

# THE SANDHOUSE

NEWSLETTER OF THE  
MISSISSIPPI GREAT SOUTHERN CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY



NOVEMBER 2012



EST. 1969

The Mississippi Great Southern  
Chapter  
National Railway Historical Society

East Pascagoula River Crossing  
J. Parker Lamb Photograph

## **ANNUAL BANQUET COMING UP**

Our 2013 Annual Banquet is planned for January 12th at Main Street United Methodist Church in downtown Hattiesburg. This location is within a couple of blocks of the depot, and it provides excellent and ample space for seating and vendors.

New this year is the proposed charge for vendor/display tables. The exact amount will be announced soon, but expect it to be minimal. Charging for tables should help the Chapter achieve a desired breakeven of the overall cost of the banquet. Arrangements are incomplete for the meal, but it will be a healthy departure from the allfried food of the past few years. And the cost should be less.

The choice of speaker has not yet been made, but will be announced very soon.

## **MERIDIAN "RAILFEST" AND "SOULE STEAM FESTIVAL"**

Several of our members attended the combined events named above last weekend. Large crowds were present all day, particularly on Saturday. Dr. J. Parker Lamb was on hand to autograph his latest book on the history of Meridian railroads. It is a well written book, full of photographs and including a color section. A sizable stock of books was available, but sadly the supply was depleted shortly after noon. Congratulations to Mick Nussbaum and his team and to Jim McRae, and Greg Hatcher and their team for an excellent weekend!

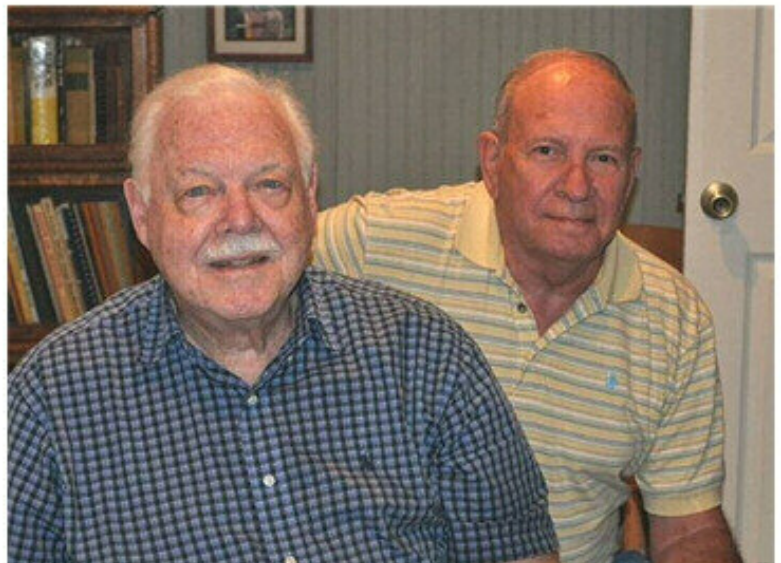
## **NEXT ISSUE**

The December issue of The SANDHOUSE will feature an article by member Allan Nation on The Delta Express and his experiences riding the train from Greenville, Mississippi. There will also be an illustrated article on the Gulf & Ship Island Atlantic locomotives by David Price with a spotlight on the mysterious adventure of Locomotive No. 13.

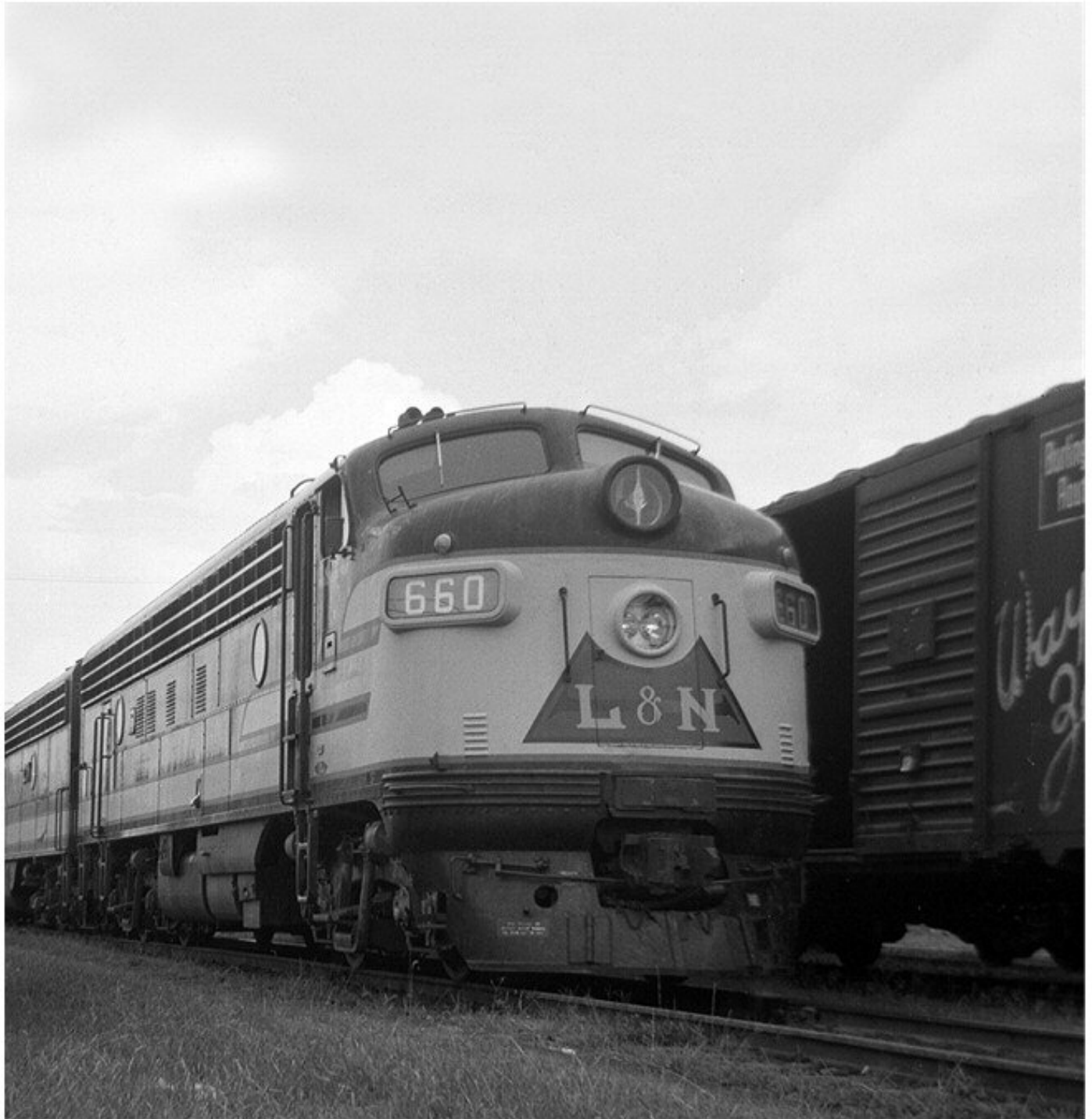
## **THIS MONTH'S FEATURE ARTICLE**

Jerome Gerald Lachaussee (Jerry) went to work with the Louisville & Nashville Railroad after finishing high school in his hometown of Pascagoula, Mississippi. He ended an exemplary career as CSX dispatcher in Jacksonville and was honored by his employer in the long established manner by the naming of a railroad "station" (in this case a passing track) in his honor: Lachaussee, Alabama. Jerry has devoted his life to collecting and sharing the history of his beloved L&N, in particular, the Mobile-New Orleans subdivision. With J. Parker Lamb, Jerry published a history of this road in TRAINS MAGAZINE. Now, he shares with us his memories of Pascagoula. Jerry lives in retirement in Wiggins. Thank you, Jerry, for your great work and generosity in sharing!

**Parker Lamb (L) and Jerry Lachaussee**



# ***PASCAGOULA PASTIME***



**No. 4, Engines 660-796, at Pascagoula on August 14, 1958.**

# **PASCAGOULA PASTIME**

*By J. G. Lachaussee  
Photography by author*



**A rare snowfall blanketed the city of Pascagoula, Miss., on February 12, 1958, and that night the temperature dropped considerably, freezing the moment in time. The next day, school was turned out due to an inoperative steam heat system and a sidetrip to the depot was made enroute home. Here the author scaled the top of an icy boxcar in the house track and photographed the station while his sister and neighborhood friend stood on the platform.**

By the summer of 1954 the box camera received the previous Christmas had seen several rolls of film exposed near the L&N main line. Its owner vainly awaited the "last" steam locomotive which unknowingly had operated a year before through the Gulf Coast city of Pascagoula.

But the real introduction to railroading came on one of those sweltering days as the author stood beside Gallaspy's feed store on Market Street and witnessed the approach of No. 74, the "short cars," in the east siding.



**Extra 551 North, the "Short Cars," is leaving Pascagoula at 10:15am on July 3, 1954, after having met No. 43. The Geep is 16 months old.**

GP-7 #551, NO&M-assigned and well-scrubbed under the direction of Master Mechanic Frank Sherman, came to a halt at the crossing. Its bell quit ringing and the rush of air from brake pipe reduction was still audible over the engine's idle.

Three crew members exited the cab; first the engineer, a big man. He swung off the step and began walking toward the soft drink machine. He said, "Name's Bob Evans." Then, "Want a Coke?"

In a few minutes we were back on the engine and he was explaining everything from the cab controls to the main generator. Assuming a seat on the footboard, he consulted his Hamilton, extracted his train orders from his jumper

and his timetable from a back pocket. In the next twenty minutes the first lesson in timetable/train order operation, with side reviews on block signaling and train stop was received. Soon, superseded timetables and discarded train orders became collector's items.

The platform of a GRCX tankcar at the Gulf Refining Plant, although grimy, served as a perch from which passing trains could be inspected, and photographed, if moving slowly or stopped. And No. 44's crew often picked up the tank and dropped it by their engine at the north switch east siding, to the observer's delight.

The pulse of the railroad seemed to center around the station downtown, where the two local freights spent most of the day switching. Frequent passenger trains were easy prey for the slow-shuttered camera. However, persons photographing or record keeping were usually shunned by crews in those days of sudden dieseldom and alleged featherbedding. So the day the section foreman made quick repairs to a run-through switch while the local's crew looked on, the camera remained on top of a pile-butt.

Soon rides on the locals' engines and cabooses were afforded, and from the bench in front of the depot's bay window much could be discerned about the operation.

Gaining entry into the office with a conductor one evening, acquaintance was made with the relief trick operator Howard Murphy, who vowed to teach his duties.



**GRCX 3247 at Gulf Refining Company's bulk plant just north of Market Street has been unloaded and is ready to be picked up on this lazy summer afternoon in 1954. GRCX 2200, 3000, and 3010 were also frequently used hauling gasoline from Gulf's tank farm in Mobile to Pascagoula.**



**Familiarizing himself with the duties of an operator, the author sits in his tutor's chair in early 1956, surrounded by the communication equipment of the day.**

**H. E. Murphy Photo**

Opening the key of the third trick man's new Vibroplex telegraph bug, he snapped off a few words and remarked that, given time, the prospective apprentice would be capable of such. He enumerated his most important responsibilities: Abiding by the rules, working with the train dispatcher, and handling train orders.

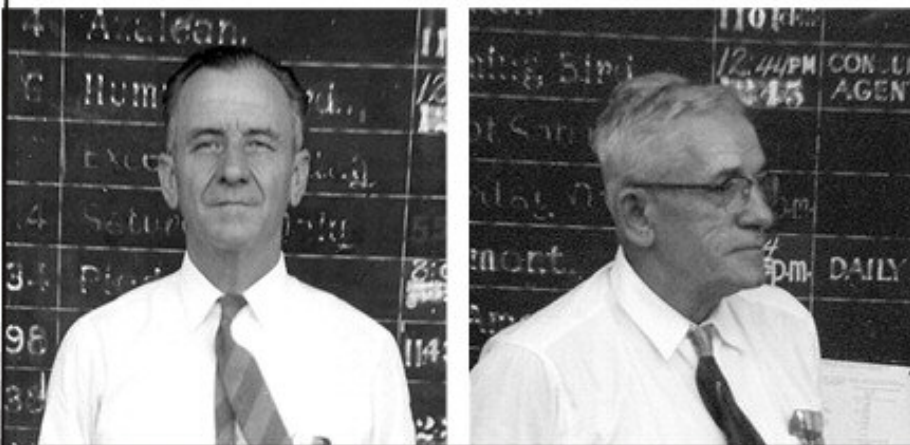
The bullpen fence beyond which he worked was topped with a counter. Where it joined the front wall, a piece of an old door had been fashioned into a support for a wooden telephone. Its main use was for trainmen to communicate with the dispatcher. The telegraph table was a good fit in the bay window; to left of its center was a masonite sheet screwed in place for a writing surface. The folding gate telephone

was mounted at the far left corner of it and swung diagonally for use. A jackbox was provided directly in front of the operator, with three wires: Dispatcher, Message and Western Union. To the right was the telegraph key, bug connected; resonator on a stand, and the Western Union ringing generator, for raising their operator in New Orleans. A pair of knife switches were located to the left of the jackbox for cancelling the annunciators. The latter consisted of bell housings with miniature semaphore arms behind roundels, adorning the north wall at batten-board level. Southbound trains activated a ringing bell; northbound trains caused a buzzer to sound.

Under the counter near the desk were shelves upon which stuffed train order blanks were kept for ready use; below these a homemade bin for storage of a month's worth of train orders, clearances and messages. A trash can was handy for bulled orders and tobacco juice. Around the corner of the counter were the Armstrong semaphore levers, their tel'tales hung on nails driven into the wainscoting.

A large passenger timetable rack with colorful folders of major roads also decorated the north wall. High above it was the electrical and communication gadgetry, namely the pegboard, lightning arrestors, dispatcher and

**H. E. Murphy, left, and C. P. Naquin, right, generously imparted their knowledge and experience as operators and agents to their student.**



**Vibroplex Deluxe Original model telegraph bug similar to the one owned by third trick operator R. J. Vaughn.**



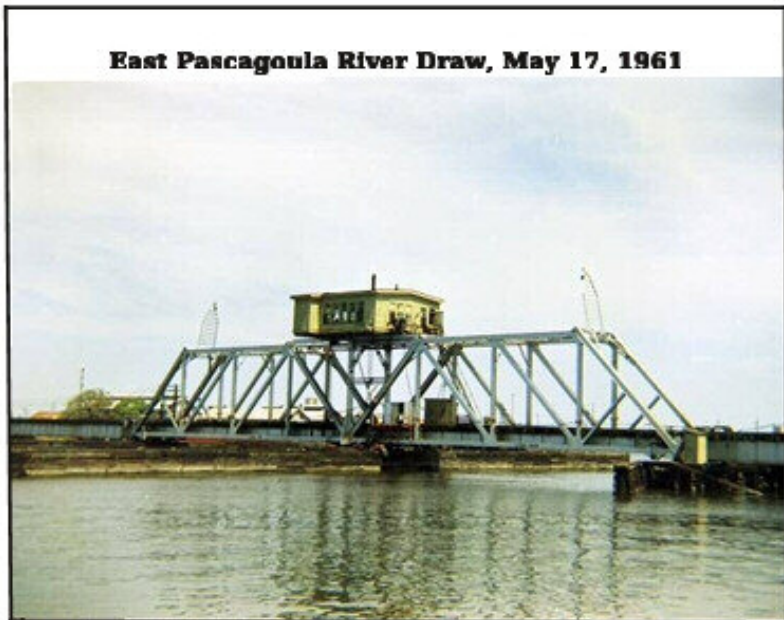
message selectors in wooden cabinets and the test jackbox with patchcords draped over it. The station clock stood sentry over it all.

Card and interline ticket cases were near the ticket window, along with clipboards full of dogeared sheets of rates and routes. A small glass-enclosed cabinet contained the various passenger rate tariffs and associated circulars. Much attention to these would later be required.

The first day of "cubbing" was on a Saturday. Northbound passenger trains shot through the Pascagoula Draw and came screeching to a stop at the station. When No. 4, the Azalean, was due, the office was in a turmoil with telephones ringing and last-minute patrons standing at the window. Presently the train approached Frederic Street, blowing four blasts for the board. Murphy, busily engaged in selling tickets, turned to his new trainee and loudly instructed, "Give him the board, Kid!"

The first lever encountered was grabbed and pulled to clear. However, it happened to be the southbound board. Passing the office, Engineer J. E. Gilroy was gaping out of his cab window displaying a look of confusion and disbelief, with his stogie dropped to lower-quadrant. In a moment, Murphy realized what had happened, scrawled out a clearance, snatched off the top copy and the humiliated cub hot-footed it to the engine where he endured one of his first tongue-lashings on the railroad.

Many days were spent on the auxiliary telephone in the bullpen, listening to the dispatcher's constant issuance of train orders and instructions and the repetition and OS'es by operators on the road. Finally, each time



an order was issued to Pascagoula, Murphy would slap a "19" pad on the counter for his cub to copy and repeat, while he wrote the original for delivery. Morse was taught when the wires weren't busy; first sending, then receiving practice. On a couple of occasions when this author deemed learning the code "too much sugar for a nickel," his teacher acted like a second father and compelled his cub to sit back down and apply himself. Almost everyone in the service alluded to his employment as being "out here," as referring to utopia. It was soon found that the latter was a misnomer.

Vernon H. "Bunch" Bowen was the first trick dispatcher who replied, "Unh hawh," to



After discontinuance of local passenger trains Nos. 7-10 in 1953, Nos. 1 and 4, the Azalean, became the baggage, mail, express and passenger workhorse. Here's No. 4, Engines 761-776, making her station stop at Pascagoula on February 8, 1958.



In the freight office across the tracks from the passenger station at Pascagoula, Ruble C. Dowdle, Agent, seated, poses with his office force, Robert E. Talley, car clerk; Albert Lynd, chief clerk, and Natalie Shelton, cashier, on April 19, 1957.

information given. When he was busy on his other district, the Southern Alabama Sub-Division, he'd stomp his foot pedal so the telegraph instrument nearby could be heard. Well, it could be heard if his chest transmitter wasn't full of cracker crumbs.

While he was not usually on the local, H. B. Redman was the conductor on No. 44 one day. Usurping my position at the counter, he mashed the button on the phone and said, "Dispatcher, 44?" "Bunch" quickly answered, "Awright?!" The only distinguishable words then were, "This 44's ready to go . . ." and Redman drifted into his auctioneer's slang, relating how many loads, empties and tons he had, where his next work was and a query as to a run-late he held on No. 5. The line became quiet. Finally, "Bunch" replied, "Unh hawh." Later it was

determined that dispatchers know such things and don't actually have to hear them.

The first trick operator was Mrs. Alma Craig, who transacted business with the dispatcher in a monotone voice. She was a strict disciplinarian who didn't allow any loitering on the premises; at least, any she knew about.

C. P. Naquin was the second trick, an old Frenchman, seasoned and with a keen sense of humor. He could read the quick but juvenile morse the young aspiring operators in Mobile sent, no matter how sloppy. When he was required to copy several train orders at a time, he'd interrupt the dispatcher with, "just a minute, let me take a drink." Taking off his headset, he'd sprint around to a cabinet near the front window, pour about an inch of black coffee in the screw-on cap of his Thermos, down it, and return to the desk. The uninitiated would have believed he was imbibing something other than coffee.

His porter was Sam McDowell, who answered to every call. When given instructions, Sam would always smile and say, "We'll 'corporate'."

Seldom seen but on duty each night was third trick operator R. J. Vaughn, who left quite a few train order copies in the bin. A couple of fast freights and several passenger trains ran during the wee hours; the operator being required to handle the mail and baggage.

LOUISVILLE & NASHVILLE RAILROAD COMPANY  
TICKET SELLERS DAILY TALLY SHEET

Pascagoula Apr 9 50.00

DESTINATION	FARE	CAR NO.	CAR NO. TO GO	FARE	AMOUNT	SUB-TOTAL	COUNTS
Mobile	1285	✓					Roller 6.00
New Orleans	3788	✓					CR 10.00
Birmingham	2785	✓					Quire 1.60
Montgomery	1667	✓					In 3.00
Mobile	1536	✓					St 2.75
Stanton	798	✓					St 70
Stanton	1031	✓					St 21
Stanton	529	✓					St 90
Stanton	917	✓					
Stanton	154	✓					
Stanton	730	✓					
Mobile	8262	✓					
Grand Bay	1655	✓					\$194.60
Grand Bay	720	✓					
Mobile	1066	✓					
Stanton	1210	✓					
Stanton	1781	✓					
Stanton	8001	✓					
Stanton	3223	✓					
Stanton	585	✓					
Stanton	285	✓					
Stanton	2991	✓					
Stanton	340	✓					30.4
Stanton	52	✓					211.60
Stanton	255	✓					8.6
Stanton	8024	✓					329.8
Stanton	7945	✓					103.0
Stanton	2893	✓					
Stanton	1810	1810	2	21.60	32.0		194.60
Stanton	1116	✓					
Stanton	1030	✓					

Pullman 500.00



Each operator prepared this Ticket Sellers Daily Tally Sheet. On left are card ticket destinations and their serial numbers; below, coupon and Pullman tickets were entered. Specimen is from April 9, 1950; cash on hand was \$50.00, so the total sales for that day was \$146.60.



While the wax sealer in the freight office was circular in shape, this one from the passenger station at Pascagoula was oval, but the inscription was the same. The image has been inverted for easy reading. Presumably, the sealers were furnished to NO&M stations when the L&N bought the line in 1881, as the station number was "711" then; subsequently it was changed to "710" in 1908, and to "707" in 1915. Scranton was renamed Pascagoula in 1905; L&N recognized the change in 1910.



**December 24, 1962:** Communication components on the north wall above the batten board include lightning arrestors, patch/test jackbox with cords, selector sets and dry cell cannisters.

When he wasn't working passenger trains or cleaning up the station, day porter Jim McInnis assisted Warehouseman L. Lucas trucking LCL in the freight house. Tending to the company's business in the freight house were Chief Clerk Albert Lynd, Cashier Natalie Shelton and Car Man Robert Talley, supervised by Agent R. C. Dowdle.

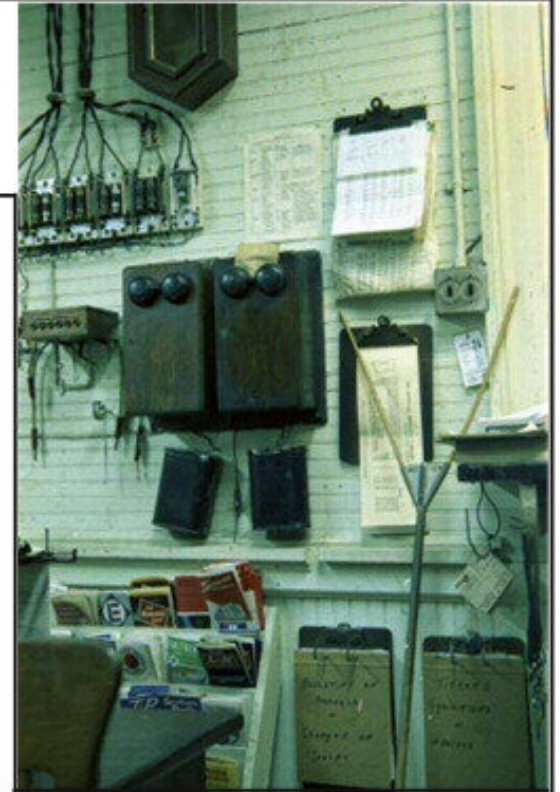
Some evenings the Agent would entrust the apprentice with the day's abstracts for tallying on a hand-cranked, multi-buttoned adding machine, and the remittance for sealing in the prescribed envelope. Red sealing wax would be melted with kitchen matches, affixed to four spots and stamped with the sealer. Although Pascagoula had been renamed in 1905, the inscription read, "SCRANTON, MISS."

Dowdle worked a half-day each Saturday in his office, lining up the locals' switching. He had a dry humor. Sometimes beginning the switchlists with a No. 3 L&N pencil, he'd pause after a few entries, roll the pencil between his fingers for a moment, then toss it over his shoulder. Selecting a No. 1 to continue, he'd mutter, "I want a fast pencil."

In the depot, bamboo hoops were used for delivering orders to moving trains. The flimsies would be carefully folded and placed under a clip where the hoop end intersected the handle. The trick was to hold it aloft at just the right angle for a trainman to snare; not an easy task if the wind was blowing or a driving rain prevailed. And they were dropped about three or four hundred feet beyond the office, necessitating a trek after each delivery. Orders were copied with an agate or glass stylus, usually writing a larger than normal hand. From a 3 copy manifold, the darker middle copy was delivered to the engineer; the top one to the conductor and the bottom one filed.

"31" Orders were not issued in ABS territory. Therefore, when a "19" was placed at a station restricting the movement of a train at that station, the operator was required to protect that movement. In those days before radios, all signaling was done by hand. Besides standard signals illustrated in the rule book, one could carry on a brief conversation with the crew of a passing train if one knew sign language.

Once when a "19" was copied for a northbound extra with the restriction that they clear the main





**No. 83, Engines 666-406-826 approaches East Pascagoula Drawbridge at 10:35am on a cloudy January 3, 1959. ATS-equipped FP-7A's 650-665 were assigned to the NO&M, which also saw frequent visitors #669-671. No. 666 and three of her sisters, #667, 668 and 672 were kept in Kentucky until the NC&StL merger of 1957 changed loco utilization procedures which also brought non-ATS-equipped ["up-home," as they were referred to by NO&M enginemen] locos trailing. So, a couple of years earlier, this consist would have been very unusual.**

track in the east siding. Murphy handed his cub the order hoops, a yellow flag with which to give a slow sign and the example of how to tell an engineer to head in: Patting the top of one's head and sticking one's index finger into his other fist. Emergency signs included holding one's nose to convey a "hotbox" message; rubbing hands together to say, "sticking brakes," or "sliding wheels," etc.

After switching International Paper Company at Kreole, five miles away, No. 43, the Sibert—Gulfport local, normally stopped at the north switch east siding, cut off a tank of gas for Gulf Refining Company, ran to their spur to spot it, or exchanged it for an empty. The switching was swift, in getting the job done to clear the main track for superior trains. Often the flagman rode the engine from Kreole to assist.

Brakeman Claude Eubanks and Flagman Graham Heasley were on No. 1

local for a spell. Claude would drop off at the derail to Gulf Spur and make small talk with the apprentice operator, while Graham handled the switch. Then he'd unlock it and slip it off the rail just before the tank passed. The empty would be jerked from its spot with the brakes still on; bled off on the fly and kicked up the siding for later retrieval. Here was the opportunity to ride downtown.

**On January 21, 1957, No. 43, Engine 551, handling No. 44's cahoose #59, has just finished switching cars out of their train and is shoving it to a coupling over Frederic Street.**





**No. 43, Engine 663, is leaving Pascagoula on July 29, 1957, from the East Siding and will exit to the main track through a spring switch. Conductor David S. Fluker is apprising Engineer Jimmy T. DeLokery of their next work.**



**Conductor R. P. Gideon on No. 43 prepares to step off his cab and line the West Siding switch back when his train clears the main track. This scene was recorded in the Summer of 1954. Note visor missing from cupola on Caboose 913 on east side.**



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August 18, 1957: No. 5, the Humming Bird, Engines 773-756, takes East Siding on train order meet for No. 6, her northbound running mate, set up by the dispatcher so both trains can hold the main track adjacent station platform downtown. Train will exit siding through a spring switch.

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August 18, 1957: Having checked No. 5's engine number and the position of the automatic block signal ahead, No. 6's engineman passes Market Street as fast as he can "turn a wheel" with Engines 761-771.



FORM 19 LOUISVILLE & NASHVILLE RAILROAD COMPANY FORM 19  
 TRAIN ORDER NO. 93 JAN 27 53

TO C. AND E. No 10  
 TO S. AND E. Work Extra 659  
 TO S. AND E. Passenger

Work Extra 659 run ahead of No 10  
 Eng 660 and 1504 Campbell  
 Passenger Unit Arr  
 taken  
 work Extra 659 has  
 departed passenger

MADE COMPLETE TIME 6:00 p.m. Reving

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Train Order No. 93 on January 27, 1953, was issued to the last steam-powered train on the NO&M Sub-Division, J-3 #1504, standby power in New Orleans, was being ferried to Mobile on local passenger train No. 10. This order authorized Work Extra 659 to run ahead of No. 10's first-class schedule instead of clearing the main track according to the rules. After the operator repeated the order and received "complete," it was delivered to the work train. The rules also provided that additions to train orders may not be made after they have been made "complete," but to save time, he added the last sentence after the operator "OS'ed" the work train, so that No. 10 could follow them.



**Birds-eye view of the yard at Pascagoula is afforded from the drawhouse atop the bridge, courtesy first trick tender Jeff Rushing. He was oldest in seniority on the B&B roster, having hired in 1908.**

If the 'Birds were to meet at Pascagoula, No. 43 would be instructed by message to clear in the west siding so they could be met by train order in the east, enabling both trains to hold the main track adjacent to the station platform.

Once in the yard, the conductor would spend a few minutes in the freight office, swapping waybills and switchlists - LCL for the house, cars for Ingalls Shipbuilding Corporation, Coast Fisheries, Gulley's Warehouse, Merchants Company and MSE Interchange, among others. All would be classified by kicking through the yard tracks from the south switch west siding.

The position of Pascagoula Draw was normally open for passage of the many boats in the channel, unless lined for an approaching train.

Engineer C. H. "Bud" Pearson, whose favorite throttle position was "8," took the local for a time. Veteran brakemen C. D. Jenkins and O. B. Weaver would make short work of the switching, the engine intermittently coasting to a stop just short of the end of the trestle, while the conductor hid behind the telephone booth so as not to see it if it fell in. First trick tender Jeff Rushing, balanced on the back legs of a straight chair propped against the front of the drawhouse, waved each movement by his home signal with a hank of red flag.

Pascagoula was in yard limits. One good reason was demonstrated on an occasion when No. 43's brakeman lined their engine and cut of cars out of the City Spur through the crossover. When the movement had just begun to negotiate the crossover, No. 83 appeared around the curve. Needless to say, the maneuver was completed post-haste.

Later, when No. 44 arrived, usually after Nos. 4 and 6 had passed, No. 43's crew would have the switches lined for them toward a yard track. When business was heavy, clearance space was at a premium, and often the locals would have to help each other in getting their trains together. On Saturdays, though, it was usually light and the dispatcher could be talked into running No. 44 away as Second 4. Before the Azalea could get her passengers loaded in Mobile, the local would be standing behind her at Choctaw.

The locals in either direction and "one side" of Nos. 75-74, the "short cars," or house freight, which performed local work south of Gulfport, were protected with the three GP-7's #550-552, as much as possible. The Geeps were fully utilized, as third units on fast freights when tonnage warranted and in passenger service when needed. Several years later, train stop and steam generator equipped GP 9's #553 554 joined their cousins.

FP-7A's #650-665 were NO&M-assigned and maintained at Sibert. These, and frequent visitors #669-671 were standard power on the 70-Runs, as the fast freights were known, usually consisting of two units. On rare occasions one of the MNO&P F-7A's, #912, 916-918, would suffice for an FP as a trailing unit. An FP was also standard power for the Coast Commuter train out of Ocean Springs. All other passenger trains rated E-units. However, an FP 7A was the lead engine on Nos. 99 4 for quite some time in their South Louisville test cycle.

Until 1955, few non-train stop-equipped locomotives were permitted on the NO&M. Within the next two years they became commonplace, and by the end of the decade even Alcos, which had never ventured south of



**On August 21, 1957, No. 6, the northbound Humming Bird, rumbles across the East Pascagoula Drawbridge at the allowable 45mph over the Conley Iiftralls and in a few moments will stop at the passenger station, barely 600 feet ahead.**

#96, 177 and 755.

Between December 8 and December 23 each year a Christmas mail train was operated with symbols CNX/NCX. Dubbed "Jingle Bells" and running as the second section of Nos. 33-34, two crews were assigned, usually with a pair of newly-outshopped small cabooses. The oldest passenger conductors in point of service commanded them, as they made only three stops en route and paid the freight rate.

While the L&N began installing end to end radios in 1954, it was not until 1956 that large cabs were swapped out for small ones on the NO&M; former cars being sent in for overhaul, radios and renumbering. In April, 1957, chain gang cabs #13, 75 and 96 were replaced by #466, 464 and 467; 70-Runs' #10, 588, 900, 106 and 180 by #458, 459, 465, 460 and 461.

The first time on a caboose was after school one evening. Walking along the east siding, the 190 was spotted on the rear of the few cars comprising No. 43, the train awaiting passage of Nos. 37 and 1, the Crescent and Azalean. Markers were glimmering in the distance and the inside lamp was lit. Closer, voices were discerned. Books were chucked on the right-of-way and the steps ascended.

Their visitor was recognized, invited in and given the grand tour. This included Brakeman C. C.

Mobile, were evident.

With an FP-7A and an RS-3 coupled, it was interesting to watch a steam-era hogger take a little slack, then wind up the slow-loading 600 and witness its strange mate attempt to knock its drawhead out.

Although the sun was shining brightly on August 20, 1958, it was regarded as a dark day when Engine 669 showed up in the lead on No. 4, the first with solid black paint splashed over the original scheme; gaudy lettering stuck to its sides and the familiar L&N herald missing.

Caboose were assigned to runs, as they had been for many years. As an example, in 1956, three crews manned the locals, with cabooses #190, 913 and 561. Five crews held down the 70 Runs, with cabs #106, 701, 664, 679 and 900. The 'short cars' was actually in chain gang service; the crews standing for any extra freight assignment, with cabs



**No. 4, the Azalean, at Pascagoula on August 20, 1958, with Engines 669-770. FP-7A #669 was the first of its class to operate on the NO&M in the solid black paint scheme.**



**Four days before Christmas, 1958, CNX-21, running as Second 33, stops at Pascagoula to set out and pick up a load of storage mail. Caboose 555, last shopped at Radnor on 9-30-55 is still possessed of her "mudguards." Coal smoke swirls from her flattop heater on this cold December day.**

Eubanks' display of a new Gulf Farmall calendar, suspended on a nail in the cabinet under the cupola. Turning the pages, color photos of tractors and haystacks could be observed. The flagman, G. H. Beasley, however, had retired to the opposite end of the cab, where he was flicking through small calendar pages stapled to the bottom edges of two large color pinups of women, nude but for high heels. The latter, of course, commanded the most attention and was a source of amusement for my hosts.

The interior of the old cab was green, and shop data, matching that on the exterior, was stencilled on the ends of the ceiling under the cupola. A flattop caboose heater emitted warmth and curled the train orders hanging on a hook on the side of the work table. On the wall over the table was the lamp; to the right of it a glass-enclosed picture frame in which was mounted a list of NO&M industries and the tracks on which cars consigned to them should be placed. For the next couple of years, the 190 afforded a number of rides around town, but on a February, 1956, evening, the old friend made her last trip, at least on the road.

The brilliant red paint on the replacement was immediately visible. Conductor A. C. Barton, in his customary khakis and long-billed hat, was sitting on the main line rail across from his two cabooses: the 190 on the rear, and #42, cut in ahead of it. In the conversation that followed, he explained that he had been assigned the 42, which would be on No. 1 local until it too required major attention in a few years.

Under a wisp of coal smoke the 190 was mounted and a final walk-through made; then to the 42, savoring the smoke and odor of fresh paint. The 42 was older than the 190, but appeared brand new in its glossy coat of caboose red, black underbody and yellow trim. 'RAD 2-2-56' appeared under the traditional 'Old Reliable' safety stencil; although catwalks and mudguards had been removed at Radnor, it was practically identical to the 190, save for its archbar trucks. How long such antiques would get attention and remain in service in the modern age of diesels and all-steel equipment was questionable.

A couple of weeks later, the 190 was seen deadheading on a 70 Run en route Gentilly for transfer service without having been shopped, and was never observed again.

School was out on Good Friday, 1957, and that morning a visit was made to the freight house, camera in hand. After speaking to Agent Dowdle and the clerks for a few minutes, they were persuaded to pose for a photo. Then, sitting across the double desk from Chief Clerk Albert Lynd, the trainline handset was lifted from its cradle and the toggle switch flipped to the dispatcher's circuit.

Mrs. Christina Burnett, Agent at Rigolets, was on the line, reporting to Sid Harbin, the dispatcher, that Cecil Barton, conductor on the "south shorts," had been struck and killed by No. 4 at Northside. Listening for further details, and repeating to Mr. Dowdle what was being said, he rose from his chair looking shocked and took the handset, mentioning, "I don't think that's happening!" Then I could tell that he was really shaken, as he confirmed the fact to us all.

Barton had recently bid in the chain gang job with caboose #466, and that morning was on the south "shorts," running as First 75, with Engine 551. The train had passed Pascagoula at 6:59am, and had taken siding at Northside to meet No. 4. Having walked his train to the head end, he was returning to the caboose when the accident occurred.

The previous two decades on the NO&M had seen the Great Depression and the Second World War, neither conducive to progress or modernization. The greatest change of the 1950's was dieselization.

The next two decades saw CTC installation, discontinuance of ATS, turbo-charged locomotives, roller bearing equipment, unassigned steel cabooses and the demise of passenger trains.

Pascagoula bridge traded its roomy drawhouse with mechanical interlocking and turning machinery for a small steel shack and hydraulic system. The freight house, section foreman's house and stock pens were dismantled, along with most of the yard trackage. The station forces were moved into their new quarters at Bayou Casotte CSC in 1974.

Pascagoula passenger station, stripped of its train order signal, inner furnishings and platform and with one namesign missing, survived however, being saved by the local citizenry, who organized to have its face lifted and placed on the National Registry of Historic Places. The old depot seems to stand sadly alone, with no one to answer its telegraph call or tend its fire, but the memories remain.





**No. 74, Engine 660 and Caboose 466, has just passed over South Pascagoula Street at 8:49am. Due to Conductor Cecil Barton being involved in a fatal accident the previous day at Northside on No. 75, his flagman, R. D. Griffin, has moved to the conductor's job, and extra trainman P. J. Smitherman, Jr., [checking his watch with orders in hand] is working as flagman.**

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**Pascagoula Depot in the wee hours of June 17, 1963. By this time the author was working third trick operator. A portable cylindrical concrete base supporting an "L" shaped pipe hanger for displaying a flag or light stands where the train order signal mast once was. Lanterns of four different colored globes are lit and ready for use on platform just outside door.**

