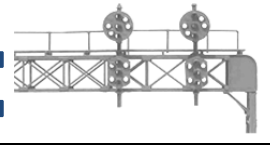


# THE SIGNAL BRIDGE

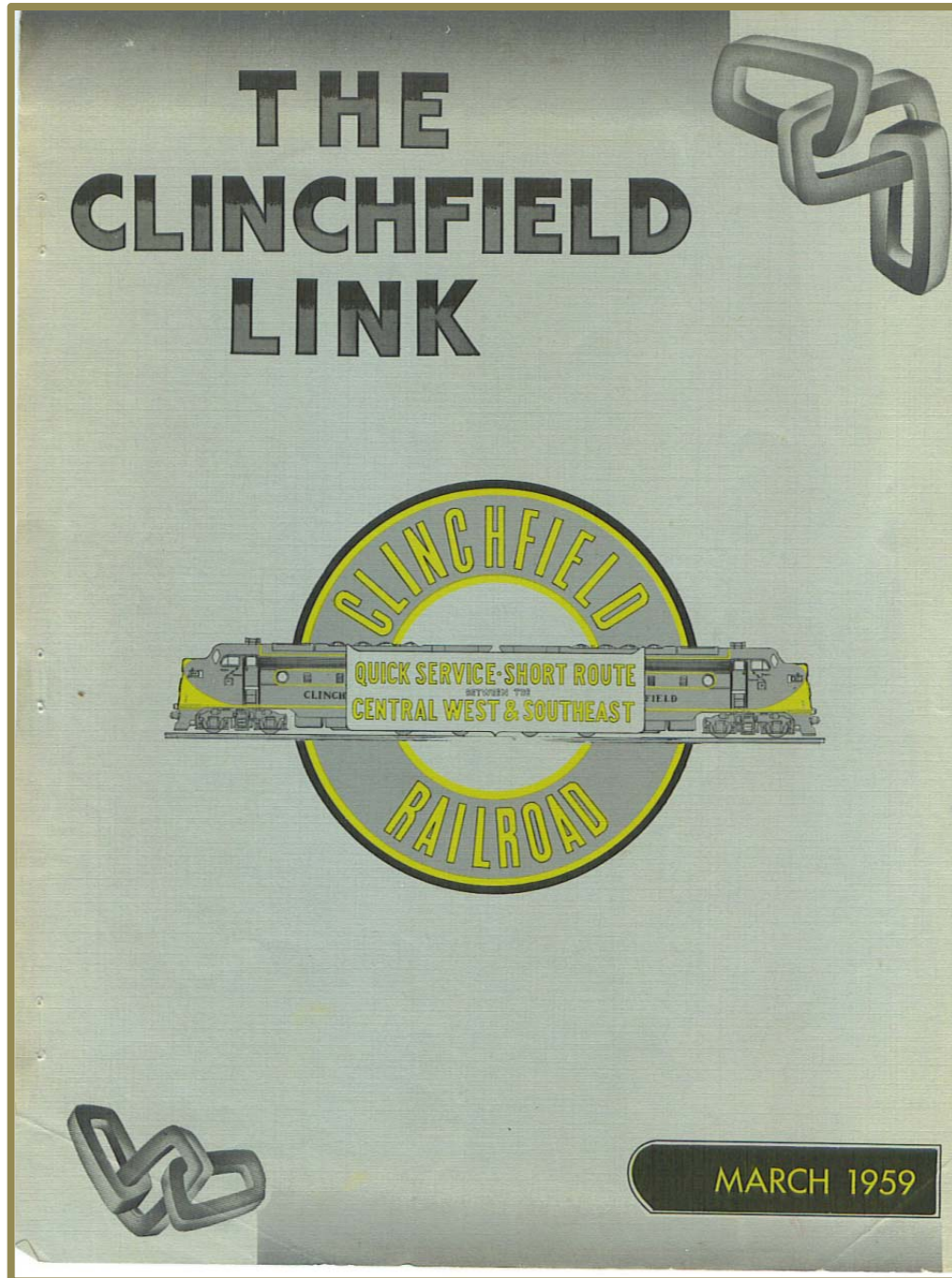


Volume 18

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB  
MAY 2011 SPECIAL ISSUE

Number 5C

Published for the Education and Information of Its Membership



#### CLUB OFFICERS

**President:**  
Fred Alsop

**Secretary:**  
Donald Ramey

**Newsletter Editor:**  
Ted Bleck-Doran

**Vice-President:**  
John Carter

**Treasurer:**  
Duane Swank

**Webmaster:**  
John Edwards



**LOCATION**  
ETSU Campus,  
George L. Carter  
Railroad Museum

**HOURS**  
Business Meetings are held the  
3<sup>rd</sup> Tuesday of each month.  
Meetings start at 7:00 PM at  
ETSU Campus, Johnson City, TN.  
Brown Hall Science Bldg, Room 312,

Open House for viewing every Saturday from 10:00 am until 3:00 pm. Work Nights each Thursday from 5:00 pm until ??



**LATEST THING OUT OF THE BANDBOX**— Thrift! An Easter bunny, complete with spring *chapeau*, basket of flowers and lacey frock, is the messenger who brings the happy choice in presents, a United States Savings Bond, in attractive gift jacket. The D'Ome Studios of New York devised this amusing fantasy, Miss Bunny specially designed for the SBF photo-cover by Mrs. Helen Ratkai. A reminder to those on Payroll Savings that *another* Bond is always welcome — “the gift that keeps on giving.”



THE CLINCHFIELD LINK  
Volume 6 Number 3

MARCH 1959

Published monthly  
by the

CLINCHFIELD RAILROAD

at  
Erwin, Tennessee  
for its  
active and retired  
employees.

Mrs. H. L. Baughman  
Editor

Member -  
American Railway  
Magazine Editors  
Association  
and -  
Appalachian Industrial  
Editors Association

### *Seward's Folly Has A Birthday*

Ninety-two years ago this month, on March 30, 1867, U.S. Secretary of State William H. Seward signed a treaty agreeing to pay \$7,200,000 for a piece of real estate seemingly so worthless that Russia was glad to get rid of it for seven cents an acre. Few Americans could see the value in owning nearly 600,000 square miles of territory that pushed up into the Arctic Circle and remained frozen most of the year. They called it "Seward's Folly." But within a few years the territory of Alaska had more than paid back its purchase price in mineral wealth alone. And now it has become the newest, and largest, state in the Union.

When the first continuous railroad from Atlantic waters to the Great Lakes opened in May, 1851, Daniel Webster, at his own request, made part of the trip in a rocking chair fastened to a flat car "to get a view and enjoy the fine country."

Seventeen Class I railroads failed to earn their fixed charges in 1958.

## Easter

TAKEN FROM THE SCRIPTURES

"AT THE CLOSE OF the Sabbath, as the first day of the week was dawning, Mary of Magdala and the other Mary went to look at the tomb. But a great earthquake took place; an angel of the Lord came down from Heaven, and went and rolled away the boulder and sat on it.

"His appearance was like lightning, and his raiment white as snow. For fear of him the sentries shook and became like dead men; but the angel addressed the women, saying, 'Have no fear; I know you are looking for the crucified Jesus. He is not here, He has risen, as He told you He would. See, here is the place where the Lord lay.

"Now make haste, go to His disciples, and tell them that He has risen from the dead and that He precedes you to Galilee; you shall see Him there. That is my message for you.'

"Then they ran quickly from the tomb in fear and great joy, to announce the news to His disciples. And Jesus Himself met them saying, Hail They went up to Him and caught hold of His feet and worshiped Him."

—Matthew 28: 1-9 (Moffatt)

GENERAL MANAGER'S DEPARTMENT

Rheba Pratt - Reporter

(Employees awarded an annuity under provisions of the Railroad Retirement Act according to notices received from the Railroad Retirement Board during the period February 1 to February 28, 1959.

Table with 3 columns: Name, Department, Home Address. Lists employees like Clyde D. Hollifield, Marshall Silcox, Harrison Reed Nanney, and Asa Dennis Powers.

Death of retired employes according to notices received during same period:

Table with 3 columns: Name, Department, Home Address. Lists deceased employees like Isaac C. Bellamy, Oscar H. Sinclair, Robert L. Williamson, and Joseph Shanon Saylor.

SERVICE EMBLEMS AWARDED TO CLINCHFIELD EMPLOYES - FEBRUARY, 1959

Table with 6 columns: Name, Department, 30 Yrs., 35 Yrs., 40 Yrs., 45 Yrs., 50 Yrs. Lists employees and their service milestones.

\*\*\*\*\*
000
\*\*\*\*\*

SAFETY MEETINGS --- MONTH OF MARCH, 1959

Table with 3 columns: Location, Date, Time. Lists safety meetings at Erwin, Spartanburg, Marion, and Spruce Fine.



A movie entitled, "Unexpected Faces", will be shown, which will be of interest to employes of all departments.

\*\*\*\*\*
000
\*\*\*\*\*

The Clinchfield Railroad Family extends sympathy to Mr. D. C. Peterson, our Chief Special Agent, in the death of his brother, Mr. Robert S. Peterson of Johnson City, Tenn., on February 23, 1959. Funeral services for Mr. Peterson were held at the Unicoi Methodist Church, Unicoi, Tenn., at 2:00 p.m., February 25, 1959.



- March 31, 1908 - New charter granted under name of Carolina, Clinchfield and Ohio Railway.
March 24, 1909 - First train of coal moved from Dante, Va., to Johnson City, Tennessee, 25 cars, 1800 tons -- locomotive 313.
March 25, 1909 - First train of coal into Bostic Yard, N. C. - 10 cars.

A SIGN OF INTELLIGENCE IS TO OBEY ONE.

EMPLOYEES SAFETY RECORD -- 1958-1957

For the year 1958 Clinchfield Railroad held third place in its reporting group of 19 railroads -- (Group D: 2 and less than 5 million man hours per year) of railroads reporting their safety records to the Association of American Railroads. The standing of several Group D railroads is listed below:

Rank No.	Railroad or System	Million Man-Hrs.	Employees		1 9 5 8			1 9 5 7		
			K.	I.	Ratio Per Million Man-Hours			Ratio Per Million Man-Hours		
					K.	I.	Total	K.	I.	Total
<u>*GRP D: 2 AND LESS THAN 5 MIL. MH PER YR</u>										
1.	Bessemer & L E	3.397	0	6	.00	1.77	1.77	.00	.72	.72
2.	Bangor & Arstk	2.745	0	6	.00	2.19	2.19	.33	4.99	5.32
3.	Clinchfield	2.833	0	8	.00	2.82	2.82	.00	4.51	4.51
4.	Ogden Union	2.425	0	8	.00	3.30	3.30	.00	1.90	1.90
5.	Minn. & St. L	3.826	0	13	.00	3.40	.24	.24	8.44	8.68
6.	Chic. & W. I.	2.679	0	11	.00	4.11	4.11	.00	1.30	1.30

In the year 1958 we were awarded the E. H. Harriman Memorial Certificate by the American Museum of Safety for our safety record in the year 1957 when we had a casualty ratio of 4.51.

That accomplishment has been an inspiration to all Clinchfield people and it is gratifying that even greater results were attained in 1958 and that we finished the year in third place in our reporting group of railroads with a ratio of 2.82, the best safety record in the history of the Clinchfield.

We have shown that it can be done. Let us renew our efforts in 1959 and continue until we have stamped out accidents on the Clinchfield.



Personnel Officer  
& Asst. to General Manager

## - OF THIS AND THAT

By - Macie Poteat

Easter is the important date in March this year and will not fall in this month again until 1964.

While to the Christian world it is not a day of feasting, almost everyone has a special meal on that day.

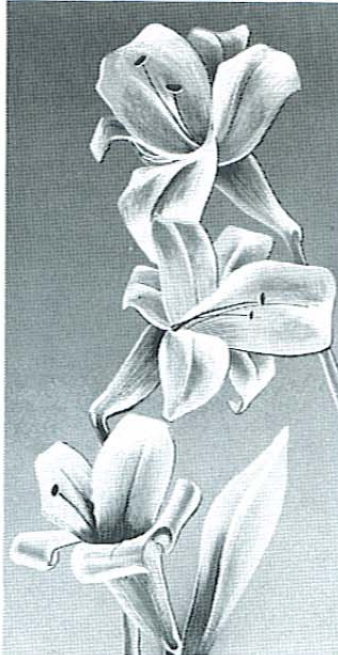
Foods of different kinds are spoken of throughout the Bible, both literally and symbolically. Mary, the mother of Jesus, must have been a good cook, and He must have enjoyed good food because so many instances of hospitality and dining are mentioned in the Gospels. One of His parables likens the Kingdom of Heaven to the leaven in a batch of bread. He enjoyed fish broiled out-of-doors. After He had risen He ate with two of his disciples at Emmaus and at another time he asked for food and ate it to show them that He was indeed alive. We know how He was tempted when He was very hungry but would not compromise himself. At another time He said that "man shall not live by bread alone...." to show that food is important but not all-important.

Just recently a very interesting book has come into my hands - "The Bible Cookbook," by Marian Maeve O'Brien. Published by The Bethany Press, this book combines the best of today's foods and techniques with the traditional foods of the Bible. The chapters are illustrated with interesting sketches of Biblical symbols, utensils and foods by Doris Hallas. Recipes are interspersed with quotations from the Bible.

There is a special section devoted to table Graces.

Each recipe has both a present-day name and a Biblical name. Some of the provocative chapter headings include: "Curds and Milk," "Pot-herbs," "Green Herbs," "Breads," "Manna," and "Feeding the Multitudes," which is the heading for recipes for large dinners such as church dinners, with complete instructions on preparation. Under the heading of "Manna," there is "Mary's Cake," or Simnel Cake, "Gaza Nut Cake," and "Honeycake, Esther."

If permission can be obtained, we will share some of these recipes with you in the coming months.



Although the Feast of the Passover does not always coincide with the Christian celebration of Holy Week, we remember that it did occur during the week of Christ's crucifixion and that Jesus and his disciples kept the passover supper together on the same night which He was betrayed and at that time instituted a new sacrament for his followers.

Passover

"Passover" means "The Festival of Matzoth" or unleavened bread (that is, bread baked without yeast - flat and thin like a cracker). When the Jews left Egypt they went hurriedly. The women had no time to mix yeast with the dough and allow it to rise, but mixed flour and water together and baked it into flat, thin loaves which they called "matzoth." Ever since that time they have eaten matzoth for the eight days of the holiday to remind them of their going out of Egypt.

Customs

Many joyous and exciting customs are carried out by orthodox Jews at this season (beginning on April 23 this year), but one of the most interesting is the family dinner on the first night of Passover, called the "Seder." Members of the family, no matter how scattered, make every effort to come home for it.

The table is beautifully set and at the head is placed a special platter very often decorated with scenes of the exodus from Egypt. On this large platter are matzoh, in memory of the bread they ate on this exodus; bitter herbs, for the bitterness of slavery; a bone, as a reminder of the lamb which the Jews sacrificed; and haroseth, a food made of apples, nuts, cinnamon and wine, mixed together to look like the clay of which the Jews made bricks when they were slaves in Egypt.

No matter how delicious the smells of Passover food from the kitchen, nothing is eaten until the first half of the service is read from the "Haggadah." This book contains not only delightful stories, songs and rhymes, but also prayers of thanksgiving and praise to God for his goodness and kindness to man.

FREIGHT CLAIM DEPARTMENT

Mabel Beverly - Reporter

FREIGHT CLAIM AGENT, O. F. GUINN,  
GIVES US THE FOLLOWING MESSAGE -

Suppose that last December each employe of the Clinchfield Railroad had found \$73.99 deducted from his pay check, and a note explaining: "We have thrown this money away." It isn't as fantastic as it sounds. In 1958 the Clinchfield actually paid out \$112,545.44 for loss and damage and divided among our 1521 employes it works out to a little over \$73.99 per employe.

No one is suggesting that the employes should pay this out of their own pocket, but is there any logical reason why such a staggering amount should be paid out by anyone? It was paid by our company and it could have been used for constructive purposes. In fact, those wasted dollars do come out of your own pocket in several ways.

Loss and damage is more than the money paid to shippers for freight lost or damaged while in care of the railroads. It also threatens loss of customers. Lost or damaged freight shipments invite general criticism of the railroads, with resultant transfer of that business to other modes of transportation. Even claims paid promptly put two strikes on the traffic solicitor when he tries to get shipments routed over our line. Claims cost everyone, and the railroad employe risks

loss of his job and reduction of his pay if his industry continues to be victimized by this form of direct loss.

Yes, railroads are making a profit. So is every other major industry. But few have the percentage of preventable loss sustained by our industry. It isn't a question of doing enough business to absorb sheer waste. Claim Prevention is not a one-man job nor a part-time job. If we are to lessen loss and damage to freight, it must be a full-time job with the interest and cooperation of all of us. We cannot adopt an attitude of complacency. Loss or damage is proof of our failure to do our best work. A large part of this heavy expense can be avoided if every member on the railroad team would cooperate to the fullest extent in the crusade for safe, careful and prompt handling of freight.

During the month of April the railroads of the United States and Canada will have their Twenty-Third National Perfect Shipping Campaign. At this time all railroads and shippers make a concentrated effort to keep loss or damage to freight at the minimum.

We want to contribute to this worthy cause by holding Perfect Shipping meetings in our Instruction Car on the following schedule:

NO MATTER WHAT  
THE BILL  
SAYS -



YOU'RE SWITCHING  
BREAD & BUTTER

March 30, 1959	Erwin, Tennessee	10:45 A.M. 2:45 P.M.
March 31, 1959	Johnson City, Tennessee	10:45 A.M. 3:45 P.M.
April 1, 1959	Kingsport, Tennessee	10:45 A.M. 1:30 P.M. 2:45 P.M.
April 2, 1959	Dante, Virginia	10:45 A.M. 2:00 P.M.

An appropriate film will be shown, favors will be given all who attend the meetings, and guest speakers will be heard. We hope each employe connected with the handling of freight and who is in any way responsible for its safe delivery will avail himself of the opportunity of attending one or more of these meetings. REMEMBER, business goes where it is invited and stays where it is well treated.

Make Every Month  
PERFECT SHIPPING  
MONTH

**HANDLE CARS CAREFULLY**  
You can do it



ENGINEERING DEPARTMENT

Ruth Coward - Reporter

DANTE, VA., COALING STATION DEMOLISHED BY UNIQUE METHOD

Article by -

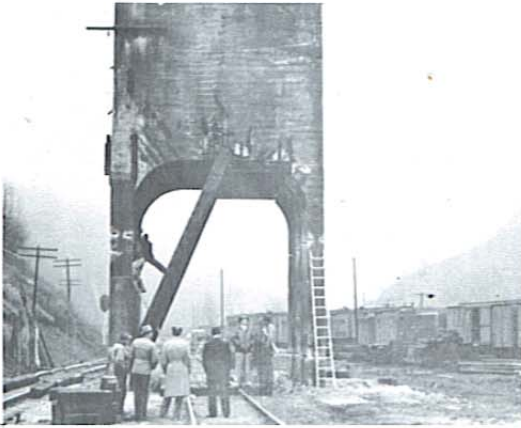
J. A. Goforth, Maintenance Engineer

10:05 a. m., February 13, 1959. A hand signal was given - a plunger went down detonating a carefully placed charge of explosives, and the old Dante coaling station, 215 tons of steel and concrete, toppled over on its back in a cloud of dust and smoke.

This was the last remaining structure of the steam operation era on the Clinchfield. It was designed and built by Shaeffer and Roberts of Chicago in 1914 and for forty years was a busy facility feeding coal and sand into locomotives.

The last locomotive coaled at this station was in April 1954, however, it was necessary to keep the station because of the sanding facility built in with it. With the completion of the new automatic sanding station at Dante, the old coaling station was doomed.

The demolition of the structure was a subject of careful study. Several railroads in demolishing old coaling stations have had them to "squat" or drop straight down blocking tracks and causing expensive delays. To prevent this from happening with the Dante structure, the demolition was planned after a method successfully used by the L&N. This method consists of shattering a section of the rear legs and breaking the front legs with delayed action shots. As the structure began to topple, carefully placed "kicker" braces would take the weight and toss the entire mass into a cleared area away from the tracks.



Explosive charges being placed. Note position of kicker braces and similarity to scale model.

The structure was first stripped of elevator, stairs, roof and mechanical equipment. The bents and kicker braces were then placed. Just prior to placing the explosive charges, the reinforcing steel was cut in the portion of the legs to be shot out. The placing of the explosives was done under the supervision of Mr. J. E. Richardson, Jr., and Mr. Valentine, explosives experts of the E.I. DuPont deNemours Company.



Maintenance Engineer, J.A. Goforth, studying behavior of scale model.

A scale model was built duplicating the weight distribution and details of the actual structure. By observing the behavior of the scale model, the proper location of the kicker braces and the direction of the fall could be determined.



A split second after the firing. The structure has already begun to topple.



There were tense moments between the all-clear signal and the firing. Movie cameras began to grind and camera shutters began to click.

The honor of pushing the plunger went to Mr. Richardson.

The operation could be called highly successful as the top edge of the structure fell only 2-1/2 inches short of a stake previously placed to mark the calculated point it would land.

There was no damage to communication lines or other facilities in this congested area.

The structure was then broken up with dynamite and a "skull buster" or "headache ball" swung by a crane. The mass of broken rubble was loaded into dump cars, hauled away and dumped over the sides of roadway fills.

The operation was carried on under the general direction of J. M. Salmon, Jr., Chief Engineer. Design and planning was done by J. A. Goforth, Maintenance Engineer. The placing of bents and braces, drilling and cutting and final demolition was done by B&B Gang No. 5, R. E. Tilley, Foreman, under the direction of W. C. Hillman, Supervisor B&B, and J. C. Hobbs, Assistant Supervisor B&B.

The photographs (except the one of Mr. Goforth) were made by Mr. W. C. Hillman.



Structure down. B&B gang No. 5 beginning the task of final demolition and clean-up.

#### PURCHASING AND STORE DEPARTMENTS

Nelta Daugherty - Reporter

Mr. and Mrs. J. P. Eutsler have returned from a very pleasant vacation -- having visited relatives in Fort Lauderdale and West Palm Beach, Florida.

Mr. and Mrs. W. A. Starritt, Jr., are visiting their daughter and son-in-law, Lt. and Mrs. George DuBose Sells, who are located in Eufaula, Alabama.

We are glad to know that Mr. and Mrs. Earl Garland have purchased a home in Erwin and will be spending part of their time with us again.

This reporter spent a week-end recently with friends in Charlotte, N. C.

Motto posted on an executive's desk:

"USE YOUR HEAD. IT'S THE LITTLE THINGS THAT COUNT!"

★ FOR YOUR SHARE ★  
IN AMERICA



U.S. SAVINGS BONDS

#### OFFICE OF CHIEF DISPATCHER

Rita Freeman - Reporter

Mr. and Mrs. W. S. Hensley have returned from West Palm Beach, Fla., where Mr. Hensley did some fishing. While vacationing they were happy to meet Mr. and Mrs. Bud Carpenter who were also in West Palm Beach.

Operator E. O. Bennett of Elkhorn Yard has entered the hospital at Pikeville, Ky., for surgery. We wish him a speedy recovery.

Steve Collis has returned to work after convalescing with the flu. Glad you're feeling better, Steve.

Congratulations to Robert Reese who advances in ROTC. The University of Georgia Army ROTC announces that promotions for advanced cadets in the ROTC program, Robert being promoted to 2nd Lt. Cadet Reese is a member of B Company and the 1st Battle Group. He is the son of Chief Dispatcher and Mrs. W. C. Reese.

Congratulations to Mr. and Mrs. George Cash on the birth of a new grandson February 25, to Mr. and Mrs. Thomas E. Cash of 313 East Unaka Ave., Johnson City, Tenn. The baby has been named Timothy Vaud, for his great grandfather.

ACCOUNTING DEPARTMENT

Charles Lilly - Reporter



Harold Dean Tapp

We are glad to have W. E. Haines back in the office after an illness of several days in Memorial Hospital.

Also, Ted Hughes who was away from the office several days account illness.

O. L. Hendrix remains ill at his home in Johnson City.

We are sorry to hear of the serious illness of Mrs. Mollie Davis, mother of Mrs. Etta Kinsland.

E. L. Counts and family visited friends and relatives in Clintwood, Virginia, recently.

Mr. and Mrs. A. C. Penry have returned from Dayton, Ohio, where they visited their daughter, Mrs. H. R. Britt and Mr. Britt.

Mr. and Mrs. Tommy Brown motored to Waycross, Ga., for a visit with Mrs. Brown's sister.

Mr. and Mrs. Bob Kyle recently visited her sister and niece in Chapel Hill, N. C. Mrs. Kyle's niece is attending the University of North Carolina.

TACT - When you tell someone where to go so nicely that they actually look forward to the trip.

Harold Dean Tapp, 15-year old son of Mr. and Mrs. Ralph A. Tapp, has been an amateur radio operator for approximately two years. On August 27, 1958, he received his conditional license, allowing him to use a microphone to transmit messages. Prior to this, he was required to learn Morse Code, and to receive and transmit messages at thirteen words per minute.

He has had many interesting and informative conversations, having made contact with operators in all but five states in the Union, as well as sixty foreign countries. Friends he has made all over the world contact him regularly, including such interesting places as Israel, Peru, and the Union of South Africa. All of these operators speak English, however, when difficulty to understand one another is encountered, there is always the alternative of using Morse Code.

Recently Harold Dean was on the air and was heard by an operator in Galena, Alaska, who was attempting to contact someone in or near Kingsport, Tenn. Through Harold Dean's help the contact was made in approximately 45 minutes after the request was made. This and other wonderful experiences are in store for young Harold Dean Tapp, and what is now a very wholesome hobby, could well lead to a radio career in the future.

Congratulations to Roy Erwin and family who recently moved in their new home at 626 Oneega Lane. When are you having open house, Roy??

Mr. and Mrs. Gerald Powers have as their guests, Gerald's brother Noel, and Mrs. Powers. Noel is with the Air Force, having recently returned from Newfoundland. They are enroute to his new post in Orlando, Fla.

We were sorry to hear of the misfortune of Mrs. Sunie Browne of the Mechanical Department. Mrs. Browne recently fell, fracturing her right leg. We hope she will be back on the job before too long.

Mr. and Mrs. David Akers (Lola) attended a meeting of the National Life Insurance Company in Nashville, Tennessee recently.

George Church of the Rate Group remains ill at his home.

When you never had it so good or parted with it so fast - that's inflation!

LET'S SUPPORT OUR LOCAL ROD AND GUN CLUB

At our monthly meeting of the Unicoi Rod and Gun Club, February 26, James Goforth of the Engineering Department was re-elected to the Presidency for the year 1959-1960, and in view of the fact that our Membership Drive starts within the next few days, it behooves each and every member to get behind this drive and let's make the Unicoi Rod and Gun Club one of the best in the State. The various clubs along the Clinchfield work in close harmony with the Unaka Rod and Gun Club of Johnson City. Again we are sponsoring the "Tri-City Sport Show" from April 14 to 18, inclusive, and to really make this an area project for the benefit of all clubs in this section, each club is offering pre-show sales of tickets at 50¢ each, and of this amount 50% is retained by the local club who sells these tickets. You not only get a real show, where the exhibitors display the latest of all sporting equipment, but high class entertainment and nice prizes each and every night. We hope all members will avail

themselves of this opportunity to see the show, and at the same time help the Treasury of their local clubs. Tickets may be secured from Jim Starr, Jim Goforth, Thurman Martz, William Lewis, Charles Lilly, Cecil Kinkead, Bob Kyle, Charles Jones, Louis Kerns, and Roland McCurry.

#### MECHANICAL DEPARTMENT

Mrs. Sue Browne - Reporter

Sue Browne, our reporter for the Mechanical Department is convalescing at her home after spending some time in Unicoi County Memorial Hospital because of a fractured leg. We miss her around the office and hope she will be back with us soon. Mrs. June Kegley is pinch-hitting for Sue on her job as Secretary to Mr. P. O. Likens, Chief Mechanical Officer.

#### DAMON C. ALLEN AMONG SPEAKERS AT RAILROAD SAFETY GROUP MEETING

"Keeping Safety in Pace with Modern Railroad Operation" was the theme of a meeting of the safety section of the Association of American Railroads held in Jacksonville, Fla., at the Mayflower Hotel, February 26.

G. C. Stromsoe of Wilmington, N. C., chairman of the safety section of the Atlantic Coast Line Railroad, served as chairman of this meeting.

Damon C. Allen, General Diesel Supervisor, Clinchfield Railroad, was among the speakers at this meeting, his talk covering safety as applied to the Mechanical Department.



OUR EASTER BUNNY

Little William W. Grubb, II ("Rusty") son of Staff Assistant (office of General Manager) and Mrs. Grubb, looks as chipper as a little Easter "wabbit" should in photograph above, however, this little youngster has been in and out of the hospital six times within the past two months, having a bout with pneumonia and an asmatic condition. "Rusty" is fifteen months old -- and we hope he returns home before the arrival of the Easter Bunny!!!

#### TRANSPORTATION DEPARTMENT

R. F. Holbrook - Reporter

We extend our deepest sympathy to Brakemen W.A. and L.J. Steffey, also to H.C. Steffey, Maintenance of Equipment Foreman, Dante Shop, in the death of their father, J.D. Steffey, retired Car Foreman and Derrick Car Operator. Mr. Steffey worked out of Dante, Va., for many years before his retirement. At the time of his death Mr. Steffey lived at Route 3, Jonesboro, Tenn.

We are glad to know that Brakeman J.L. Kelley is out and doing fine after undergoing surgery at Unicoi County Memorial Hospital.

#### CONDUCTOR S. M. TOLBERT

Conductor Stephen M. Tolbert died on February 22 at the Unicoi County Memorial Hospital. "Steve", as he was affectionately known, had been ill for about four months and had recently undergone surgery.

At the time of his death he had completed 43 years of service with the Clinchfield Railroad. He also served the local Brotherhood of Railroad Trainmen as General Chairman for many years.

We offer our sincere sympathy to the family of Mr. Tolbert in their bereavement.

#### RETIRED CONDUCTOR J. M. WILKINSON SUCCUMBS TO HEART AILMENT

James M. Wilkinson, retired conductor, and ex-mayor of Erwin, Tenn., died February 20, 1959, at the Unicoi County Memorial Hospital. Mr. Wilkinson came to the Clinchfield in 1910 and retired in 1945 account disability. Mr. Wilkinson was eulogized in the U. S. Senate by Senator Estes Kefauver, as he had served up until the time of his death as keeper of the doors and superintendent of messengers in the Senate. Mr. Kefauver's remarks were -

"Mr. President, I should like to say a few words about Jim Wilkinson, whose unfortunate passing has saddened all of us in the Senate. Mr. Wilkinson left Washington on Thursday for his home in Erwin, Tenn. He died on Friday.

"Amid the busy rush of the Senate's affairs, Jim Wilkinson was a keeper of our doors and superintendent of messengers for many years. He was one of the finest men I have ever known. Before he came to Washington to serve his government with courtesy and distinction, he had served his home town of Erwin well for many years as mayor of that city. This man, who sat outside this chamber as we spoke and argued and tended as best we could to the business of our government, made our work easier and, in his quiet and efficient way smoothed the way for us and for those who work with us.

"We have lost a real friend and a true public servant in the passing of Jim Wilkinson." Mr. Wilkinson's many friends on the Clinchfield extend deepest sympathy to the family of Mr. Wilkinson in their great loss.

THREE CONDUCTORS RETIRE FROM SERVICEG. H. HAMES

Gilbert H. Hames of Forest City, N. C., retired as of February 28, 1959, after having been in the service as a road brakeman and conductor since July 9, 1920. We wish Mr. Hames many years in which to enjoy his well-earned retirement.

CLYDE D. HOLLIFIELD

Clyde D. Hollifield of Erwin, Tenn., retired effective December 1, 1958.

Mr. Hollifield entered service as a yard brakeman on May 2, 1921, and was promoted to yard conductor August 7, 1923. After losing an arm some time ago Mr. Hollifield had been working as a crew caller, gateman, etc., until his retirement.

We wish for Mr. Hollifield good health and many years in which to enjoy his retirement.

HARRY C. DENNIS

Harry C. Dennis of Erwin, Tenn., retired on January 1, 1959, account disability. Mr. Dennis entered the service as a yard brakeman on August 18, 1919, and was promoted to yard conductor February 14, 1923.

We hope Mr. Dennis' health will improve so he may be able to return to service in the near future.

BIBLE FACTS

The entire Bible has been translated into 190 languages, the New Testament into an additional 245 languages and parts of the Bible such as the Gospels into 683 more languages, making a grand total of 1,118 different languages. The first book printed by movable type was the Latin Bible about the year 1455. Here are a few "longests," "shortests" and "mosts" of the Bible:

The longest verse is the 9th verse of the 8th Chapter of Esther.

The shortest verse is the 35th verse of the 11th Chapter of John.

The longest chapter is the 119th Psalm; the shortest the 117th Psalm.

The longest word in the Bible is in the 8th Chapter of Isaiah.  
It is Mahershalalhashbaz.

The word occurring most in the Bible is "and" -- 46,277 times.

The word occurring least is "reverend" -- once.

One of the most difficult things to give away is kindness, for it usually is returned.

## YOUR EYES

Ever thought how difficult it would be to get along without your eyesight? Your eyes are among your most precious assets; as such, they should never be neglected.

Nowadays, antibiotic drugs work wonders in many eye infections, hormone compounds save sight in some eyes which would be doomed without them. But in order to avoid blindness, the diseases which cause it should be discovered early.

For this reason and to make sure that the condition of your eyes will not adversely affect your general comfort, happiness, and earning power, have your eyes examined regularly. One national eye association recommends that adults have an examination every two years; children once a year.

If your eye man suggests that you wear glasses, follow his advice. Millions of people wear glasses. They are comfortable, they come in a wide variety of attractive frames, and most important, they improve vision. If you go without them when you need them, you will probably tire your eyes and deprive yourself of normal vision.

If you suffer from persistent headaches, blurred vision, inflamed or sore eyes or lids, see an eye doctor. Any of these symptoms may indicate a disease condition, a need for glasses, or a change in your present ones. Where your eyes are concerned, it's wise to get attention promptly.

--From Railway Employees Journal

### *Meter Reading Now Is Radio Activity*

Electric and water meter readers in Monroe, N. C., have taken to the air to speed their job. They find they can cut their work time 30 per cent by radioing readings back to the office at each stop by walkie-talkie radio.

HERE IS THE ANNOUNCEMENT YOU HAVE BEEN WAITING FOR!!! Once again, the NATIONAL RAILWAY HISTORICAL SOCIETY, INC., takes pleasure to present another SPECIAL TRAIN on the marvelous and scenic

## CLINCHFIELD RAILROAD

MAY 30, 1959

This year ride the beautifully engineered railroad through numerous tunnels to its northern end at Elkhorn City, Ky., where passengers will be transported by bus to the BREAKS INTER-STATE PARK at the top of the mountain. You will be amazed at the splendor of the scenery when nature will be in full blossom.

Enjoy over two hundred miles of rail travel in safe, convenient, air-conditioned coaches free from crowded highways and holiday driving problems. Train will feature two open gondola cars for photographers. Locomotive facilities of the Clinchfield and C&O Railroads can be viewed at Elkhorn City.

A picnic box lunch will be available at the Park for \$1.00 each, or make this an old fashioned excursion and bring your own. Refreshments available on train.

### PRICES

Round Trip Coach Fare

Adults . . . . . \$8.50  
 Children (5-12) . . . \$4.75

Includes tax and bus fare.  
 Box lunch not included.

**TICKETS NOT AVAILABLE  
 In Railroad Ticket Offices.**

No passes honored

**ORDER NOW IN ADVANCE**

Seating Capacity Limited To 650



### TIMETABLE

Read Down				
7:40 AM	Lv	Johnson City, Tenn.	Ar	6:25 PM
8:20 AM	Ar	Kingsport	Lv	5:45 PM
8:50 AM	Lv	Kingsport	Ar	5:30 PM
9:15 AM	Ar	Copper Creek Bridge, Va.		
9:45 AM	Ar	*Miller Yard, Va		
10:15 AM	Ar	St. Paul	Ar	4:35 PM
10:35 AM	Ar	Dante	Ar	4:00 PM
11:25 AM	Ar	*Splash Dam		
11:40 AM	Ar	*Mile Post 4		
12:01 PM	Ar	Elkhorn City, Ky.	Lv	3:01 PM

Read Up

\* Indicates Photo Stops

### ORDER BLANK

Date \_\_\_\_\_

Please send me the following tickets for the excursion on the Clinchfield Railroad May 30, 1959:

(Circle Choice)

MY PARTY DOES, DOES NOT PLAN TO GO TO THE TOP OF THE MOUNTAIN.

\_\_\_\_\_ Tickets @ \$8.50 I plan to purchase  
 \_\_\_\_\_ Tickets @ \$4.75 \_\_\_\_\_ box lunches.  
 (No)

Enclosed find \_\_\_\_\_

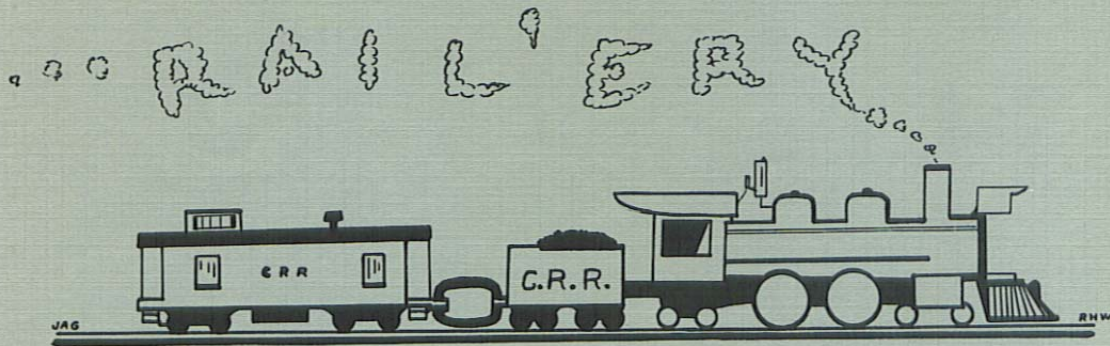
Name \_\_\_\_\_

Address \_\_\_\_\_

City, State \_\_\_\_\_

TICKET SALES LIMITED TO 650.

**Blank Page**



Two things in life I've had and  
ample:  
Good advice and bad example.

There are bigger things  
than money.  
For instance, bills.

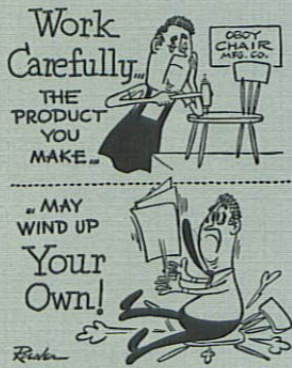


One of the hardest secrets  
for a man to keep is his  
opinion of himself.



"Where have you been keeping  
yourself?" one blonde asked  
another.  
"I haven't," the other  
replied.

Wife (reading husband's fortune  
card): "'You're a leader of men,  
you're brave, strong-willed and  
popular with the opposite sex.'  
It has your weight wrong too!"



A gossip turns an earful into  
a mouthful.

A traffic expert has said if  
all the cars in the nation  
were placed end to end some  
nut would pull out and try to  
pass them.

Husband (who has forgotten) to  
wife: "How do you expect me  
to remember your birthday when  
you never look any older?"



# MARSHAL JOHNNY GETS HIS MEN

