Memphis Division

of the

Southern Railway System

These lists are partially incomplete due to the lack of
records.

Jack Daniel
Editor

SOUTHERN RAILWAY SYSTEM

SENIORITY LIST

FIREMEN & ENGINEMEN

MEMPHIS DIVISION

Name	Entered Service	Promoted	Retired

*			
Richard Harris	01-01-1887		
Arthur Drake (c)	11-01-1888		
Issac James (c)	07-07-1900		
Isaac F. Armstead	07-01-1900		
James Walter Miller	07-10-1900	08-05-1902	
William Faulkner Howland	03-04-1900	12-30-1902	04-02-1948
Edward Hamlet	01-15-1902	01-01-1903	04-01-1948
S. P. Waddy		01-15-1903	11-01-1938
J. W. Hall	03-01-1897	09-28-1903	
Samuel H. McMahan	11-11-1900	12-21-1903	
Rufus S. Porter	07-17-1901	01-24-1906	
J. Wallace Payne	08-08-1901	01-31-1906	
Thomas M. Rudder "Scaleybark"	12-22-1901	11-04-1906	
J. Bradley McWilliams	12-09-1902	11-06-1906	
Homer S. Stewart	04-13-1903	11-09-1906	
James Edney Blount		11-26-1906	06-29-1937
J. O. Askin		05-06-1907	
James Love Wimberly	08-30-1904	08-25-1907	11-30-1946
John B. Hackworth	07-10-1904	06-10-1910	
Edward Campbell Willis	12-13-1904	06-21-1910	07-26-1949
Alvie Lee Gurley	11-30-1905	06-22-1910	05-05-1960
A. T. Wesson	09-21-1906	07-06-1910	
Robert Elton Daniel	06-15-1911	06-15-1911	02-01-1947
W. T. Edwards	02-23-1907	06-17-1911	
Frank Mason Fitzgerald	03-21-1908	02-17-1913	08-04-1960
Louis Hall Bradley	02-18-1913	02-18-1913	09-08-1959
Charles Dainy Porter		03-29-1913	11-11-1938
J. C. Austin		05-26-1913	
Joseph Randolph Hackworth	12-03-1908	05-27-1913	04-07-1960
Robbis Norman Morton	10-07-1907	03-31-1918	04-08-1953
Alva Y. McDaniel	01-28-1909	04-02-1918	
Frank James Malone, Sr.	10-17-1909	04-05-1918	11-07-1961
Ralph W. Cutler		04-24-1918	
Ben Calvin Freeman	06-16-1910	04-29-1918	06-01-1946
R. H. Nichols	05-02-1911	05-01-1918	
James Osburn Mars	06-01-1913	05-02-1918	

R. A. Thompson	10-21-1911	05-06-1918	
W. Dave Shrader	08-15-1912	05-30-1918	11-30-1967
Roy E. McCorkle	09-07-1912	10-02-1918	01-05-1968
John William McDaniel	11-11-1918	11-11-1918	01-23-1946
Harry Young Coleman	11-10-1912	11-12-1918	
Arthur E. Bradley	12-20-1912	11-13-1918	
Lonnie A. Henry	02-19-1913	11-22-1919	12-30-1947
Calvin Horton Smith	06-18-1918	11-28-1919	01-30-1945
John Curry Geise	10-20-1913	09-25-1925	
C. P. Cason	12-08-1913	01-11-1926	12-21-1948
John Wesley Kiser	12-20-1913	03-05-1926	
Homer Alexander Tribble	12-26-1913	03-06-1926	02-05-1959
Charlie C. Peters	12-17-1916	03-07-1926	01-05-1961
Frank Graves (c)	09-03-1900		04-01-1941
John Moore (c)	03-07-1903		
James Anderson (c)	07-28-1904		
Robert Crawford (c)	11-02-1904		
Ed Crawford (c)	11-27-1905		
Houston East (c)	09-01-1906		
Henry Kirk (c)	03-22-1907		04-01-1941
Clifton Davis (c)	09-02-1907		04-01-1953
John Bowling (c)	12-05-1910		
Will Baldrige (c)	12-24-1910		
Tom Irvin (c)	12-25-1910		
E. L. Miller	04-20-1911		
M. F. Freeman	04-22-1911		
Obie McKinley (c)	04-22-1911		
P. J. Noonan	09-02-1911		
R. A. Thompson	10-21-1911		
F. C. Womble	10-24-1911		
P. L. Derryberry	12-20-1911		
G. M. Bryant	01-30-1912		
Houston Evans	08-29-1912		
Jim Horton (c)	02-16-1913		
W. J. Dewberry	07-08-1913		
R. H. Montana	11-27-1913		
Peyton Stigar (c)	11-06-1915		
Charles Barnett (c)	11-23-1916		
J. A. Hanson	12-08-1916		
Oscar Berry (c)	04-25-1917		
Ozzie Brown (c)	05-01-1917		
J. W. Kirkland	09-01-1917		
Will Sullivan (c)	10-16-1917		
G. H. Orr	11-03-1917		
Will Johnson (c)	11-08-1917		
J. W. Brooks	12-01-1917		
O. A. Crawford	12-15-1917		
H. D. Helton	12-21-1917		
F. Paysinger	04-26-1918		
Bunk Smith (c)	05-03-1918		05-09-1944

Jim Strong (c)	08-12-1918		
Lon N. Wells	09-09-1918	11-01-1937	04-17-1968
Fred Paul Pinkley	12-06-1918	12-12-1937	
J. L. McKinney	01-01-1919		
George Grimmett	01-01-1919	12-14-1937	06-11-1964
Robert Bruce McCord	07-16-1919	12-15-1937	09-30-1964
Erskin Mason Sisk	12-10-1919	09-21-1938	
Percy Ricks (c)	11-14-1920	03-22-1968	
James Raymond Russell	01-17-1923	12-17-1937	
S. Butler	01-24-1923		
W. E. Freeman	01-26-1923	02-20-1940	
Freeman C. Walker	01-29-1923	02-27-1940	08-01-1967
Albert H. Crawford	01-30-1923	03-16-1940	
Harry Harley McBroom	02-14-1923	03-17-1940	
Jim Maples	02-27-1923	03-18-1940	
Emmett Watkins (c)	03-07-1923		
Claude H. Kersey	08-14-1923	03-19-1940	12-17-1969
Leslie D. McKinney	02-14-1924	03-20-1940	
Charles Theo Joiner	07-29-1924	01-11-1941	
A. Deatherage	02-04-1925		
Forrest Greely Howell	02-15-1925	02-15-1941	03-03-1960
James William Martin	10-23-1925	02-06-1941	11-07-1952
A. D. Ashley	10-24-1925		
Charles L. Smith	10-27-1925	02-18-1941	01-01-1963
R. H. Bell	11-13-1925		
W. B. Ragland	11-28-1925		
Herbert Harris (c)	12-16-1925		
Oscar M. Rutland (1st time)	12-23-1925		
Bovel V. Hargett	03-04-1926	10-26-194	06-18-1969
David Albert Crittenden	04-13-1926	10-27-1941	07-08-1952
Richard Calvin Burns	07-05-1926	10-28-1941	
James Owen Lambert	12-12-1926	10-19-1941	11-05-1964
Robert Grant Worsham	12-21-1926	04-08-1942	12-06-1962
Alton Y. Vickers	01-11-1927	04-09-1942	07-02-1970
B. B. Bean	01-26-1927		
Bedford Forrest Olive	02-04-1927		11-22-1961
C. M. Tennyson	11-23-1928	04-10-1942	
John E. King	09-11-1929	04-11-1942	
Jesse N. Street	11-04-1929	04-12-1942	
M. C. Lamb	11-08-1929		
W. A. Weatherby	08-18-1937	10-11-1942	
Jimmy W. Edwards	08-31-1937	10-12-1942	
C. Vernon Rudder	10-08-1937	12-04-1942	
J. R. Gonce	10-29-1937	12-05-1942	
L. Raymond Tompkins	01-31-1938	06-18-1943	
James Preston Brown	03-05-1938	06-19-1943	
D. E. Rosson	05-07-1938		
C. Niles Wright	01-21-1939	06-20-1943	06-1984
J. T. Peters, Jr.	02-03-1939	10-11-1943	
W. E. Keenum	12-12-1939	10-12-1943	

W. C. Enlow	12-13-1939		
Cecil F. Edwards	12-14-1939	10-13-1943	
Ralph L. McCollum	12-15-1939	03-23-1944	
Maynard Kimbrough	12-16-1939	07-01-1944	08-1982
Vester A. Jackson	12-17-1939	07-02-1944	
Hugh John West, Jr.	05-04-1940	07-03-1944	
Bernard Couch	12-22-1940	04-01-1945	
John Hubert McWilliams	12-23-1940	04-02-1945	
John B. McKelvey	02-22-1941	04-03-1945	
J. O. Aston	03-09-1941	04-04-1945	
F. T. Copeland	04-05-1941	04-05-1945	
J. F. Leckenby "Dutch"	04-07-1941	04-15-1945	
John R. Peters	04-08-1941	04-16-1945	
W. G. Blasingame	05-03-1941	01-13-1946	09-1983
T. Crawford Barnes, Jr.	06-29-1941	01-14-1946	
Melvin V. Holland	07-12-1941	01-15-1946	
Sidney M. Grider	10-16-1941	01-16-1946	11-1982
K. D. Lewter	10-22-1941	01-17-1946	
R. W. Emerson	12-13-1941	01-19-1946	
J. A. Mohundro	02-14-1942	12-09-1959	
W. C. Sweat	02-21-1942	12-10-1959	
Harold K. Maddox	02-25-1942	12-11-1959	
A. Jack Grider, Jr.	03-28-1942	12-12-1959	
Alleen Caldwell	04-05-1942		
C. C. Woodall	04-12-1942		
William A. Kilgore	04-13-1942	03-10-1963	
Marvin E. Kimbrough	05-02-1942	03-11-1963	11-1984
J. F. Gibson "Gip"	05-17-1942	03-12-1963	
W. G. Cobb "Nubbin"	05-19-1942	03-13-1963	
J. D. Jarnigan	06-13-1942		
V. L. Pebworth	06-17-1942		
J. H. Hawk, Jr.	06-30-1942		
Joe A. Griggs	09-06-1942		
T. L. Willis	09-08-1942	04-10-1963	
Marcus E. Crabtree	09-09-1942		
D. C. Crabtree	09-10-1942		
C. R. Phillips	09-29-1942		
B. H. King	09-30-1942	04-12-1963	
M. A. Haid	10-04-1942		
Fred M. Black	10-05-1942	10-04-1964	
J. T. Willingham	10-25-1942		
W. E. Mays	10-26-1942		
E. R. Morgan	10-28-1942		
Willard S. Taylor	10-29-1942	12-05-1964	
R. B. Whitfield	12-31-1942	12-06-1964	
R. C. Adair	01-10-1943		
G. S. Stanley	04-26-1943	12-07-1964	
B. D. White	08-27-1943		
Albert Crawford, Jr.	09-21-1943	01-18-1966	
W. B. Massey	10-18-1943		

C. H. Spurgeon	10-30-1943	01-18-1966	
C. F. McKinney	11-12-1943		
Blaine W. Wells "Jug"	11-26-1943	01-19-1966	11-1982
Oscar M. Rutland (2nd time)	12-27-1943		08-06-1964
G. L. Byrd	01-17-1944		
Fred Simpson	01-27-1944	02-01-1967	
Jack Johnson	01-28-1944		
R. E. Wade	02-16-1944		
L. E. McDougal	02-18-1944		
Eugene Smith	04-01-1944		
C. B. Barnes	04-06-1944	02-02-1967	
Charles L. O'Malley	04-07-1944		
H. G. Darby	04-10-1944		
J. E. Parsons	04-30-1944	02-03-1967	
A. Marshall Dugger, Jr.	05-10-1944	02-04-1967	
W. R. Harper	05-25-1944		
M. Graham	05-26-1944		
Clinton H. Wilson	05-27-1944		02-09-1961
F. A. Miller	06-05-1944		
R. A. Stewart	06-09-1944		
T. M. Rowell	06-11-1944	02-06-1967	
J. C. Riner	06-13-1944		
J. T. Looney	06-14-1944		
G. W. Dillon	06-15-1944		
E. McLeod	06-28-1944		
W. Raymond Wheeler	06-29-1944		
Robert G. Riddle	06-30-1944	02-09-1967	
L. D. Wall, Jr.	11-29-1944		
J. A. Layton	12-14-1944		
R. S. Glover	03-04-1945		
John Minton Wilcoxson	03-10-1945		05-21-1962
G. N. Rutland	09-10-1945	02-10-1967	
M. L. Stoll	11-07-1945		
E. P. Fare	11-13-1945		
B. L. Barnes	11-23-1945		
Homer Lee Kimbrough	11-26-1945		
L. T. Afaro	12-09-1945		
W. W. Reed	12-13-1945		
E. N. Bowling	12-30-1945		
W. D. Bowling	12-31-1945		
O. P. Denton	01-03-1946		07-1982
D. G. Landrum	01-08-1946		
B. B. Copeland	01-10-1946	02-13-1967	
W. R. Peters	01-17-1946		
J. West	01-20-1946		
J. E. Kersey	12-02-1946		

Southern Railway System

Seniority List

Trainmen & Conductors

Memphis Division

Name	Entered Service	Promoted	Retired

Jesse F. Wilson	08-10-1882	01-18-1885	12-16-1937
James T. Huddleston	10-01-1885	01-31-1887	11-01-1915
J. B. Short	02-06-1887	09-22-1887	07-01-1937
P. L. Plemons	02-03-1887	06-24-1890	06-01-1936
John B. Huddleston	07-01-1896	08-01-1896	12-20-1903
T. F. Lansden	11-06-1890	10-19-1892	05-15-1941
P. W. Norris		09-01-1897	
George W. Cowan	06-11-1890	10-23-1898	06-01-1937
C. B. Rose	02-04-1891	12-22-1897	03-03-1940
George Burl Wilson	12-12-1891	02-02-1898	04-28-1937
W. J. Wilson	12-15-1893	11-06-1898	06-30-1937
W. J. Legg		03-17-1902	
H. Samuel Davis	11-17-1892	05-14-1904	04-15-1928
Benjamin B. Davis		09-26-1903	
A. H. Wilson	02-17-1898	10-04-1903	
Oscar N. Davis	01-11-1898	09-10-1904	
R. Sam Turner	10-06-1901	01-05-1906	09-05-1937
G. D. Webb		01-15-1906	
J. M. Dowdy		01-18-1906	
Charles William Short		08-01-1906	
Clay S. Frazier	08-18-1904	05-16-1907	07-01-1946
William H. Williams	07-25-1904	06-10-1907	03-24-1938
Joseph E. Sanders	05-05-1904	06-30-1907	02-15-1949
R. V. Hardcastle	04-05-1906	07-18-1907	
James Thomas Askew	10-16-1904	01-11-1911	
Grover C. Mason	09-25-1905	01-16-1914	
George W. Haynes	09-07-1905	08-25-1911	01-09-1948
W. H. Cox	05-05-1906	08-28-1911	
Rubin T. Sanders	04-08-1906	05-24-1913	07-01-1945
Henry Thomas Martin	05-05-1907	05-26-1913	
Wm. Taylor Surratt	05-27-1907		03-30-1959
John William Vess	09-24-1908	05-13-1918	01-04-1948
W. E. Hackworth		05-15-1918	
B. L. Helton	10-23-1909	05-18-1918	
Wm. S. Whitehurst	11-14-1909	05-19-1918	
R. Shelton	12-04-1909	05-20-1918	
Julius R. Stevens	02-19-1910	05-23-1918	10-22-1948

R. Roy Kelly	06-16-1910	06-27-1918	06-28-1947
Walter Herbert Beavers	01-01-1904	07-01-1918	
John Roscoe Allen	01-24-1911	07-03-1918	01-08-1959
Robert Lee Pittman	02-25-1911	07-04-1918	04-28-1947
John Osgood Shelley	03-05-1911	07-05-1918	10-11-1947
John A. Abbott	03-25-1911	07-06-1918	
Frank J. Tipler	04-13-1911	07-07-1918	
H. M. Brazeer	08-30-1911	07-09-1918	
J. F. Castleberry	09-23-1911	07-10-1918	01-01-1949
William H. Archer	09-24-1911	07-11-1918	12-15-1945
G. H. Clark	09-25-1911	07-19-1918	
Eugene Montana	12-16-1911	07-29-1918	
Walter Tally Cox	12-22-1911	07-30-1918	04-11-1947
G. L. Wright	09-23-1912	11-10-1918	
Wm. M. Huddleston	10-10-1912	11-11-1918	07-15-1948
Grover K. Counts	11-30-1912	11-16-1918	02-12-1956
W. D. Butler	04-23-1913	11-21-1918	
Charles James Hill	07-11-1913	11-22-1918	
Orville L. Beasley	08-17-1913	11-13-1918	09-07-1961
A. Hamlet	08-17-1913	11-24-1918	
Wilmer J. Duncan	08-25-1913	11-24-1918	
Wm. Reece Malone	05-17-1914	11-28-1918	09-06-1965
Robert Alva Haden	04-24-1915	12-01-1918	10-26-1949
Milton M. Watson	06-10-1917	03-01-1926	06-15-1961
Wm. Scott Jones	06-25-1917	03-02-1926	06-01-1967
W. W. Davidson	12-19-1917	03-03-1926	
William J. Rosson	12-26-1917	03-05-1926	09-01-1963
Grant L. Nethery	01-04-1918	03-06-1926	08-05-1968
James Martin Sims	03-12-1918	08-10-1927	
Lester E. Blasingame	04-29-1918	08-11-1927	02-16-1968
H. L. Street	06-29-1918	08-12-1927	
A. R. Ainsworth	07-20-1918	08-13-1927	
A. G. Harper	07-30-1918	08-15-1927	
Hugh D. Kennamer	09-07-1940	09-08-1960	
Charlie Eugene Stone	06-18-1919	12-12-1940	10-05-1961
Marvin B. Saint	08-07-1919	12-13-1940	02-04-1960
Syd McGehee	10-18-1919	12-14-1940	
Wm. Arvie Pipkins	12-10-1919	12-15-1940	12-04-1958
Jesse Pearl Wilson	07-09-1920	12-16-1940	01-06-1966
Sam Carn Thorne	02-07-1925	07-19-1941	01-07-1960
Herbert T. Ferguson	02-15-1925	07-20-1941	10-03-1963
J. Paul Chaffin	03-10-1925	09-29-1941	
James L. Rosson	04-26-1925	09-30-1941	12-08-1966
Lannie L. Jones	05-07-1925	10-01-1941	
I. L. Haynes	11-12-1925	10-02-1941	
J. H. Brewer	11-14-1925	10-04-1941	
Joseph Edgar Dixon	11-15-1925	10-05-1941	07-25-1962
I. F. Coke	11-16-1925	10-06-1941	

Philip M. Garner	03-03-1926	09-05-1942	
Joe G. Ross	03-18-1926	09-07-1942	05-01-1967
Pressley N. McKinney	03-27-1926	09-08-1942	03-20-1969
Herbert R. Makin	04-02-1926	09-09-1942	
Jim J. Murphy	08-01-1937	11-10-1942	
David Paul Floyd, Jr.	08-18-1937	11-11-1942	
Sam W. Frey	08-21-1937	11-12-1942	
James B. (Bud) Hayes	08-28-1937	11-13-1942	
S. Harry Young, Jr.	08-31-1937	11-14-1942	
R. S. Parker	10-29-1937	06-17-1943	
Robert T. Morton	12-09-1939	09-02-1943	
Niles V. Floyd	12-10-1939	09-03-1943	
Grover C. Johnson	12-11-1939	09-04-1943	
E. W. Austin	12-12-1939	09-05-1943	
Bobby Thorne	12-13-1939	09-06-1943	
J. G. Matthews	12-14-1939	09-07-1943	
Henry Hayes Rutledge	12-15-1939	09-08-1939	08-1984
Tillman H. Beasley, Jr.	05-01-1940	09-09-1943	
Joseph L. Johnson	07-02-1940	09-10-1943	
E. H. Watts	11-18-1940	09-11-1943	
Clifton O. Daniel	11-19-1940	09-12-1943	
L. M. Beck	11-20-1940	12-01-1943	
Charles E. Manush	11-21-1940	12-02-1943	
Walter B. Staples, Jr.	11-29-1940	12-03-1943	
W. T. Akers	11-30-1940	12-04-1943	
T. Lee Frey	12-08-1940	12-08-1943	
L. U. Wiginton	12-19-1940	01-24-1944	
T. E. Dixon	12-20-1940	01-25-1944	
Roy Garner Smith	12-21-1940	01-26-1944	
O. E. Carroll	12-22-1940	01-27-1944	
Ernest T. Mann	12-23-1940	01-28-1944	
E. N. Willis	12-24-1940	01-29-1944	
J. C. Weatherby	12-25-1940	01-30-1944	
A. G. Harper	12-26-1940	12-22-1945	
G. L. Eaker	04-17-1941	12-16-1948	
J. W. Smith, Jr.	04-18-1941	12-17-1948	
Herman P. Kiser	05-14-1941	12-18-1948	
Marion F. Thompson	06-16-1941	12-19-1948	
G. E. Troutt	06-24-1941	12-21-1948	
A. F. Sturdivant	06-25-1941		
James Marcus Parton	06-26-1941		
W. O. Wren	06-27-1941	08-21-1962	
M. L. Archer	06-30-1941		
Jack F. Deaton	07-10-1941		
Melburn D. Tuggle	09-12-1941	08-22-1962	
C. D. Reedy	09-15-1941		
George D. Belue	09-17-1941	08-23-1962	
B. E. Kelly	09-20-1941	10-24-1964	11-1982
H. G. White	12-12-1941	10-25-1964	
G. A. Ragan	03-28-1942	10-26-1964	

J. V. Enoch	03-29-1942		
Lech Fraley	04-27-1942		
Harry T. Grisham	04-29-1942		
James E. Pipkins	04-30-1942		
R. L. Crum	05-01-1942		
E. R. Ragan	05-02-1942	10-29-1964	
A. M. Thomason	05-03-1942		
Waldo Clarence Wright	05-04-1942		
B. F. Kelly	06-14-1942		
J. H. R. Bishop	06-16-1942		
R. W. Laughlin	06-17-1942		
M. D. Kennedy	06-19-1942		
C. H. Rudder	06-20-1942		
J. L. Neyman	08-29-1942		
M. D. Lowery	08-30-1942		
O. O. Osborne	08-31-1942	10-22-1966	
C. H. Johnson	09-02-1942		
T. A. Steele	09-05-1942		
A. F. Moss	09-25-1942		
M. E. Pratt	09-26-1942		
B. A. Counts	09-27-1942		
T. L. Pratt	09-28-1942		
Willard C. Fare	09-30-1942	10-23-1966	
E. H. Andrews	10-23-1942		
George H. Carroll	10-25-1942		
B. Frank Kelly	10-26-1942	10-24-1966	
A. P. Alleen	10-27-1942		
W. D. Strickland	11-09-1942		
J. G. Rowe	11-11-1942		
G. L. Ligon	12-02-1942		
G. O. Lovelace	12-04-1942		
R. G. Potts	12-05-1942		
C. J. Blanton	03-17-1943		
E. Nolan Blasingame	05-03-1943	10-25-1966	
V. L. McCoy	05-17-1943		
W. A. Hughes	05-18-1943		
W. C. Holland	05-30-1943		
H. P. Griffith	06-08-1943		
Raymond K. Thorne	08-22-1943	10-26-1966	09-1982
W. W. Thompson	08-27-1943	10-27-1966	
A. O. Johnson	09-16-1943		
T. A. McAnally	10-27-1943		
M. A. Rutledge	11-09-1943		
W. W. Hughes	11-25-1943		
W. T. Brewer	11-29-1943		
T. O. Meadows	01-06-1944		
S. F. Thompson	01-12-1944		
W. A. McInnish	06-14-1944	10-28-1966	
A. O. Blanton	01-25-1944		
F. L. Davis	01-30-1944		

H. B. Bendall, Jr.	01-31-1944	
L. D. Thorne	03-03-1944	
J. L. Dobbins	04-13-1944	
F. B. Shofner	05-09-1944	
T. E. Dawkins	05-13-1944	
J. A. Biggs	05-15-1944	
P. E. Triplett	05-28-1944	
J. R. McCollum	05-31-1944	
J. A. Evans	06-08-1944	
Herbert R. Meadows	06-09-1944	10-29-1966
J. Ray Reeder	06-10-1944	05-03-1969
J. A. Woodis	06-15-1944	
L. H. Crowell	12-04-1944	
F. A. Threet	12-30-1944	
B. C. Smith	01-09-1945	
J. W. Goforth	03-23-1945	
H. N. Gardner	03-24-1945	
K. T. Grider	04-07-1945	
B. R. Romans	10-13-1945	
D. Painter	10-20-1945	
W. P. Stanley	11-10-1945	
W. F. Parton	11-11-1945	
L. R. Medley	11-17-1945	
L. B. Gusmus	11-27-1945	
C. B. Davis	11-28-1945	
W. T. Marks	11-29-1945	
R. H. Evans	12-08-1945	
James A. Blasingame	12-31-1945	

Switchmen - K. C. Junction
Memphis, Tn.

Verbon Wright 10-23-1942
W. A. Martin 10-23-1942

Blacksmiths - Sheffield, Al.

H. G. Hanlin 01-04-1915
L. B. Myers 03-08-1946

Blacksmith Helpers

H. R. Mitchell 10-30-1916
W. L. Aldridge 07-05-1917
W. B. Massey 10-01-1940
E. Brown 04-02-1943
A. L. Kimbrough 06-01-1943
B. R. Garner 11-22-1943
H. G. Robbins 05-08-1944
J. R. O'Kelley 06-17-1944
W.R.Blankenship 02-20-1945

Boilermakers - Sheffield, Al.

M. A. Roach 01-23-1914
W. C. Holland 07-01-1914
Connie Askew 11-23-1914
W. B. Hamlett 05-16-1917
M. H. Mourfield 10-01-1920
A. M. Shearin 09-14-1939
F. P. McDaniel 10-02-1939
E. B. Poole 02-17-1941
H. L. Richardson 01-08-1945

Boilermaker Apprentice

E. L. Lewis 07-10-1945

Boilermaker Helpers

Jesse Nichols 03-15-1912
E. O. Winston, Sr. 04-01-1914
L. D. Shelby 03-23-1918
W. T. Darrah 07-14-1918
V. L. Sparks 06-06-1923
J. P. Ricks 09-10-1926
E. J. Crosswhite 01-19-1941
W. H. Osborn 08-27-1941
W. F. Mullins 12-31-1941

T. C. Barnes, Sr. 12-08-1942
B. W. Six 08-16-1943
J. W. Johnson 01-26-1945
W. E. Anderson 03-15-1945
A. A. Kimbrough 08-17-1946
G. A. Clark 09-30-1946
J. C. Moss 11-01-1946
O. N. Jackson 11-04-1946

Car Inspectors - Memphis Division

C. H. Campbell 04-08-1909
S. H. Young 11-16-1912
C. E. Styles 07-16-1945
E. M. Eckles 03-26-1942

Hostler Helpers - Sheffield, Al.

H. H. Hardy 02-01-1912
J. R. Wilson 12-01-1913
W. A. Minor 06-10-1919
John Johnson 03-01-1919
C. D. Abbott 03-15-1924
F. A. McCorkle 06-01-1931
Waddel Mitchell 01-10-1940
Harry Hankins 12-30-1940
A. Morris 07-21-1943
L. Terrell 01-01-1948

Hostler Helpers - Memphis, Tn.

Jeff Brown 10-07-1921
Eddie Clayborne 06-28-1926
W. T. Brewer 05-17-1934
L. L. Davis 03-11-1941
L. Spight 12-13-1942
W. L. Cheers 07-05-1944

Coal Chute Laborers

O. A. Millsaps 10-11-1929
W. E. Isom 01-02-1933
W. F. Chandler 12-07-1940
G. F. Carter 04-08-1941
W. C. Laird 10-15-1943
J. T. Spurgeon 06-01-1944
R. Sweat 12-16-1944
P. Reed 12-20-1945

Train Porters

Will Martin	02-09-1920
W. G. Malone	03-17-1920
L. C. Hunter	05-15-1920
F. Malone	10-17-1928
B. T. Bowers	10-19-1929
S. Roth	08-14-1937
S. W. Mitchell	04-17-1942
C. E. Brown	10-17-1942
R. L. Turner	08-27-1945
James Parker	09-27-1945
Ben Brittman	01-23-1946

Clerks - Memphis Division

Miss May Capps	10-01-1902
D. H. Wilson	12-21-1902
W. S. Wilkinson	01-02-1909
H. K. Allen	09-01-1909
E. D. Moseley	01-03-1912
J. G. Caden	08-21-1912
C. A. Robertson	12-10-1912
J. L. Hyde	01-01-1913
W. G. Roberts	01-01-1913
D. M. Bedenbaugh	09-01-1914
Mrs. H. M. Allen	04-01-1915
E. H. Craig	05-20-1915
W. H. Powers	07-17-1915
A. I. Baehr	11-15-1915
S.H. Blankenship	12-20-1915
A. A. Allen	06-15-1916
J. A. Wilson	06-20-1916
Miss Aileen Martin	07-10-1916
P. F. Rowden	03-01-1917
E. L. Perryman	04-22-1917
R. B. King	10-03-1917
R. C. Rogers	11-15-1917
G. T. Spencer	01-06-1918
Mrs. A. H. Caden	01-06-1918
I. M. Glenn	01-24-1918
J. R. Olive	03-11-1918
H. Landers	04-16-1918
W. R. Killen	05-01-1918
Mrs. B. C. Kennedy	05-15-1918
R. A. Naylor	06-06-1918
Miss I. M. Jeanes	06-22-1918
T. N. Palmer	06-23-1918
Ross R. Martin	06-29-1918
J. E. Whitlock	08-28-1918

W. R. Richardson	09-17-1918
E. F. Martin, Sr.	10-01-1918
O. H. Cleemons	10-02-1918
O. B. Landis	10-03-1918
D. L. Wilson	12-27-1918
T. H. Beasley	03-13-1919
B. L. Huddleston	04-06-1919
B. W. Payne	07-20-1919
L. L. Allen	11-05-1919
E. S. Palmer	02-02-1920
F. W. Ragsdale	03-17-1920
Nell Armstrong	03-20-1920
B. W. Robertson	03-22-1920
Sarah Anderson	03-22-1920
P. J. Vinson	04-02-1920
A. R. Gammon	07-11-1920
X. E. Waggoner	07-15-1920
M. H. Marks	09-20-1920
M. A. Shelton	12-03-1920
T. B. Conley	01-01-1921
R. R. White	02-23-1921
Chas. Arthur	03-21-1922
L. L. McCall	07-23-1922
G. W. Peters	08-17-1922
W. H. Wilson	10-29-1922
H. L. Davis	12-24-1923
R. H. Beasley	07-19-1924
J. B. Formby	03-17-1926
R. G. Hodgkin	07-04-1926
C. Sandridge	05-31-1927
H. Jones	12-21-1927
Mrs. K. C. Guthrie	09-16-1928
A. R. Reid	12-01-1928
M. L. Smith	01-02-1931
Mrs. M. O'Donnell	06-10-1941
Chas. Porter	07-07-1941
W. H. Pearre	12-29-1941
J. T. Gravatt	06-01-1942
W. C. Huddleston	08-18-1942
J. E. Rook	10-09-1942
W. G. Roberts, Jr.	10-22-1942
J. T. Dilbeck	10-22-1942
C. V. Stevens	11-13-1942
T. K. Harris	11-26-1942
Mrs. E. G. Gary	12-23-1942
Mrs. E. W. Jackson	01-16-1943
E. O. Brannum	05-10-1943
H. H. Frazier	04-13-1943
E. F. Martin, Jr.	04-13-1943
J. D. Bushart, Jr.	04-21-1943

Clerks - - Continued

Miss K. A. Sibley 04-21-1943
 E. E. King 05-07-1943
 Mrs. Eva Long 06-03-1943
 Mrs. E. C. White 06-14-1943
 Ms. C. M. Birdyshaw 07-05-1943
 Ms. N. H. Hunt 07-21-1943
 Ms. K. H. Johnson 07-30-1943
 John Ed. Burns 08-26-1943
 R. W. Carpenter 09-06-1943
 Ms. I. K. Griffin 11-05-1943
 W. E. Gattis 11-08-1943
 A. L. Kimbrough 12-20-1943
 G. W. Leech 02-08-1944
 J. C. Ingle 02-08-1944
 M. M. Tiller 02-15-1944
 F. P. McCollum 04-07-1944
 G. W. Johnson 05-03-1944
 D. H. Darr 05-18-1944
 Mrs. E. B. Atchley 06-01-1944
 Miss Sarah Counts 06-29-1944
 M. P. Stevenson 07-13-1944
 G. E. Peters 09-01-1944
 Mrs. E. S. Smith 10-16-1944
 K. W. Free 10-28-1944
 C. C. Pugh 03-05-1945
 Mrs. M. G. Powers 04-16-1945
 J. J. Garner 05-21-1945
 Mrs. I. W. Thomas 07-01-1945
 C. H. Clifton 07-12-1945
 J. L. Hyde, Jr. 09-14-1945
 R. Ashworth 09-13-1945
 G. C. Dinkle 10-05-1945
 Mrs. M. E. Gooch 10-26-1945
 T. L. McIntyre 11-16-1945
 J. G. Everett 03-21-1946
 James E. Cox 03-26-1946
 L. J. Sullivan 04-13-1946
 W. B. Badger 08-07-1946
 Dorothy S. Hamlin 09-03-1946
 Mrs. C. B. Morton 10-07-1946
 J. W. Austin 10-10-1946
 R. E. Woody 10-19-1946
 L. P. Loosier 10-21-1946
 T. Pounders 11-04-1946
 Ms. L. B. Hollenbeck 11-05-1946
 B. Harriss 11-16-1946
 Miss D. M. Cahoon 12-23-1946
 Ms. I. M. Frederick 03-19-1947

Mrs. Eva Cox 07-01-1947
 Bettye C. Glover 03-30-1948
 M. C. Brown 09-28-1948
 H. T. Brewer 10-14-1948
 J. L. Ingle 10-21-1948
 R. M. Walker 11-01-1948
 Reuben Chapman 10-25-1949
 Mrs. E. W. Frazier 11-25-1949
 Ms. Martha Sears 05-08-1950
 W. D. Dupslaff 06-05-1950

Yardmen - Memphis Division

A. P. Williams 12-28-1926
 R. B. French 05-12-1944
 W. H. Marks 01-15-1945
 G. T. Steenson 07-17-1944
 J. E. Kimbrough 09-05-1926
 H. L. LaRue 02-07-1927
 C. E. McGee 07-01-1944
 J. T. Hudson, Jr. 02-01-1946
 J. E. Owen 12-05-1911
 M. O. Sparks 11-04-1912
 H. Rutledge 03-25-1913
 T. A. Wilson 02-01-1914
 L. N. Beasley 07-19-1917
 N. A. Underwood 09-07-1917
 Hyman Pannell 12-10-1917
 L. L. Smith 01-23-1918
 A. W. Spurgeon 02-02-1918
 H. N. Morris 02-02-1918
 W. J. Thompson 02-15-1918
 W. T. Malone 10-15-1918
 W. O. Keenum 11-28-1918
 R. L. McCorkle 02-15-1920
 W. E. Willingham 09-09-1925
 C. P. McCorkle 10-08-1925
 W. Westbrook 10-02-1928
 E. N. Underwood 02-03-1940
 R. R. Kennedy 11-14-1940
 J. L. Phillips 11-20-1940
 H. P. Johnson 04-12-1941
 W. C. Sparks 04-15-1941
 C. W. Darby 09-13-1941
 H. L. Robinson 09-14-1941
 J. H. Stansell 10-16-1941
 U. Isbell 11-25-1941
 L. E. Haddock 12-30-1941
 R. M. McKinney 05-16-1942
 D. P. Rogers 09-21-1942

Yardmen --continued

W. R. Garris	09-22-1942
Paul Rice	10-05-1942
D. C. Hand	12-07-1942
J. C. Reed	06-16-1943
E. E. Waldrep	01-15-1944
A. C. Aycock	04-07-1944
V. B. Franks	06-27-1944
C. W. Wallace	12-20-1944
J. R. Clement	12-20-1944
E. N. Gibson	12-15-1945
W. Paden	12-30-1945
C. M. Hendrix	12-30-1946
V. L. Everett	02-14-1946
W. L. Copeland	04-09-1946
W. H. Sullen	11-02-1946
J. W. Pack	06-10-1911
D. B. Ray	09-26-1915
Adam Jackson	01-03-1916
Zeke Howard	08-07-1917
T. F. Coke	08-27-1927
G. R. Derrington	07-02-1919
J. L. Cunningham	01-13-1920
P. James	01-18-1920
H. L. Erwin	06-15-1920
E. L. Keenum	10-16-1921
J. C. White	12-02-1922
J. F. Stover	02-08-1923
J. B. Jeffries	12-04-1923
J. M. Sibley	12-12-1923
H. E. McCarthy	01-13-1924
H. E. James	12-11-1924
P. G. Bramhall	09-27-1925
E. T. Walden	10-09-1929
A. C. McCarthy	11-13-1929
E. J. Cunningham	11-01-1937
C. L. Felts	06-29-1940
E. P. Vance	11-21-1940
L. Burns	11-30-1940
I. L. Hatley	05-06-1941
J. A. Craig	11-08-1941
C. A. Sharp	09-16-1942
H. Hankins	11-20-1942
M. D. Pittman	12-22-1942
F. C. Brinkman	12-23-1942
T. R. Sanders	05-29-1943
M. B. Futhey	07-31-1943
G. E. Gish	05-19-1945
C. N. Briley	11-04-1946

W. H. Kalthoff	11-14-1947
E. I. Brooks	02-16-1948
R. D. Shongo	04-13-1948
R. W. Stephenson	10-08-1948
R. M. Duncan	01-13-1949
L. M. Wiginton	09-03-1949
R. H. Carman	09-22-1949
C. M. Hendrix	09-28-1949
H. W. Dacus	09-29-1949
W. D. Pennebaker	11-15-1949
T. C. Clayton	12-10-1949

Firemen, Oilers & Shop Laborers
Forrest Shop - Memphis, Tn.

A. L. Rosser	10-16-1945
Eddie Franklin, Jr.	11-22-1945
P. L. Hunt	11-16-1946
John Rockamore	04-19-1923
Meredith Bussle	01-13-1941
Ed Rucker	03-27-1941
S. A. Hill	08-20-1941
Henry Ayers	10-12-1942
T. J. Dixon	10-21-1942
W. L. Cheers	11-06-1942
O. B. Brownlee	12-15-1942
C. L. Greer	01-07-1943
Ben Warren	02-05-1943
Robert McNeal	05-27-1943
Duke Dilworth	06-21-1943
Mathew Darden	05-01-1944
C. Anderson	07-18-1944
Eddie Franklin, Jr.	09-27-1944
Pearlie Franklin	11-16-1944
LeRoy Parham	12-03-1944
Albert Young	09-17-1945
J. W. Bateman	09-18-1945
Alfred Jones	10-16-1945
H. W. McLellan	01-10-1946
A. Spight	02-01-1946
N. J. Ferguson	02-18-1946

Telegraphers - Memphis Division

Lawrence Ennis	05-14-1901
G. C. Cocke	03-22-1905
S. H. Hodges	05-01-1905
C. E. Uptain	09-15-1905
T. F. Tipler	05-17-1907
M. J. Bryan	09-18-1908

Telegraphers - -continued

D. Meek 04-15-1910
 E. A. Sibley 03-06-1911
 Fred J. Wyatt 07-25-1911
 I. T. Uptain 12-14-1911
 W. C. Moore 08-29-1912
 O. Y. Kennedy 10-07-1912
 D. C. Minor 10-21-1912
 J. W. Hunt 01-01-1913
 T. E. Burton 03-01-1913
 J. L. Morrison 05-27-1913
 O. C. Roberts 10-01-1913
 A. H. Thompson 10-27-1913
 H. C. Boyett 06-01-1916
 L. H. Smith 06-20-1916
 J. W. Carden 11-15-1916
 T. H. Esslinger 03-29-1917
 C. R. McCulley 06-14-1917
 J. R. Formby 06-12-1917
 R. F. Atchley 11-20-1917
 Thelma Brooks 02-01-1918
 L. C. Kay 02-20-1918
 I. H. Petty 02-23-1918
 Virgil M. Hanks 03-08-1918
 H. Rehberg 10-28-1919
 J. L. Canterbury 12-05-1919
 C. A. Turner 12-09-1919
 S. C. Harrison, Sr. 06-17-1920
 Miss G. R. King 01-21-1923
 W. Glen Bryan 04-18-1923
 W. B. Johnson 09-02-1923
 L. B. Crowson 12-17-1923
 W. C. Tiller 10-20-1924
 S. H. Formby 02-06-1925
 R. B. Rossen 02-10-1925
 R. A. Atchley 03-23-1925
 J. L. Carlin 09-28-1925
 S. E. Pierce 12-14-1925
 J. H. Carlin 01-10-1926
 W. H. Carter 02-22-1926
 J. L. Bullard 11-16-1926
 L. R. Hill 09-12-1941
 H. A. Carlin, Jr. 12-09-1941
 Carrie Formby 12-15-1941
 Mrs. Celia Carter 01-21-1942
 A. D. Wilson 02-02-1942
 S. G. House 03-08-1942
 D. McCullar 04-06-1942
 F. Jackson, Jr. 05-17-1942

J. R. Baker 08-17-1942
 Mrs. Hazel Ross 11-15-1942
 Willie Chandler 12-04-1942
 C. E. Stratton 06-05-1943
 J. C. English 07-16-1943
 Mrs. E. T. Smith 04-07-1944
 R. H. Smith 06-22-1944
 Mrs. M. E. Atchley 08-28-1944
 Ms. A. L. Middleton 02-21-1945
 L. S. Nixon 09-21-1945
 H. H. Bullard 11-07-1945
 R. D. Hubbard 05-20-1946
 A. G. Smith 09-09-1946
 H. C. Carter 11-30-1946
 Ms. M. C. Lageman 01-17-1947
 G. M. Crawford 04-14-1947
 Mrs. R. F. Holder 09-01-1947
 J. D. Honeycutt, Jr. 03-09-1948
 R. I. Lane 05-30-1948
 E. L. Davis 06-08-1948
 C. W. Berry 08-26-1948
 T. D. Kennamer 09-23-1948
 V. W. Grisham 05-09-1949
 J. L. Borden 05-31-1949
 A. W. Fortune 09-14-1949
 B. Jones 09-21-1949

Electricians - Sheffield, Al.

L. T. Wainwright 02-08-1943
 A. C. Kiser 04-08-1943
 L. S. Coburn 07-01-1949
 C. A. Keaton 08-24-1949

Electrician Helpers

F. A. McCorkle 07-12-1927

Painters - Memphis Division

S. H. Williams 06-02-1941
 E. Tarpley 11-01-1944
 R. S. Shepherd 02-20-1946
 J. L. Singleton 07-14-1948
 E. P. Nelson 07-29-1948

Painter Helpers

R. M. Sibley 05-01-1918
 Perry Parker 06-02-1923

Set Up Apprentices

W. A. Blount, Jr. 08-15-1949
 J. R. Fisher 08-15-1949

Car Repairer Apprentices

W. A. Blount, Jr. 04-25-1946
 J. R. Fisher 09-12-1946
 E. L. Hunt 11-07-1946
 J. Q. Murner 08-14-1947
 Ben Murner, Jr. 08-14-1947
 J. H. Denton 08-21-1947
 L. J. Porter 08-26-1947
 J. R. Blankenship 05-21-1948
 J. R. Denton 08-04-1948
 H. N. Morton 08-05-1948
 R. N. Hester 08-13-1948
 J. L. Weatherby 09-24-1948
 J. A. Williams 08-20-1949

Coach Cleaners

Rufus Byrd 01-24-1938
 Ollie Brown 08-07-1943
 J. M. Hawkins 08-02-1948

Foremen - Sheffield, Al.

W. C. Holland 08-16-1919
 F. H. McAnally 12-06-1919
 W. L. Smith 06-09-1924
 E. W. Earp 04-18-1944
 C. H. Smith 07-16-1944
 A. D. Frederick 08-01-1944

Foremen - Memphis, Tn.

H. Y. Monroe 07-02-1928
 F. H. McAnally 11-10-1941
 C. Savage 05-15-1944
 H. G. Hendon 04-24-1947

Yard Firemen

Z. V. Kirby 10-07-1909
 J. L. Sanders 04-16-1910
 L. J. Wilson 11-24-1910
 W. F. Wilson 06-22-1911
 A. O. Vance 11-05-1912

H. F. Stoner 01-31-1913
 J. R. Wilson 12-26-1913
 T. C. Morris 12-23-1915
 Rush Barker 11-13-1916
 W. F. Bradley 08-30-1917
 M. B. Donaldson 10-07-1917
 Leander Spight 11-16-1917
 D. Y. McDaniel 01-07-1918
 Turner Reed 02-12-1918
 A. E. Foster 03-15-1918
 E. E. Williams 04-17-1918
 W. T. Brewer 07-20-1918
 John Johnson 04-30-1920
 C. T. Hodges 12-06-1924
 T. G. Stewart 02-12-1926
 L. J. Stonecipher 05-01-1926
 O. R. Autry 03-17-1940
 A. D. Peters 08-05-1940
 R. W. Cloud 11-27-1940
 T. L. Blakemore 11-30-1940
 Edgar Landers, Jr. 02-14-1941
 R. E. Bradford, Jr. 02-16-1941
 A. M. Horton 06-03-1941
 Sam K. Hamilton 09-16-1941
 F. E. Mann 11-01-1941
 J. E. Weatherby 12-06-1941
 J. E. Brotherton 02-01-1942
 M. A. George 02-03-1942
 W. H. Thurmond 03-12-1942
 L. H. Carpenter, Jr. 04-04-1942
 F. R. Huddleston 06-30-1942
 D. E. Floyd 11-06-1942
 J. C. Mitchell 11-12-1942
 R. D. Carter 11-24-1942
 A. L. Smith, Jr. 09-07-1943
 W. H. Creel 12-13-1944
 J. E. Westbrook 01-03-1945
 E. E. Bridges 04-09-1945
 C. A. Sharp 11-25-1945
 C. H. Pate 11-28-1945
 B. W. Wells 09-29-1949
 J. M. Wilcoxson 10-04-1949
 C. H. Wilson 10-10-1949
 J. H. Carlton 10-13-1949
 A. H. Crawford, Jr. 11-04-1949
 J. A. Layton 11-25-1949

Office Janitors

S. L. Byrd	04-20-1919
M. L. Smith	11-02-1931
R. Crittenden	05-11-1942
J. W. Pruitt, Jr.	11-04-1942

Train Dispatchers

Lawrence Ennis	07-21-1909
M. J. Bryan	03-01-1912
T. F. Tipler	06-01-1917
F. J. Wyatt	07-03-1918
A. H. Thompson	09-11-1918
J. L. Carlin	09-04-1937
J. H. Carlin	12-12-1941
W. Glen Bryan	04-16-1942
L. B. Crowson	10-04-1942
T. H. Esslinger	11-23-1942
H. A. Carlin, Jr.	09-04-1943
W. H. Carter	08-20-1944
W. C. Tiller	12-23-1944

Car Department

A. B. Allen	07-14-1901
T. A. Gibbs	03-15-1903
B. F. Gibson	10-03-1904
W. C. Laster	01-02-1908
H. W. Phillips	10-08-1909
R. Goins	10-18-1909
J. T. Allen	02-01-1910
J. S. Brown	10-01-1910
C. Uhlman	01-03-1911
H. W. Cook	02-23-1911
A. C. Dilahunty	06-12-1912
A. D. Frederick	11-19-1912
J. F. Hewlett	03-26-1914
W. L. Keenum	05-10-1914
A. G. Moore	12-09-1914
W. L. Inman	01-15-1915
W. H. Byrd	03-20-1916
J. F. McCormack	05-22-1916
C. E. Lanford	02-09-1918
J. W. Wells	02-11-1918
R. L. Laster	09-02-1919
F. E. McWilliams	07-07-1937
J. A. Johnson	02-16-1942
J. W. Montgomery	10-07-1943
J. A. Vernon	01-31-1944

W. O. Shull	03-17-1944
J. W. Perry	06-16-1944
R. P. Davis	07-14-1944
L. L. Means	11-06-1944
W. D. Blackmon	12-11-1944
J. F. Pettitt	01-15-1945
W. E. Somerville	03-07-1945
A. O. Shull	06-17-1945
C. E. Styles	07-16-1945
C. W. Warren	08-03-1945
H. V. Wallace	12-19-1945
W. T. Means	02-26-1946
W. M. Patterson	04-01-1947
W. B. Massey	06-01-1947
J. W. Willingham	08-04-1947
J. H. Cooper	08-09-1947
O. W. Thomason	01-28-1948
J. E. Thompson	07-17-1948
J. W. Simmons	08-12-1948
J. H. Hunt	01-07-1919
C. W. Davis	02-17-1919
T. L. Wallace	10-16-1942
L. I. Keenum	02-16-1943
L. E. Cabaniss	05-26-1943
J. E. Stout	08-17-1943
A. Z. Owens	12-01-1943
C. A. Byrd	05-23-1944
A. C. McRight	11-06-1944
R. E. Seal	01-23-1946
R. W. Collins	04-16-1946
C. L. Fuller	08-20-1946
B. H. Palmer	07-23-1947
O. N. Jackson	08-09-1947
B. R. Romans	08-11-1947
J. A. Woodis	08-11-1947
J. R. O'Kelley	08-27-1947
L. T. Keenum	11-19-1947
J. A. Collins	01-16-1948
J. W. Johnson	06-21-1948
Paul McWilliams	07-06-1948
C. B. Woodis	07-12-1948
H. J. Sparks	07-29-1948
J. R. Smith	08-02-1948
J. A. Williams	08-02-1948
H. D. Sewell	08-02-1948
T. N. Utley	09-09-1948
L. Givens	09-14-1948
B. W. Six	10-13-1948
R. W. McKenzie	10-15-1948

Firemen, Oilers & Shop Laborers
Sheffield, Al.

Tim Ricks 08-24-1923
 W. G. Mitchell 10-12-1925
 Will Hayes 06-19-1926
 N. H. Suggs 12-29-1926
 J. Beavers 01-13-1928
 Will Hudson 04-05-1928
 Harry Hankins 06-01-1928
 J. L. Griffin 01-04-1937
 Ras Page 01-20-1942
 Leonah Terrell 01-28-1942
 J. J. Long 09-23-1942
 A. Morris 11-12-1942
 Charlie Crum 01-12-1943
 C. Bruton 01-30-1943
 Robert Brown 02-02-1943
 Parker Deloney 08-04-1943
 W. E. Moss 10-05-1943
 G. W. Felton 10-26-1943
 J. L. Johnson 10-26-1943
 J. W. Jackson 11-08-1943
 E. P. Newsom 01-17-1944
 Willie Smith 01-17-1944
 Frank Smith 01-31-1944
 Jerry Jones 02-21-1944
 C. Wilson 05-22-1944
 James Byrd 06-07-1944
 Robert Fox 08-26-1944
 Q. K. Clay 08-28-1944
 Peter Clark 09-01-1944
 J. W. Oates 09-02-1944
 J. B. Johnson 09-06-1944
 S. A. Mitchell 01-02-1945
 J. A. Greenhill 01-09-1945
 W. E. Suggs 03-05-1945
 Ben Westmoreland 04-30-1945
 Saul Powell 05-19-1945
 F. I. Hatch 06-18-1945
 J. N. Burgess 07-17-1945
 M. V. Oates 07-31-1945
 J. L. Fletcher 10-17-1945
 Harrison Coleman 10-17-1945
 Abe Softley, Jr. 11-01-1945
 T. E. Ingram 12-12-1945
 R. J. Goodloe 12-14-1945
 Willie Thompson 12-26-1945
 W. L. Maxwell 01-02-1946
 P. V. Jackson 02-14-1946

J. I. Davis 02-18-1946
 Reason Garner, Jr. 06-12-1946
 W. P. Lewis 07-17-1946
 G. L. Green 08-08-1946
 O. R. Whitfield 08-08-1946
 W. W. Underwood 08-17-1946
 A. Lewis 08-19-1946
 Jesse Faulk 08-27-1946
 J. M. Hawkins 09-09-1946
 Grant Hall 10-01-1946
 D. O. C. Pollard 10-25-1946
 C. E. Wilson 10-28-1946
 Britton Thompson 01-13-1947
 Willie Rice 03-06-1947
 J. B. White 03-06-1947
 R. M. Hamilton 03-07-1947

Stationary Firemen

Murry Johnson 04-22-1942
 C. Crum 03-27-1943
 C. Wilson 05-23-1949
 J. B. Johnson 07-11-1949

Section Foremen & Assistants

J. R. Ayers 11-01-1907
 J. E. Honey 11-15-1909
 R. M. Duncan 07-01-1912
 S. J. Holloway 06-13-1913
 J. C. Ray 06-01-1918
 Arthur Murner 07-16-1923
 C. M. Blanton 02-15-1922
 T. E. Smith 05-16-1925
 W. D. Allred 04-09-1924
 A. R. Johnson 06-11-1923
 D. C. Fare 09-21-1925
 J. W. Riley 08-08-1923
 A. E. Wright 02-16-1927
 W. L. Rader 01-01-1924
 J. F. Holderfield 07-15-1926
 W. K. Holland 03-02-1936
 V. A. Ayers 04-11-1930
 G. W. Williamson 05-03-1937
 A. L. Skelton 01-02-1929
 A. B. Chandler 10-12-1936
 R. F. Moore 09-18-1928
 N. M. Ayers 05-16-1941
 L. R. Holloway 09-06-1929
 J. E. Crum 02-16-1926

Section Foremen & Assistants
continued

W. R. Middleton 02-07-1923
R. F. Martin 09-01-1925
J. H. McAnally 09-03-1926
A. M. Peters 10-01-1924
M. L. Boothe 10-23-1944
W. C. Wright 11-11-1941
R. H. Bryan 08-01-1944
H. W. Conaway 07-02-1943
E. W. Bazzel 10-20-1942
J. R. Fulton 08-31-1944
E. E. Mitchell 12-03-1943

Pipefitters

J. E. Fischer 09-24-1908
S. E. Roper 11-30-1923
E. H. Inman 11-05-1941
E. A. Williams 07-01-1946

Pipefitter Helpers

J. W. DuBois 10-01-1926
J. H. Cooper 07-11-1927
F. R. Johnson 05-10-1937
J. R. Cooper 09-28-1940
J. R. Ware 01-27-1943
O. N. James 02-08-1944
G. H. Jackson 03-21-1944
L. T. Fish 09-05-1944
W. H. Grasham 10-30-1944
L. H. Maroney 11-20-1944
J. D. Mitchell 03-20-1945
S. U. Barnes 11-05-1945
J. E. Aldridge, Jr. 08-27-1946

Messengers

R. C. Rogers 10-07-1917
B. L. Huddleston 03-09-1919
L. L. McCall 07-01-1921
R. G. Hodgkin 02-01-1925
C. Sandridge 10-20-1926
G. E. Peters 12-29-1929
J. B. Formby 12-25-1931
G. W. Peters 09-01-1939
J. T. Gravatt 03-18-1942

J. E. Rook 05-14-1942
J. D. Bushart 06-13-1942
Kathryn Sibley 10-06-1942
Irene Griffin 11-01-1942
Kathlyn Edwards 12-05-1942
Marguerite Tiller 04-17-1943
Mrs. A. B. Goins 09-17-1944
Mrs. M. C. Jarrett 10-25-1944
Mrs. M. G. Powers 12-10-1944
J. D. Walker 04-15-1946
H. T. Brewer 07-07-1947
R. M. Walker 10-13-1948
W. T. Haselden 11-18-1948

Messengers - Memphis Freight

C. S. Davis 07-02-1923
G. A. Winston 12-02-1940
Sidney Bradfield 11-23-1942

Yardmasters

J. B. Hodgkin 09-21-1915
B. W. Payne 07-16-1925
D. B. Ray 04-29-1940
P. G. Bramhall 10-12-1942
J. L. Cunningham 01-11-1945
E. T. Walden 01-29-1946
J. B. McWilliams 04-10-1923
R. R. Martin 07-04-1925
H. Rutledge 12-04-1940
L. N. Beasley 01-10-1944
H. L. Davis 03-22-1945
R. R. Kennedy 04-15-1947

Welders

W. L. Norwood 12-20-1920
T. C. Woodall 02-01-1926
J. Hill 05-01-1928
R. F. Martin 09-01-1925
E. P. Jeffreys 11-08-1929
J. S. Clark 06-01-1927
J. F. McCann 01-30-1939
F. Fulton 10-05-1942
S. M. Jeffreys 02-21-1927
W. H. Holland 01-14-1929
W. R. Middleton 02-07-1928
L. C. Mullins 01-05-1943
C. T. Scaggs 08-02-1944

Welders- - continued

O. C. Ham 08-18-1941
 J. H. Justice 04-06-1943

Car Dept. - Memphis, Tn.

A. J. Creel 10-17-1916
 E. S. Sandridge 02-11-1918
 Odus Carman 10-07-1922
 G. R. Cowgill 12-24-1922
 Henry Holder 05-10-1923
 R. S. Hawkins 09-17-1923
 Elmore Wallace 11-08-1923
 B. VonBoeckman 10-15-1924
 H. G. Earwood 11-10-1924
 W. D. Barbee 01-11-1925
 D. C. Fike 01-11-1925
 W.C.VonBoeckman 09-02-1925
 George Laffoon 10-11-1926
 H. Y. Monroe 07-02-1928
 H. P. Presley 01-06-1941
 Snow Padgett 05-22-1941
 W. Nunn, Sr. 11-13-1941
 M. Bailey 11-14-1941
 T. V. Rutherford 11-14-1941
 E. M. Eckles 03-26-1942
 G. C. Goins 10-28-1942
 C. King 11-11-1942
 W. H. Ward 07-25-1944
 A. L. Johnson 05-28-1945
 R. L. Fossee 04-06-1946
 G. D. Stokes 04-30-1946
 H. G. Hendon 04-24-1947
 O. W. Thomason 02-02-1948
 E. L. Bryant 02-01-1949

Set Up Apprentices - Memphis, Tn.

C. S. Padget 07-09-1948

Painters - Memphis, Tn.

J. R. Holderbaugh 03-06-1946

Car Repairer Apprentice - Mphs, Tn.

C. S. Padget 04-06-1946

Car Repairer Helpers - Mphs, Tn.

D. Daley 01-10-1927
 T. A. Green 10-16-1927
 D. E. Devoto 06-25-1942
 Cleo Neill 07-15-1943
 H. E. Anderson 04-19-1945
 W. Nunn, Jr. 08-20-1945
 F. G. Lowery 09-15-1946
 G. R. Burroughs 09-15-1946
 C. N. Hudson, Jr. 07-11-1947
 A. S. Commons 07-21-1947
 Eloice Wood 01-29-1948
 J. A. Collins 09-02-1949
 H. J. Sparks 09-15-1949
 E. J. Crosswhite 12-24-1949

Painter Helper - Memphis, Tn.

C. N. Hudson, Jr. 09-15-1946

Train Crew Callers

G. T. Spencer 09-16-1916
 G. R. Painter 07-22-1919
 T. H. Beasley 07-28-1920
 W. C. Huddleston 03-02-1926
 H. L. Davis 02-03-1932
 R. H. Beasley 11-16-1932
 E. E. King 03-11-1942
 J. E. Burns 11-02-1942
 G. W. Jones 10-27-1944
 J. G. Everett 12-18-1944
 W. R. McGuyer 01-17-1945
 G. C. Dinkel 05-11-1945
 L. H. Hobson 02-25-1949
 C. G. Thompson 02-08-1950
 M. E. Jeffreys 04-12-1950

Train Mail Handlers

H. Humphrey 05-16-1941
 R. Hudson 10-11-1941
 R. Humphrey 10-21-1946
 Oscar Foster 11-01-1946
 R. E. Buntyn 12-12-1949

B & B Foremen, Asst. Foremen
Carpenters & Apprentices

A. E. Gurley	01-03-1909
K. Stewart	09-04-1911
O. W. Sherer	07-15-1907
J. A. Petty, Sr.	11-30-1923
J. R. Beggs	01-08-1923
E. L. Everett	07-08-1918
F. E. Jones	10-04-1920
W. L. Norwood	12-20-1920
A. D. Jones	07-18-1922
A. D. Jacobs	07-05-1923
M. L. Woodall	06-01-1925
S. M. Davis	06-11-1925
H. B. Wilbourn	07-01-1925
C. Conaway	07-09-1925
G. F. Carter	08-27-1925
T. C. Woodall	02-01-1925
C. N. Baker	08-31-1926
W. York	01-14-1929
C. J. Coston	07-23-1936
D. York	01-10-1941
W. E. Weeks	04-07-1941
E. L. Smart	04-13-1942
G. B. Vaughn	09-22-1942
D. L. Henderson	10-02-1942
A. L. Brumbelow	02-02-1943
H. C. Lambert	02-15-1943
I. E. Reed	02-15-1943
W. H. Taylor, Jr.	05-13-1943
C. C. Foster	08-02-1943
O. J. Bishop	12-06-1943
J. D. Young	05-03-1944
H. W. Smith	06-24-1944
H. Fulton	08-07-1944
E. L. Mullins	01-08-1945
T. L. York	01-22-1945
T. H. Machen	07-23-1945
W. F. Taylor	12-31-1945
G. F. Wilmeth	03-03-1947
L. Madden	12-15-1947
A. L. Streeman	12-17-1947
R. M. Wagon	12-19-1947
S. Hodge	06-07-1948
C. Madden	08-25-1948
L. C. Prince	09-10-1948
H. D. Floyd	09-13-1949
L. R. Carpenter	09-13-1949
F. V. Price	09-19-1949

H. Dawson	09-26-1949
L. L. Jackson	09-27-1949
G. L. Byrd	10-04-1949
H. E. Lee	10-17-1949
W. E. Isom	11-28-1949
G. L. Tippett	12-13-1949
R. C. McAnally	12-14-1949
A. D. Inman	12-15-1949
L. H. Davis	12-19-1949
J. H. Jones	12-19-1949
L. Tucker	12-19-1949

Locomotive Dept - Memphis, Tn.
Machinist

Thos. Kincella	05-07-1900
E. R. Thomas	10-20-1918
J. P. Hewlett	03-03-1930
F. D. Lewis	07-12-1937
W. H. McAnally	11-10-1941
R. E. Engels	11-16-1942
C. Allen, Jr.	03-27-1944
W. E. Howard	03-30-1944
G. H. Morris	04-01-1944
M. S. Griffin	05-14-1944
R. A. Barrett	12-01-1945
E. W. Earp	11-03-1949
W. Davis	12-24-1949

Machinist Helpers - Memphis, Tn.

H. McCormack	03-01-1926
R. H. Richardson	11-23-1936
L. C. VonBoeckman	09-05-1941
J. D. Padgett	10-26-1941
James Morris	10-20-1941
O. L. Patterson	01-20-1942
J. A. Hunter, Jr.	01-30-1942
H. H. Peterson	11-03-1942
W. E. Carman	05-22-1943
S. E. Ellis	06-18-1943
J. T. Leath	11-20-1943
E. A. Allen	08-10-1944
A. B. Skelton	10-29-1944
Edward Gammons	10-30-1944
F. G. Lowry	11-28-1944
G. R. Burrough	08-25-1945
T. E. Rayburn	01-21-1946

Pipefitters - Memphis, Tn

Price McCleskey 11-21-1929
J. E. Winchester 01-29-1946

Pipefitter Helpers - Memphis, Tn.

T. E. Gary, Jr. 06-01-1937
W. L. Carlton 09-08-1942
J. E. Fields 09-08-1943
W. H. Grasham 09-01-1949
L. H. Maroney 09-03-1949

Boilermakers - Memphis, Tn.

T. J. Rook 11-12-1923
E. B. Poole 12-03-1942
P. J. Palmer 06-23-1944

Boilermaker Helpers - Memphis, Tn.

William Hunt 11-01-1918
Leroy Shaw 04-12-1922
W. L. Duty 12-05-1923
A. S. Commons 12-25-1932
W. T. Morris 05-22-1946

Blacksmiths - Memphis, Tn.

T. J. Leech 10-14-1920

Blacksmith Helper - Memphis, Tn.

J. T. Crips 12-14-1936

Electricians - Memphis, Tn.

C. Savage 04-21-1941
E. D. Neyman 09-02-1945
M. B. Mullinax 03-15-1947
F. J. Whitney 08-24-1949
F. J. Malone, Jr. 08-27-1949

Electrician Helpers - Memphis, Tn.

W. D. Black 04-21-1944
J. C. Howell 03-30-1945

Hostler Helpers - Memphis, Tn.

Jeff Brown 10-01-1921
Eddie Clayborn 06-28-1926
W. T. Brewer 08-17-1934
L. L. Davis 03-11-1941
Leonard Spight 12-13-1942
W. L. Cheers 07-05-1944

Machinists - Sheffield, Al.

D. H. Neyman 08-27-1907
R. G. Saywell 06-06-1912
C. E. Manush, Sr. 01-04-1915
D. J. Staples 12-16-1915
R. T. Kelley 10-04-1916
T. E. Thornton 01-01-1918
J. G. Caden 02-15-1918
W. L. Smith 05-01-1918
E. W. Earp 05-23-1918
Wm. Davis 01-22-1919
W. A. Wall 03-01-1919
H. W. Renegar 07-16-1919
C. C. Copham 09-17-1919
A. J. Malaspina 08-02-1920
M. Y. Darnell 11-04-1921
E. D. Berry 09-25-1922
R. T. Roberts, Sr. 10-03-1922
F. H. McAnally 02-01-1930
J. B. Hackworth, Jr. 10-11-1940
C. H. Smith 12-22-1941
R. E. Engels 06-03-1942
R. B. LeMay 07-18-1944
J. G. Shelton 12-26-1944
W. D. Inman, Sr. 12-29-1944
J. C. Birdyshaw 09-22-1945
D. M. Howard 11-12-1945
E. Shepperson 03-01-1946
J. C. Slaughter 03-08-1946
G. W. White 06-13-1946
F. J. Stephenson 05-20-1946
J. E. Barksdale 08-20-1946
J. A. Lambert 08-21-1946
R. M. Gargis 10-24-1946
R. L. Staples 05-22-1948

Machinist Apprentices - Sheffield, Al.

C. W. DuBois 12-04-1942
W. A. Wall, Jr. 07-08-1943

Machinist Apprentices - -continued

G. R. Willis 07-20-1945
W. F. Darnell 10-28-1946

Machinist Helpers - Sheffield, Al.

Alex Griffin 07-02-1901
Bruce Long 09-24-1911
Joe Johnson 10-10-1916
C. R. Jones 02-08-1917
Frank Thompkins 03-18-1918
F. X. Hathcock 05-01-1918
C. B. Austin 01-15-1919
Will Harris 02-16-1920
Rufus Carloss 09-23-1922
George Burton 10-03-1922
G. H. Cox 03-24-1923
Robert Williams 05-01-1923
W. Mitchell 10-08-1942
L. F. Bendall 04-09-1943
J. B. Eckles 04-13-1943
R. W. McKenzie 11-29-1943
G. R. Creekmore 11-29-1943
H. W. Griffin 01-01-1944
J. A. Carter 03-10-1944
S. T. Watson 05-24-1944
B. H. Palmer 07-10-1944
E. O. Helton 07-18-1944
J. R. Cahoon 08-22-1944
J. W. Russell 11-14-1944
B. W. Aycock 01-05-1945
M. M. Brown 02-20-1945
G. W. Felton 05-22-1945
H. Robertson 06-11-1945
J. R. Smith 08-06-1945
J. M. Roberts 08-21-1945
Leslie Givens 10-04-1945
K. H. Robichaud 01-27-1946
J. D. Atchley 05-08-1946
D. A. Crittenden 08-29-1946
L. C. Melton 08-30-1946

Special Service Department

A. A. Coleman, Division Special Agent,
Sheffield, Al.

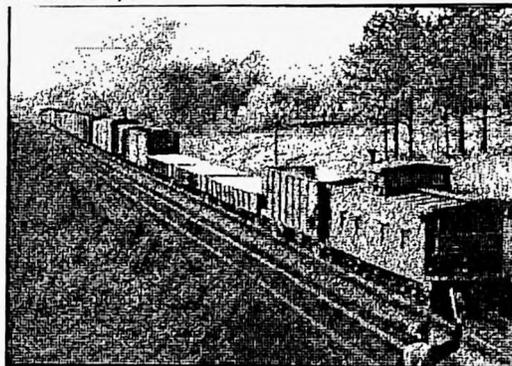
T. W. McKee - Sargeant, Special
Services, Sheffield, Al.

W. C. Rosser - Patrolman, Sheffield, Al.

P. Y. Blackwell - Lieutenant, Special
Service , Memphis, Tn.

F. C. Street - Patrolman, Memphis, Tn.

F. T. Elkins - Patrolman, Memphis, Tn.
John H. Fuller, Jr - Watchman,
Sheffield, Al.



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Association magazine "Ties."

*There goes the caboose.
This is the end. I hope
you enjoyed your trip.
Jack Daniel, Editor*

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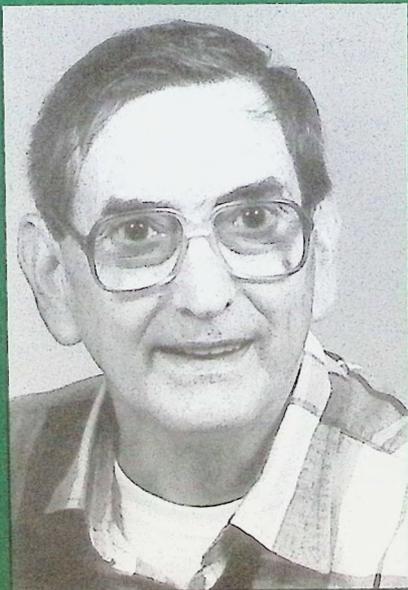
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From The Editor

Putting this book together was a labor of love. It is rewarding to me when I reminisce about the golden age of steam railroading and the acquaintances made along the way of the Memphis Division of The Southern Railway System. We are fortunate that as many photographs were available that relate to employees, equipment, and events on the Memphis Division. Many, if not most, of the employees are no longer with us but a few remain. I hope that you enjoy and appreciate this book as much as I enjoyed editing it.



Pleasant memories,

*Jack Daniel
3467 Alfred Drive
Memphis, TN 38133*

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