



MKT to Electrify?

The Missouri-Kansas-Texas railroad announced that it is planning to convert it's Ft. Worth- Houston mainline to electric power. Engineering will be the responsibility of a British firm, Electrack. Motive power is unknown at this time. (Hey, I know where they can get some Electric Locomotives for \$5,000 )

EMD may close down

Electro-Motive Division of GM may close down due to the downturn in the economy. They need to produce 2.5 locomotives to break even and they have been producing 1.5 per day recently.

Did you hear  
what the Cowboy  
said about the "Golden State"?

"WHAT A RIDE FER DUDES!  
SHE'S THE SMOOTHEST AND  
PURTIEST THING ON WHEELS FROM  
CHICAGO TO ARIZONA OR CALIFORNIA!  
ANOTHER OF S.P.'S WONDERFUL  
WAYS WEST!"



We think you'll enjoy our "Golden State," especially if you're an experienced traveler. We have many friends who repeat, winter after winter, "chasing the sun Southwest" on this smooth, extra-fare S.P.-Rock Island streamliner. It's convenient. Takes you via El Paso and Southern Arizona's winter resorts to Palm Springs, Los Angeles.

She's been re-streamlined, too, from stem to stern. We've issued a folder to celebrate the event and would like to send it to you. Helps you choose your accommodations, whether Pullman (Drawing rooms, Com-

partments, Bedrooms, Roomettes) or Chair Car (economical; Coffee Shop).

By the way, the "Golden State" is extra fast, too—44½ pleasant hours, Chicago-Los Angeles or vice versa. Fine connecting streamliners. Perhaps you'd like to try another great S.P. streamliner on another great scenic S.P. route, going home. That way you see twice as much, usually for no extra rail fare. The little map shows how.

Why don't you plan on the "Golden State" for this winter or next summer? And meantime, let us send you that folder?



"GOLDEN STATE," Chicago-Los Angeles via El Paso, Douglas, Bisbee, Tucson, Phoenix, Palm Springs. 44½ hours. Through Pullmans, Minneapolis and St. Louis to Los Angeles. Through Chair Car, Minneapolis-Los Angeles. Connecting service to San Diego.

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Kindly send me, free, "Your Vacation in Arizona" and "Your Trip on S.P.'s New Golden State."

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ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_

## THE MAIL AND BAGGAGE HANDLER

by: W. M. "Mike" Adams

In the good old days, when trains were drawn by hand-fired, coal burning steam locomotives, a sagacious railroader (probably a brakeman) said that the only qualification for a locomotive fireman was a "strong back and a weak mind". There was another class of employee on the railroads at this same time whose duties required the same unique attributes, this was the "mail and baggage handler". I performed my first duties on the railroad handling mail and baggage.

In mid-December of the year 1935, while I was still suffering through high school, I was engaged by the local Missouri Pacific agent at Carthage, Missouri, junction of the Joplin and White River Divisions, to work after school each day for a period of three hours. I was rewarded each day with a one dollar bill. For some reason, unknown to me, the combination railway post office - baggage car that came in from Memphis on Train 232, the northbound SOUTHERN SCENIC, was cut out at Carthage and a like car that came over from Joplin was added to the train. All the mail and baggage had to be transferred from one car to the other. Since Carthage did not rate full time mail and baggage handlers one of the regular station clerks had this chore as part of his duties. Ordinarily this did not amount to a great deal of work, only in the Christmas season did it become heavy. This particular year the clerk whose duties included handling this transfer had a hernia or some other physical ailment that did not keep him from performing his regular duties but did preclude his lifting and toting. So - I worked for about ten days and firmly believed that I was next to the agent in importance. Naturally this transfer of mail and baggage took only a small part of the three hours. You then cleaned rest rooms, straightened up the baggage room, swept out the waiting rooms, shook down and disposed of ashes from the immense depot stoves and hauled in hod after hod of good Kansas Jayhawk coal. The last to keep the telegraph operators from freezing during the cold December nights.

Almost ten years later I again embarked on a career as a mail and baggage handler. I was physically fit, albeit a trifle skinny, and I suppose

had sufficient mental faculties to cope with the position. I had entered on terminal leave from the Army on Thanksgiving Day that long ago 1945 and having been in the service for nearly seven years - practically since leaving high school - had no ties with any job. I had worked off and on around the railroad for some time following my introduction to mail and baggage handling but had established no seniority rights - I was too young at the time. I had no idea how I would make a living now that the war was over but did know one thing - I wanted to work for the railroad. In May, 1942 I had been appointed to the rank of Warrant Officer at Camp Robinson and sent out to the Medical Replacement Training Center as assistant adjutant. Now the MRTC needed another assistant adjutant about like they needed a 155mm howitzer. After fumbling with MP reports and special orders and daily bulletins for a few weeks I cornered the executive officer and adjutant along with the rail transportation officer and convinced them I would be better suited as assistant to the RTO. Until I left for OCS the following February I spent as much time downtown on the Mo Pac and the Rock Island as I did at Camp Robinson - and loved every minute of it. The RTO had two other assistants besides me and we were all from a railroad background. We worked hand in glove with the Western Military Bureau representatives at the Missouri Pacific station, both of whom were Mo Pac traffic department employees. When I came home from Camp Jackson, S. C., in November, 1945, one of them, Charles Witsell, had been appointed stationmaster here and about the first of December I ran into him at the depot. I told him I was looking for a job and he told me they were hiring mail and baggage handlers but no one else and this only account of the Christmas rush. Did I want to give it a whirl? As I recall I went over to the Mo Pac Hospital on December 2d and passed my physical. "Open your mouth and say ahh". "Turn your head to the left and cough". "Bend over and ....". "....". Anyway I passed and on December 3, 1945 reported for duty with the 7:30am crew.

Back in these halcyon days the Missouri Pacific worked over 60 mail and baggage handlers at Little Rock. During the Christmas rush this number was built up to well over a hundred. The post office department had a "break-bulk" center in the basement of the depot and all incoming mail, from trains and to trains, from town and to town and between

trains as well as the mail going to the sorting center not to mention all the train baggage, was handled by the ubiquitous mail and baggage handlers. The post office employees sorted and bagged and tagged the mail - nothing else. The Railway Express Company, of course, handled their own business, to and from their assigned cars and with their own equipment - better not touch one of those green trucks! The mail and baggage handlers were actually members of the clerical force of the railroad and were members of the Brotherhood of Railroad Clerks. In these un-enlightened days, before Federal interference became a way of life, the clerical hierarchy on the Missouri Pacific was divided into three classes, viz: Class A, Class B and Class C. The Class A clerks were the true clerical personnel - yard clerks, timekeepers, ticket clerks, accountants, cashiers, etc. The Class B employees were those whose duties did not require any great degree of clerical ability and was made up by call-boys, messengers, gatemen and many freight house employees. The Class C clerks were the mail and baggage handlers and the porters. Menials to be sure but all in all in a niche which gave peoples of inadequate educational background an opportunity to work for the railroad in a decent paying job and getting and deserving all the benefits of the highest paid, rough-tongued old accountant in the general manager's office. They had <sup>the</sup> same pass priviledges, vacation priviledges, hospital priviledges, right of representation, etc, etc. Since I had just left the military service as a commissioned officer, in fact was still on terminal leave until the next February, I felt a little out of place. The fact that I had been an officer got out very quickly but when the brothers found out I could pick up and throw a sack of Sears Roebuck Catalogs just as far as they could I was quickly accepted and had no problems.

The 7:30am shift was divided up by the baggage foreman and you were to stay with the same crew and work the same train with the same trucks on the same platform at the same time each and every day. This was easily understood but about the third day of receiving the identical lineup from the grizzled old foreman I thought I would anticipate and perhaps help him and went on over to the track where we always went to work. Well - I found out right quick that you waited in the baggage room for the foreman so he could earn his money telling you to go back over to this

same train. The foreman didn't want any smart alec trying to run around him. As I recall I had to report to the office that pm and tell Charlie I had been a bad boy. Now believe it or not there is, or was, an art to stacking sacks of mail on a baggage truck. It has to be done just so or when you couple into six or eight of them with a "mule" and start dragging them up the platform, dodging this and that and making sharp turns across the tracks you will lose about half your load and that would really bring on the conversation! One thing I had learned to do at Carthage was to load a baggage <sup>truck</sup> ~~car~~. We had brick platforms there and they really bounced off your loads. About the fourth day I decided I would show the foreman how I could stack mail and quickly learned another fact of life on the depot platform. HE decided who could and could not stack the mail. I pointed out I could stack as good as any of those he had working and better than some and HE pointed out I didn't have enough seniority to know how to do anything except what I was told - by him. You see, except for being on the outside in the cold wind, the stacker did not have to tote several score 75 to 100 pound mail sacks from back in the extreme ends of those 70 foot mail cars.

Then you had another exalted type of mail and baggage handler called simply, the caller. It was his duty, when loading mail into the RPO's for the government clerks to work, to read the tag and call the destination of each sack to the postal clerk. How this became the duty and responsibility of the railroad and their minions I do not know but it had to be done and the "caller" received a 5¢ per hour differential in pay - brother, in 1945, 40¢ a day was a pretty good sum! A few days after I had learned my needed lessons in humility I got stood up again.

Our last chore each day on the crew I was with was to load out the mail on the working RPO car on Train 103, which train operated to McGehee and Monroe, Louisiana. Seems this day the caller did not show up and there we were, the whole crew on spot because none of these "old-heads" knew how to call. Well I couldn't see anything difficult about it - at Carthage we had to do the same thing. In fact if you set that sack of mail in the RPO door and failed to call the destination

those clowns would throw it back on the ground. So I started calling and we were getting along real good until the foreman showed up - right, another trip to the office and the foreman personally escorted me that time. Now this was serious for I was doing a higher rated man's job! I did it for maybe ten minutes and you would have thought I had tried to steal the old foreman's lunch. Charlie told him to get on back to the platforms and he would handle the situation. He then told me he was just fixing to send for me anyway as he was going to put me to work on the "storage" mail car to Corning each morning - where I would be my own boss, relatively speaking. I was glad to get off the platforms - I didn't mind the heavy work but as I remember it was an extremely cold December and that depot platform with the wind whistling off the river and up your shirt-tail was about the coldest place in town.

During the Christmas season Train 4 carried a car full of mail right next to the engine. This was an old, wooden superstructure, steel underframed baggage car and was loaded to the roof with mail for Beebe, Cabot, Bald Knob, Newport, Hoxie, Knobel and Corning - nearly left out Kenset. Your job was to throw off the proper mail at the proper station. There was one exception. Newport's mail made up about 40% of the total due both to the size of the town and to the fact the White River Division took off there. They had a crew of mail and baggage handlers who got on the car and off-loaded the precious cargo under your direction. You got off at Corning and ate lunch and caught Number 3 back an hour or so later and didn't arrive back in Pulaski County until just before 6:00pm so you had a couple of hours overtime built into the job. Coming back you didn't even have to work. You just piled into the regular baggage car and found your self a soft spot and listened to that 6600 cut a di-do down the main line. The assigned train baggageman occupied the car and only at Newport did he even stir and see if there was any business for him.

The first day I showed up for this excursion the engineer saw me climb up in the car while he was oiling around and he came back and called me to the door. The conductor had also come up and, yes, the foreman was there, looking distinctly unhappy about my sudden rise on the railroad. The cocky little hogger, outfitted in starched and creased "express

stripe" overalls, gave me my running orders. "My boy - it will take you longer to do your station work than anyone else so when you get through just give me a highball - understand?". Yesterday I couldn't even read the tag on a mail bag - today they can't even start this hot-shot local passenger train until I say so! Incidentally, in 1950, the rule book was changed and an engineer could only start a first class train from a regular station stop upon receiving the proper signal from the conductor on the communication cord, certainly not from a lowly mail and baggage handler. The engineer and conductor then went on to tell me that each agent on the line was supposed to have a baggage truck lined up on the north end of their platforms and he would try to stop opposite them but if he missed it just go ahead and kick the mail out on the ground - just try to miss any mud holes. The station forces at all the towns except Newport had to handle the regular mail out of the RPO and baggage car and could not fool with this storage stuff. As I recall each agent had a baggage truck lined up and I don't ever remember the hoggers missing any of them.

I remember the first trip best. We had engine 6626 and this old baggage car had windows in the end doors and you could sit on a sack of mail and read the number 6626 through the front window and watch it weave and roll and finally do a frantic jig as the speed built up to 70 or 75 mph. You could open the side doors a little but it was cold as the devil and actually you didn't have to open the door to get the full effect of a hooked-up Pacific type locomotive hauling the mail at high speed. That old car superstructure worked at high speed and you wondered what held it together. Shortly after the war there was a bad wreck at Jacksonville involving Trains 26 and 226 and one of these trains had one of these old cars. It was completely demolished and was the cause of some injuries that could have been prevented with a steel car. Such cars were immediately barred from operation in first class trains on the Arkansas Division. I also remember Corning well. I unloaded the first day and went across the street to a small cafe and ate a plate lunch (65¢ - remember?) and then hung around the depot until Number 3 sailed into town. The next day everybody in town I met spoke to me like I was an old settler!



When I got back into the capitol city on the evening of December 24th I had a message to report to the stationmaster's office. There I was given my furlough papers and told I would be called back to work in order of seniority. Since I had exactly 21 days seniority I didn't sit around the telephone waiting. In January I entered school in Rolla, Missouri under the so-called GI Bill and came home at the end of the semester expecting to work the summer tossing mail sacks to and fro but it was getting well on into June before the phone finally rang. I was called to work, alright, but not as a mail and baggage handler. I was instructed, instead, to report to the chief clerk at the yard office in North Little Rock for duty as a yard clerk, or, as we called them, a "mud-hop".

Almost ten years later I was down on the platforms, getting ready to ride a passenger extra to Texarkana, when I ran into the foreman again. He was getting pretty stooped and even more grizzled - his crew were loading ice chests into the baggage car of this extra - a Little Rock Chamber of Commerce special headed for Houston. I really don't know what all the ice was for. Surprisingly enough the aging foreman recognized me and shook hands with me and asked me what I was doing. I told him I was trainmaster on the south-end and he looked at me and grinned and said: "Yeah - well, I guess that's a pretty good job - IF YOU CAN HOLD IT!".

XXX

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The car diagram on the following page was given your associate editor by Jim Bennett. A description follows:

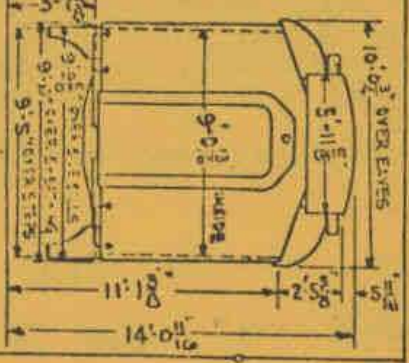
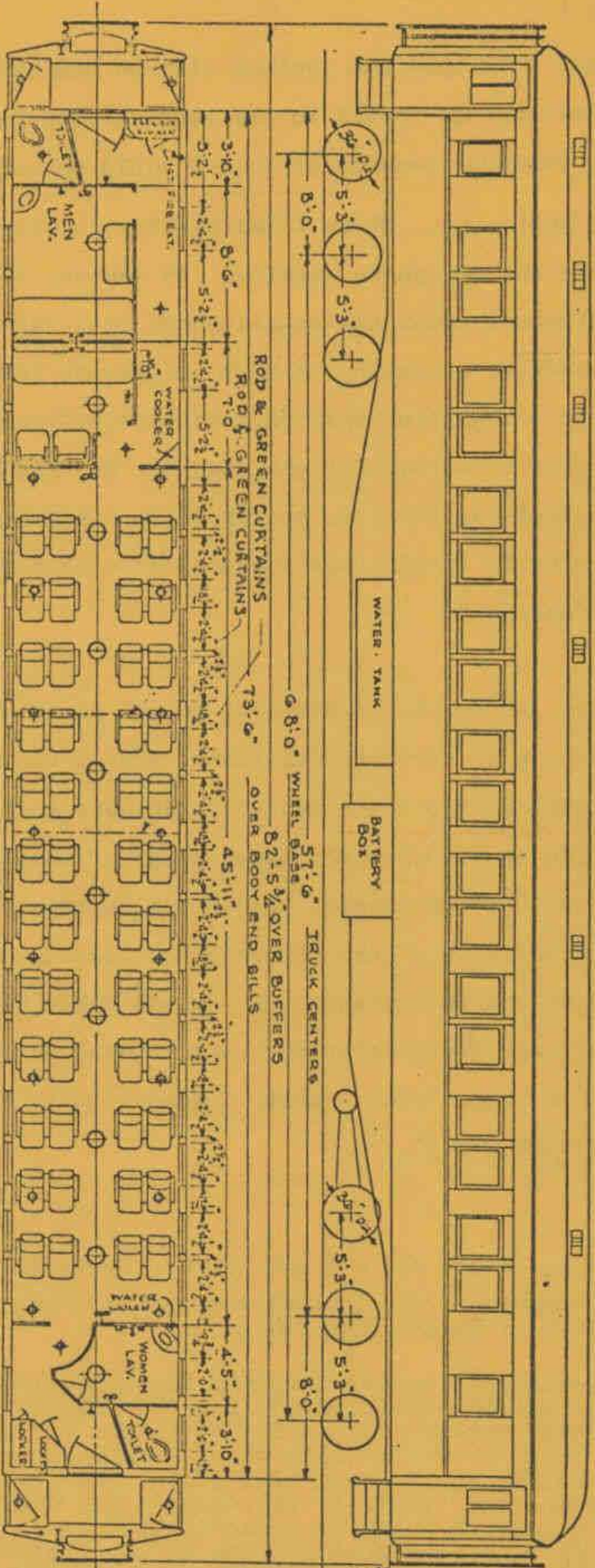
The St. Louis Southwestern Railway (Cotton Belt Route) purchased six former Pullman Parlor Cars from the Pullman Company in 1940 and 1941 and converted five of them into Chair Cars and one into a Diner. Those converted into Chair Cars were numbered 210-214, while the Diner was numbered 242 (which later was further converted into Business Car 'DIXIE'). The diagram for Chair Car 210 is shown. Note the reclining seats installed, also the space occupied by the former Parlor Drawing Room appears to have become a semi-private 'coach' compartment, perhaps a 'smoking lounge' of sorts. In keeping with the times, the car is 'divided', the 'division' a mere 'rod & green curtains'. As 'modern' as these cars appeared, the Cotton Belt never 'air-conditioned' them. From Jim Bennett Collection.

(the car was converted to Work 94167 in 10-56 - - - APE 98-56).

Thanks To Mr. Hille For the box of Gold Paper this is printed on! Ken Z.

ST. L. S-W

CHAIR CAR 210



TOTAL NUMBER CARS-1

PURCHASED FROM PULLMAN CAR CO. DEC. 1941. CAR 210 — EDLAM

DATE BUILT 1923  
 BUILT BY PULLMAN CAR & MFG. CO.  
 LIGHT WEIGHT  
 UNDERFRAME STEEL  
 SEATING CAPACITY 74 REV.  
 WINDOW BASH DOUBLE WOOD  
 REMODELED TO CHAIR CAR BY ST. L. S-W 1942  
 COUPLERS STD. TYPE "D"  
 YOKES QUAD. SHEAR

TRUCKS COMMONWEALTH  
 WHEELS 12-36" DIA.  
 JOURNALS 5" x 9"  
 DRAFT RIDGING WESTINGHOUSE N-10-F  
 BODY BOLSTER STEEL BUILT-UP  
 DIAPHRAGM DOUBLE FOLD  
 DOOR CHECKS 1-YALE

AIR BRAKES WESTINGHOUSE TYPE UC  
 BRAKE CYLINDER 12 x 18"  
 AUX. RES. 10" x 3 1/2"  
 SERVICE RES. 16" x 3 1/2"  
 EMERGENCY RES. 2 1/2" x 4 1/2"  
 HAND BRAKE 2 LINDSTROM LEVER  
 HEATING SYSTEM VAPOR  
 VENTILATORS 12 PER CAR  
 WATER TANKS 1 PER CAR

LIGHT SYSTEM GOULD SIMPLEX  
 BATTERIES EDISON, 25 CELL, A-BHW.  
 ELECTRIC LAMPS 47 PER CAR  
 GENERATORS GOULD 4 KW.  
 WATER SYSTEM AIR PRESSURE  
 HOPPERS 2, DUNER, FLUSH  
 WASSTANDS 2, STATIONARY  
 FANS 2-12" AND 3-9" DIAM.  
 WATER COOLERS 2-DAYTON

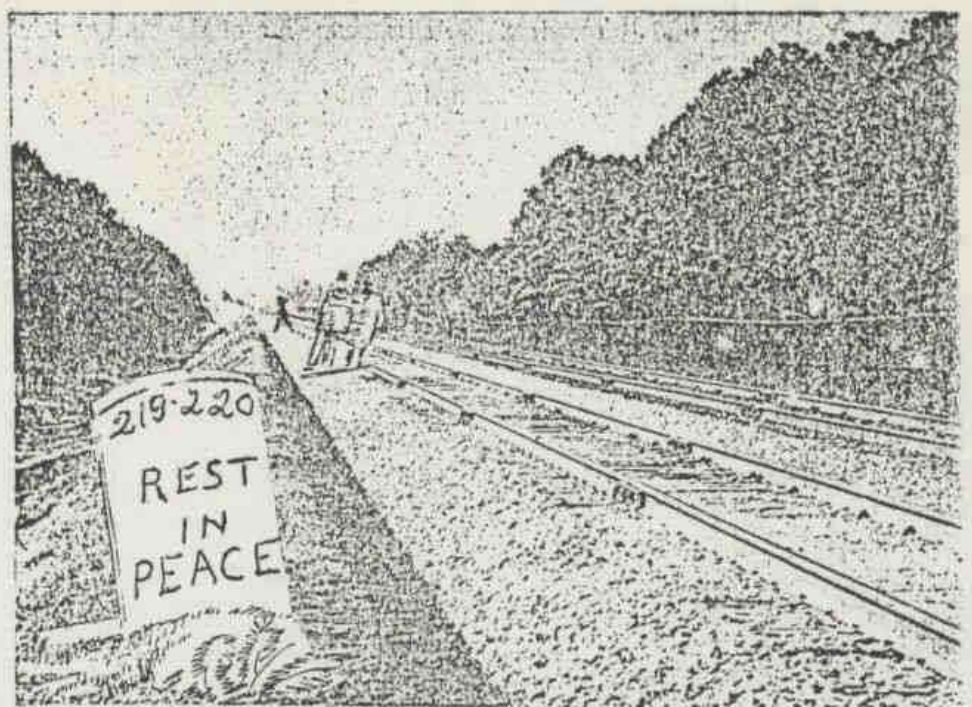
SIZE END DOOR OPENING—2'-4" x 6'-9"  
 SIDE BEARING ROLLER

ST. L. S-W 1942

Picture at right given  
anonomously to editor. - - -  
Is this a hint?

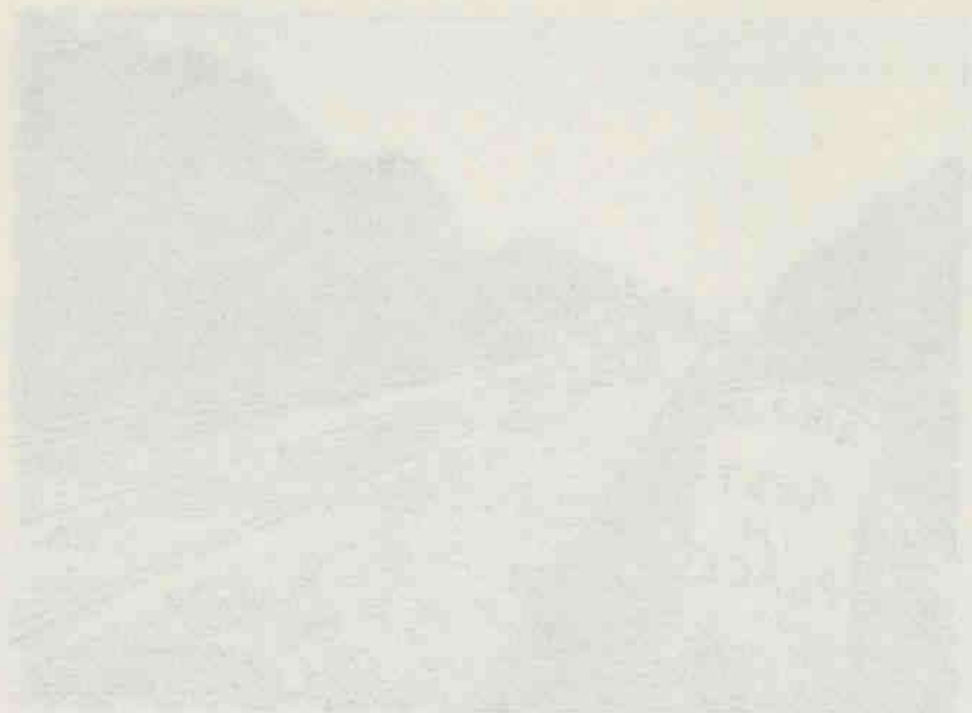
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Thanks to the NRHS  
NEWS for the Southern  
Steam Schedule for 1982  
as printed in that  
newsletter:



- Sat., April 24 ..... Atlanta to Toccoa Georgia & return. ATLANTA-NRHS.  
 Sun., April 25 ..... Must be a good trip!  
 Wed., April 28 ..... Chattanooga Tenn to Sheffield Ala one-way. NORTH ALABAMA-NRHS.  
 Thu., April 29 ..... Sheffield Ala to Memphis Tenn one-way. SENTIMENTAL JOURNEY.  
 Fri., April 30 ..... Memphis Tenn to Grand Junction Tenn & return. SENT JRNY [DIESEL POWER]  
 Sat., May 1 ..... Memphis Tenn to Sheffield Ala & return. SENTIMENTAL JOURNEY.  
 Sun., May 2 ..... Once more!  
 Thu., May 6 ..... Memphis Tenn to Sheffield Ala one-way. SENTIMENTAL JOURNEY.  
 Fri., May 7 ..... Sheffield to Huntsville Ala one-way. NORTH ALABAMA-NRHS.  
 Sat., May 8 ..... Huntsville Ala to Chattanooga Tenn & return. NORTH ALABAMA-NRHS.  
 Mon., May 10 ..... Huntsville Ala to Chattanooga Tenn one-way. NORTH ALABAMA-NRHS.  
 Sat., May 15 ..... Knoxville Tenn to Appalachia Va. one-way.  
 Sun., May 16 ..... Appalachia Va to Norton Va & return [2 trips] EAST TENN RAILFAN ASSN.  
 Sat., May 22 ..... Knoxville to Chattanooga Tenn & return. OLD SMOKY-NRHS [via Harriman]  
 Sun., May 23 ..... One more time!  
 Sat., May 29 ..... Charlotte-Columbia-Spartanburg-Charlotte circle trip.  
 Sun., May 30 ..... Charlotte NC to Columbia SC & return. PIEDMONT-CAROLINAS NRHS.  
 Sat., June 5 ..... Spartanburg SC to Columbia SC & return. GREATER GREER CH OF COMMERCE.  
 Sat., June 12 ..... Winston-Salem-Greensboro-Salisbury-Barber Jct-Winston-Salem.  
 WINSTON-SALEM NRHS.  
 Sun., June 13 ..... Winston-Salem NC to Monroe Va & return. WINSTON-SALEM NRHS.  
 Sat., June 19 ..... Raleigh to Edenton NC & return. EAST CAROLINA-NRHS [FP-7 DIESELS].  
 Sun., June 20 ..... Lookin' good! One more time!  
 Sat., July 3 ..... Greensboro NC to Spartanburg SC & return. GREENSBORO-NRHS.  
 Sun., July 4 ..... Greensboro NC to Alexandria Va one-way. GREENSBORO-NRHS [to Lynchburg  
 OLD DOMINION-NRHS [beyond].  
 Fri., July 16 ..... Alexandria to Charlottesville Va & return. NMRA CONVENTION.  
 Sat., July 17 ..... Alexandria to Charlottesville Va & return. WN DC-POTOMAC NRHS, RRE.  
 Sun., July 18 ..... One more trip.  
 Sat., July 24 ..... Again!  
 Sun., July 25 ..... Egad - a quartet!  
 Sat., August 7 ... Richmond Va to Keysville Va & return. OLD DOMINION-NRHS [FP7 DIESELS]  
 Sat., Sept. 11 .... Cincinnati Ohio to Muncie Ind & return VIA N&W. CINCINNATI RR CLUB.  
 Sun., Sept. 12 .... Second section!  
 Sat., Sept. 18 .... Huntingburg to New Albany Ind & return. MAYOR'S COMMITTEE.  
 Sun., Sept. 19 .... Second trip today!  
 Sat., Sept. 25 .... Louisville to Kexington Ky & return. KENTUCKY RAILWAY MUSEUM.  
 Sun., Sept. 26 .... From its owner's home town again!  
 Sat., October 2 .. Lexington Ky to Chattanooga Tenn one-way. BLUEGRASS RR MUSEUM.  
 Sun., October 3 .. Chattanooga Tenn to Lexington Ky one-way. BLUEGRASS RR MUSEUM.  
 Sat., October 9 .. Knoxville Tenn to Asheville NC & return. OLD SMOKY-NRHS.  
 Sun., October 10 .. Well worth a second run!  
 Sat., October 16 .. Chattanooga to Crossville Tenn & return. TVRM.  
 Sun., October 17 .. One more time!  
 Sat., October 23 .. A third run thru the fall colours!  
 Sun., October 24 .. Must be good, Clarence, they're doing it again!  
 Sat., October 30 .. Atlanta to Toccoa Georgia & return. ATLANTA-NRHS.  
 Sun., October 31 .. Once more!  
 Sat., Nov. 6 ..... Repeat weekend!  
 Sun., Nov. 7 ..... It's been a long year for the old horse!

Jim Bistline says there may be some N&W 611 excursions later this year.  
 Support these fine trips and say "thanks" to the Southern for continuing the fine program.



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The following information is provided for your reference. It is intended to assist you in understanding the data presented in the accompanying figures and tables. The information is organized into several sections, each addressing a specific aspect of the data analysis.

**1. Data Sources and Collection:** The data presented in this report were collected from a series of experiments conducted over a period of six months. The primary source of the data is the experimental results obtained from the various test runs. The data were collected using a specialized data acquisition system that allows for precise measurement and recording of the experimental parameters.

**2. Data Processing and Analysis:** The raw data collected from the experiments were processed using a series of statistical techniques. The first step in the analysis was to identify and remove any outliers or data points that were likely to be the result of experimental error. The remaining data were then analyzed using a variety of statistical methods, including regression analysis, correlation analysis, and hypothesis testing. The results of these analyses are presented in the accompanying figures and tables.

**3. Results and Discussion:** The results of the data analysis show that there is a strong correlation between the experimental parameters and the measured values. The data indicate that the measured values increase as the experimental parameters increase, and that the relationship between the two is non-linear. The results also show that the measured values are significantly higher than the theoretical values predicted by the current model. This suggests that there are additional factors that are not currently accounted for in the model, and that further research is needed to improve the model's predictive accuracy.

**4. Conclusions and Recommendations:** Based on the results of the data analysis, it is concluded that the current model is not fully representative of the experimental data. The data suggest that there are additional factors that are influencing the measured values, and that these factors need to be identified and incorporated into the model. It is recommended that further research be conducted to identify these factors and to develop a more comprehensive model that can accurately predict the measured values.