

"Paper" Preservation

An interesting aspect of the museum is the preservation of paper artifacts from the railroads. Oftentimes when we get donations, we are surprised to find treasures that relate to the Panhandle railroads. Below is a page from a 1927 Fort Worth and Denver City conductor's wheel report made by William Peake. The railroad reporting mark and car number was entered

for each car in the train.

These books are gold for the railroad historian. Although trains on the FtW&DC between Amarillo and Texline/Sixela (where the FtW&DC connected to the Colorado and Southern) fall outside our layout timeframe, as a museum it is important that these artifacts are preserved and made available to the public.

Inset.
Conductor Peake used caboose 96.

Form 113-300Bks-1007en-4-28

FORT WORTH AND DENVER CITY RAILWAY COMPANY
THE WICHITA VALLEY RAILWAY COMPANY

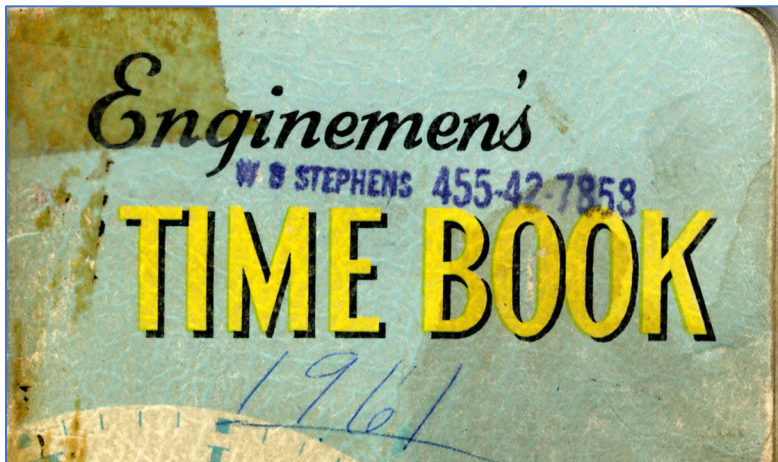
Ex 302 7111 402

Engineer		Engine	Car	Trip	Miles
Fireman			Train	Going	
Brakeman			Left	at	M 19
Conductor			Arrived	at	M 19
			Called for	M	Departed M

CARS	Initials	Nos.	Kind	Mys	STATIONS		TIME		Destination	Contents	TONS	
					From	To	Taken	Left			Gross	Net
1	Q	42580	A	11	226	403					22	
2	CO	2936	B	11	"	"					20	
3	CJ	21394	H	11	"	"					20	
4	PFE	11886	A	11	"	"					25	
5	HRT	13934	11	11	"	"					26	136
6	CJ	14224	H	11	"	"			Bail O'Leary		22	
7	211	16427	11	11	"	"					19	
8	211	26205	30	11	226	403			403		19	
9	Q	3778	11	11	"	"					19	
10	Q	58569	11	11	"	"					19	
11	DC	3331	11	11	"	"					19	
12	"	3182	11	11	"	"					19	
13	"	3806	11	11	"	"					19	
14	"	3308	11	11	"	"					19	
15	Q	58828	11	11	"	"					19	
16	DC	3086	11	11	"	"					19	
17	CJ	26140	11	11	"	"					19	
18	DC	2615	11	11	"	"					20	
19	11	2511	11	11	"	"					27	
20	PFE	2806	Q	416	433	145			Denver	Letter	43	27
21	"	32121	11	416	"	"			"	"	43	27
22	WDR	96269	B	416	"	"			How	C&D	33	22
23	DC	4742	11	416	421	145			431	Cake	42	22
24	CHW	30272	11	X 431	453	40			C&D		21	
25	DS	6557	B	X 441	2753	45			C&D		20	
26	"	6767	11	"	"	"			"		20	

Delbert T. REX





This is a timebook filled out by Bill Stephens in 1961. Bill started off as a fireman with the Santa Fe, and by 1961 was an engineer. He worked on steam locomotives during the Santa Fe's brief stint using steam locomotives in the Amarillo area in the early 1950s. On this page Bill recorded being assigned to the "Pantex SWT" for about five hours on May 22nd and the "Etter SWT" on May 27th. The Etter turn took almost 13 hours.

May 16th - 31 - 61

Date	Engine No.	Rate	Class of Service	ON DUTY		OFF DUTY	
				Place	Time	Place	Time
5-18	268 A.B.	2312	C.S.	Ama	5 ⁴⁵ _P	Way	12 ²⁵ _A
5-19	233 A.B.	2072	B.C.X.	Way	2 ³⁰ _P	Ama	12 ²⁰ _A
5-21	234 C.	2312	281	Ama	6 ⁰⁵ _A	Clovis	11 ²⁵ _A
5-21	234 C.	2456	B.K.O.	Clovis	9 ⁴⁵ _P	Ama	12 ³⁰ _A
5-22	2104	2000	Pantex	Ama	3 ⁰⁰ _P	Ama	8 ²⁰ _P
5-23	234 A.B.	2232	P.B.S.	Ama	9 ⁴⁵ _P	Way	5 ⁰⁵ _A
5-24	234 A.B.	2328	53	Way	8 ¹⁰ _A	Ama	3 ⁴⁵ _P
5-25	234 A.B.	2328	281	Ama	4 ³⁰ _A	Clovis	10 ¹⁰ _A
5-26	234 A.B.	2032	14	Clovis	11 ¹⁰ _P	Ama	2 ⁰⁵ _P
5-27	2119	2112	Etter	Ama	5 ³⁰ _A	Ama	6 ²⁰ _P
5-28	234 A.B.	2312	281	Ama	7 ²⁵ _A	Clovis	11 ²⁰ _A
5-29	2060	2312	B.K.O.	Clovis	12 ⁴⁰ _A	Ama	5 ⁰⁰ _A
5-31	—	2262	Etter	Ama	3 ⁵⁰ _P	Ama	11 ⁵⁰ _A

TIME ON DUTY		Miles Run	Over Time	Arbitraries or Special Allowances	Amount Earned
Hrs.	Mins.				
7	40	216		Donaldson	49 94
9	50	210		—	43 51
5	20	110		St. J. Dodge	25 43
2	45	104		—	25 54
5	20	100		Love	20 00
7	20	210		Foghorn	46 87
6	35	210		—	48 89
5	40	120		Smith	27 94
14	55	227		—	46 13
12	50	168		Shelby	35 48
3	55	104		Sanderson	24 04
4	20	112		—	25 89
8	—	100		None	22 62
					442 28

Time Record of 10 1961
(Pay Period)

Total Earnings \$ 442.03
Deductions —
Amount Due 364.08

It is a treasure to have Bill's 1950-51 timebook. Steam had an "Indian Summer" on the Santa Fe, and Bill was right in the middle of it. It takes a bit of fine tuning to get used to a person's handwriting, but once adjusted, the information is very readable. Bill had nice, concise handwriting which makes interpretation easier. But there is an even better way than scanning to preserve the information.

You cannot see death, but you and your family will continue to enjoy your income for life. You will, of course, if you are able to stay on the job. But you cannot be sure of this. Accidents and sickness strike quickly without warning. Then what? That question is answered by Continental. Now, while you are still able to work, get your Continental Insurance.

FOR LIFE

TRAIN SERVICE

1950
1951

Month of _____

DATE	TRAIN No.	ENGINE No.	CLASS OF SERVICE	ON DUTY		OFF DUTY		TIME ON DUTY	
				PLACE	TIME	PLACE	TIME	HRS.	MIN.
7		3446		Ama 6a	Ama 5 ³⁵ p			11	35
8	106	3762		Ama 7a	Way 12 ³⁵ p			5	35
8	105	3761		Way 5 ³⁰ p	Ama 11 ²⁵ p			5	15
10		5004		Ama 5 ⁰⁵ a	Can 5 ⁰⁰ a			3	35
10		3949		Can 3 ¹⁰ p	Ama 10 ¹ p			6	55
11		3781		Ama 5 ⁵⁵ a	Can 8 ⁴⁰ p			3	35
12	2	36		Can 8 ¹⁵ a	Ama 10 ¹ a			2	10
13		5005		Ama 7a	Can 7 ²⁰ a			5	20
13		5014		Can 3 ¹⁰ p	Ama 7 ⁴⁵ p			3	55
14		976		Ama 7a	Way 6 ¹⁵ p			10	15
16		976		Way 9 ⁴⁵ a	Ama 9 ³⁰ p			10	45
17		5004		Ama 5 ⁰⁵ a	Can 9 ¹⁵ p			4	10
18		5004		Can 9 ⁴⁵ a	Ama 2 ³⁰ p			4	45
19		1067		Ama 6a	Ama 5 ³⁵ p			11	25
20		1690		Ama 7a	Plain 5 ⁴⁵ p			10	50
21		3226		Plain 7 ¹⁵ a	Ama 6 ¹⁵ a			10	30

Pay Period _____

MILES RUN	OVER-TIME	SPECIAL ALLOWANCES	AMOUNT EARNED	REMARKS
167		1		Hollings
205		2	1	W. Lane
205		2	1	
100		2	1	Glenn
101				
100		2	1	Ponder
100				
100		2	1	Simmons
101				
144				St. Charles
152				
100				Raymond
101				
164				Simmons
153				Donelson
144				
TOTAL AMOUNT EARNED				

Continental has specialized in Accident and Sickness Insurance for railroad employees more than 50 years

Insurance for railroad employees more than 50 years

THE AMARILLO RAILROAD MUSEUM, 1990-2023

Thanks to the easy access to data processing on computers, programs such as Microsoft's Excel can be used to store and sort data. Below are the data for the locomotives Bill rode in 1950-51; and the number of times he rode them. Note that Bill fired the Madam Queen (Santa Fe 5000) fourteen times!

Santa Fe Plains Division Locomotive Assignments in 1950-51 from W. B. Stephens' Time Book.											
Locomotive	Model	Freq.	Locomotive	Model	Freq.	Locomotive	Model	Freq.	Locomotive	Model	Freq.
109	FTA	3	2905	4-8-4	2	3839	2-10-2	1	5022	2-10-4	6
134	FTA	2	2906	4-8-4	1	3849	2-10-2	1	5023	2-10-4	7
150	FTA	1	2907	4-8-4	1	3877	2-10-2	2	5024	2-10-4	2
165	FTA	1	2908	4-8-4	1	3888	2-10-2	2	5025	2-10-4	5
172	FTA	1	2909	4-8-4	1	3895	2-10-2	1	5026	2-10-4	7
268	F7A	1	2911	4-8-4	1	3912	2-10-2	2	5027	2-10-4	7
312	F7A	1	2912	4-8-4	2	4023	2-8-2	1	5028	2-10-4	6
976	2-10-2	2	2915	4-8-4	1	4067	2-8-2	1	5029	2-10-4	5
977	2-10-2	2	2917	4-8-4	2	4072	2-8-2	1	5030	2-10-4	6
983	2-10-2	3	2919	4-8-4	1	4090	2-8-2	1	5031	2-10-4	6
1001	2-6-2	1	2921	4-8-4	2	4109	2-8-4	1	5032	2-10-4	3
1006	2-6-2	1	2923	4-8-4	1	5000	2-10-4	14	5033	2-10-4	10
1067	2-6-2	4	2924	4-8-4	1	5001	2-10-4	6	5034	2-10-4	6
1133	2-6-2	2	2927	4-8-4	2	5002	2-10-4	13	5035	2-10-4	8
1630	2-10-2	3	2950	4-8-4	1	5003	2-10-4	6			
1670	2-10-2	2	2979	4-8-4	1	5004	2-10-4	10			
1690	2-10-2	2	3016	2-10-2	1	5005	2-10-4	12			
1806	2-6-2	2	3208	2-8-2	1	5006	2-10-4	4			
1817	2-6-2	1	3226	2-8-2	1	5008	2-10-4	10			
1871	2-6-2	2	3411	4-6-2	1	5009	2-10-4	8			
1886	2-6-2	1	3432	4-6-2	2	5010	2-10-4	1			
2021	GP7	1	3446	4-6-2	1	5010	2-10-4	11			
2269	DS4-4-1000	1	3464	4-6-4	1	5011	2-10-4	4			
2361	S2	2	3761	4-8-4	2	5012	2-10-4	5			
2767	GP7	1	3762	4-8-4	1	5013	2-10-4	5			
2807	GP7	1	3765	4-8-4	2	5014	2-10-4	6			
2808	GP7	1	3773	4-8-4	1	5015	2-10-4	6			
2809	GP7	1	3776	4-8-4	1	5016	2-10-4	4			
2900	4-8-4	1	3778	4-8-4	1	5017	2-10-4	4			
2901	4-8-4	1	3779	4-8-4	1	5018	2-10-4	5			
2902	4-8-4	4	3781	4-8-4	1	5019	2-10-4	5			
2903	4-8-4	2	3783	4-8-4	1	5020	2-10-4	2			
2904	4-8-4	2	3809	2-10-2	1	5021	2-10-4	13			

134-109 paired on a run from Amarillo to Borger and return on 4/24/51

109-164 paired on a turn out of Amarillo and return on 3/18/51

2807-2808-2809 combined on a run from Canadian to Amarillo on 6/14/51

Unknown if the runs with FTA's are multiple units or not

The single entry for 109 could be 109LABC

The single entry for 150 could be 150LABC

The single entry for 172 could be 172LABC

June 14th - 30th, 61

Date	Engine No.	Rate	Class of Service	ON DUTY		OFF DUTY	
				Place	Time	Place	Time
6-17	2153	2112	Other	Ama	5:30	Ama	8:30
6-18	2291	2232	85	Ama	6:40	Way	12:25
6-18	2291	2272	Spearman	Way	11:30	Spearman	8:10
6-19	-	2272	Spearman	Way	4:10	Way	4:10
6-20	108-19	2328	533	Way	1:40	Ama	7:10
6-21	123	2257	37	Ama	8:30	Way	5:45
6-21	151	2257	38	Way	5:45	Ama	12:25
6-22	2481	2232	59	Ama	1:25	Cloris	9:30
6-23	256	1992	2032	Cloris	7:20	Ama	2:10
6-24	246	2112	2112	Ama	12:00	Shattuck	3:35
6-24	021	1760	2112	Shattuck	3:35	Shattuck	7:35
6-24	024	1760	2112	Shattuck	9:10	Way	10:30
6-25	-	1760	2112	Way	10:30	Way	4:35
6-25	024	1760	2112	Way	4:10	Ama	7:50
6-26	812	2088	281	Ama	4:20	Cloris	7:40
6-27	-	2088	281	Cloris	7:40	Cloris	4:10
6-27	024	1760	281	Cloris	3:30	Ama	5:30

Time Record of 12 1961
(Pay Period)

TIME ON DUTY		Miles Run	Over Time	Arbitraries or Special Allowances	Amount Earned
Hrs.	Mins				
14	50	206		Luke	43 51
5	45	210		Reed	46 87
8	30	385			87 47
12	10	204			69 07
5	20	210			48 89
9	15	130		W. Hill	29 34
6	40	141			31 82
3	15	104		Cratcher	23 21
6	50	104			21 13
15	35	204		Norman	43 08
4	-	32			5 53
1	25	68			11 97
1	8	25			4 40
3	55	205			36 08
3	20	110		M. Father	22 97
19	30	43			8 98
2	20	104			18 30
					483.55

Total Earnings \$ 485.75
Deductions _____
Amount Due 399.24



One last example of the history a timebook provides. Starting on June 24th, Bill left Amarillo on ALCO RSD5 2112, went north to Etter then took an unusual run over what was the Rock Island to make a pickup at Spearman. He stayed in Sherlock after being on the road for over 15 hours. He then deadheaded by car to Shattuck, OK. He returned to Amarillo on June 26th.



Above and below are images of locomotives Bill worked on as a fireman for the Santa Fe. An exciting aspect of working with historical information is being able to put images, paper records, and first-person accounts into a preserved story to be enjoyed for a very long time.



Form 1120 320-11-3-1912

Chicago, Rock Island & Gulf Railway Chicago, Rock Island & Pacific Railway

THIRD DISTRICT

AMARILLO DIVISION TIME TABLE NO. 16

TAKING EFFECT SUNDAY, NOVEMBER 3rd, 1912, AT 12:01 A. M.

CENTRAL TIME
SUPERSEDING TIME TABLE No. 15.

NOTE IMPORTANT CHARGES IN TIME TABLE RULES.

For the exclusive guidance of Employees; not for the information of the public.
The Company reserves the right to vary from it at pleasure.

C. W. JONES,
VICE-PRES. AND GENERAL MANAGER

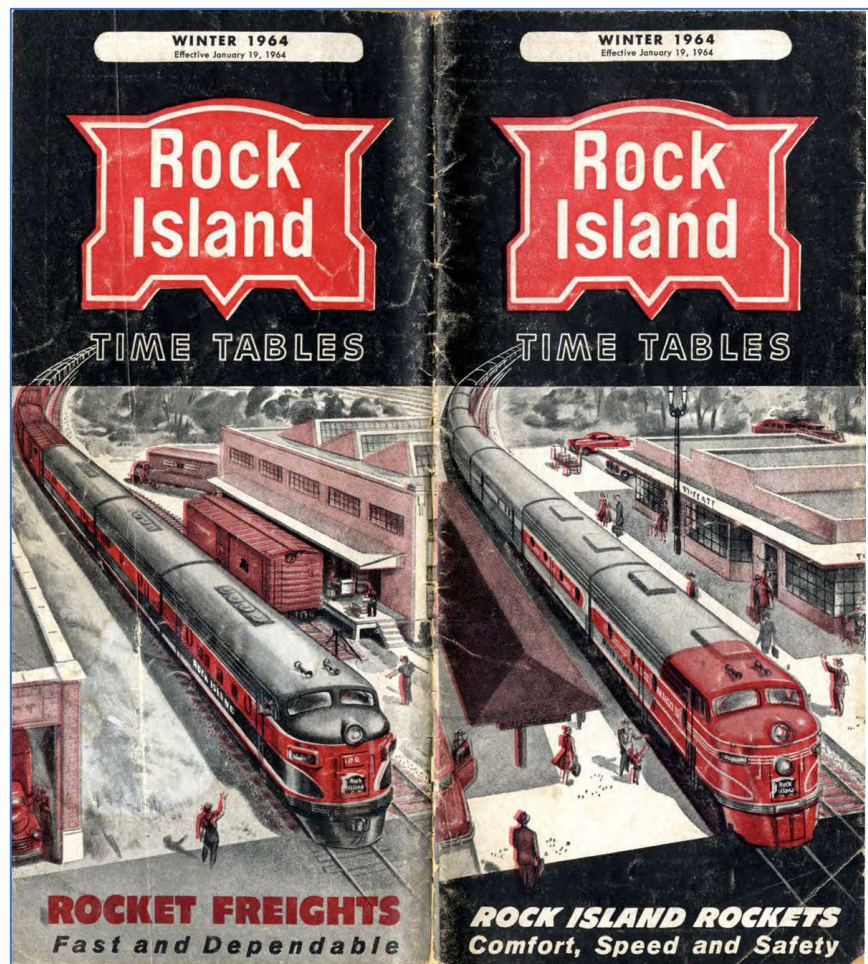
T. H. BEACON,
ASSISTANT GENERAL MANAGER C. R. I. & P. RY.

A. E. WALKER,
SUPERINTENDENT

Texas Printing Company, Fort Worth.

Timebooks and wheel reports are rare. More common, but still useful are employee and public timetables. Lots of information and no handwriting to be deciphered.

Scanning is the preferred way to store data. We save the originals paper copies and scan the items to searchable PDF files. You can hold the actual timetable in your hands or put a computer to work and search quickly for specific data. Using digitized copies of paper items preserves them from further wear and tear.



W. R. HENRY, Trainmaster.....Amarillo, Texas.
 H. J. BRISCOE, Trainmaster.....Amarillo, Texas.
 B. BEYER, Chief Dispatcher.....Amarillo, Texas.
 EISENBERG, Asst. Chief Dispatcher.....Amarillo, Texas.
 HAMIC, Asst. Chief Dispatcher.....Amarillo, Texas.

TRAIN DISPATCHERS—AMARILLO, TEXAS.

C. H. MARSH.....O. F. CORDER.....B. L. BRANT
 T. A. COX.....M. J. TRAFFAS.....E. L. FARMER.
 C. F. SPARKS.....L. W. HELLMAN.....B. M. WHEELER.
 C. M. FORD.....W. N. PIERCE.....G. F. McGUIRE.
 P. W. STEWART.....W. H. MORGAN.

A. J. STROBEL, General Watch Inspector.....Topeka.

LOCAL TIME INSPECTORS—PLAINS DIVISION.

RALPH L. SHARP.....Waynoka.....L. N. PITTMAN.....Amarillo.
 MRS. SENA A.....FRED W. HINDS.....Amarillo.
 NORTHUP.....Woodward.....BRYANT MADDOX.....Amarillo.
 REX GARD.....Shattuck.....JESSE A. MAY.....Clovis.
 H. E. McCARLEY.....Pampa.....H. C. EDWARDS.....Clovis.
 L. P. NORTHUP.....Clinton.....LYNN C. KESTER.....Hereford.
 E. F. COPELAND.....Borger.

SURGEONS OF

THE A.T.&S.F. HOSPITAL ASSOCIATION

DR. GEORGE S. HOPKINS, Chief Surgeon.....Topeka.

LOCAL SURGEONS

DR. R. D. GIST.....Amarillo.
 DR. A. E. WINSETT.....Amarillo.
 DR. D. H. LOVING.....Amarillo.
 DR. W. H. WHEIR.....Amarillo.
 DR. R. KEYS.....Amarillo.
 DR. E. M. WINSETT.....Amarillo.
 DR. S. K. BROYLES.....Amarillo.
 DR. G. T. ROYSE.....Amarillo.
 DR. J. O. WYATT.....Amarillo.
 DR. J. C. HALLFORD.....Boise City.
 M. M. STEPHENS.....Borger.
 V. G. STEPHENS.....Borger.
 H. A. PENNAL.....Borger.
 E. H. SNYDER.....Canadian.
 DR. RUSH SNYDER.....Canadian.
 DR. E. H. MORRIS.....Canadian.
 DR. R. A. NEBLETT.....Canyon.
 DR. C. R. NESTER.....Canyon.
 DR. V. S. JOHNSON.....Clovis.
 DR. L. H. THOMAS.....Clovis.
 DR. JOEL ZIEGLER.....Clovis.
 DR. MICHELE DE MAIO.....Clovis.
 DR. F. K. BUSTER.....Cheyenne.
 DR. T. G. BROWN.....Dumas.
 DR. O. J. RICHARDSON.....Dumas.
 DR. P. L. SPRING.....Friona.
 DR. R. R. WILLS.....Hereford.
 DR. L. B. BARNETT.....Hereford.
 DR. J. J. DAVIS.....Higgins.
 DR. T. B. TRIPLETT.....Mooreland.
 DR. S. J. MONTGOMERY.....Miami.
 DR. C. H. ASHBY.....Pampa.
 DR. JOHN R. KANTOR.....Panhandle.
 DR. D. B. PEARSON.....Perryton.
 DR. WALTER DERSCH.....Shattuck.
 DR. F. S. NEWMAN.....Shattuck.
 DR. R. H. BURGTORF.....Shattuck.
 DR. J. J. SMITH.....Shattuck.
 DR. M. H. NEWMAN.....Shattuck.
 DR. R. A. KLEEBERGER.....Spearman.
 DR. J. R. PURGASON.....Stratford.
 DR. R. A. WHITENECK.....Waynoka.
 DR. C. W. TEDROWE.....Woodward.
 DR. R. G. OBERMILLER.....Woodward.
 DR. F. E. FLACK.....Woodward.

EYE, EAR, NOSE AND THROAT SPECIALISTS

AT LOCAL POINTS

DR. A. J. STREIT.....Amarillo.
 DR. G. R. CHASE.....Amarillo.
 W. J. CAMPBELL.....Amarillo.
 L. E. GREER.....Amarillo.
 EDWARD D. MCKAY.....Amarillo.
 DR. R. L. CURRY.....Clovis.
 DR. C. E. WILLIAMS.....Woodward.
 DR. M. C. ENGLAND.....Woodward.

**The Atchison, Topeka and Santa Fe
 Railway Co.**

Panhandle and Santa Fe Railway Co.

**WESTERN LINES
 Southern District**

PLAINS DIVISION

TIME TABLE No.

87

IN EFFECT

Sunday, February 20, 1955

**At 12:01 A. M.
 Central Standard Time**

**This Time Table is for the exclusive use and guidance
 of Employees.**

**G. R. BUCHANAN,
 Vice-President and
 General Manager,
 Amarillo, Texas.**

**E. P. DUDLEY,
 Asst. General Manager,
 Amarillo, Texas.**

**T. J. ANDERSON
 Superintendent,
 Amarillo, Texas.**

Hall 1 55 6500 8631

An employee timetable, near to the timeframe the museum model railroad layout replicates, provides information on operations on the railroad.

ROCK ISLAND LINES Form M. P. 71
10M Bks. 3-62
CAR INSPECTORS ORIGINAL RECORD AND TRAIN REPORT

Train # 21 Eng. 410 Date 11-3-63
INBOUND OUTBOUND

Arr. 12-30-A M Called for _____ M
Made up 12-45-A M
Inspection Finished 1-00-A M Eng. on 12-45-A M
Number Bad Orders _____ M
Signature R.L. Ross Inspector

INITIAL	NUMBER	Kind	SHOP CAR—PRINCIPAL DEFECT	SHOP TO
RI.	410		Eng out over	
RI.	9003		Rudd. out over	
RI.	411		Eng on	
RI.	4324		Bag	
RI.	4362		---	
RI.	4324		---	
RI.	4305		---	
RI.	4372		---	
RI.	7028		R.P.D.	
RI.	2868		Ch. car	
Dept			1.07-am	
Delay			mail	

So state, when damage is due to any Rule 32 condition. Make separate report (4 copies) for cars damaged in yards, by switching, listing all pertinent data for each car in cut, sending one copy of report, each, to Auditor Disbursements, Chicago, Local Yardmaster, Car Foreman to whom cars are sent for repairs and retain one copy for file. Use form MP 64 for major accidents.

ROCK ISLAND LINES Form M. P. 71
10M Bks. 3-62
CAR INSPECTORS ORIGINAL RECORD AND TRAIN REPORT

Train # 22 Eng. 407 Date 11-3-63
INBOUND OUTBOUND

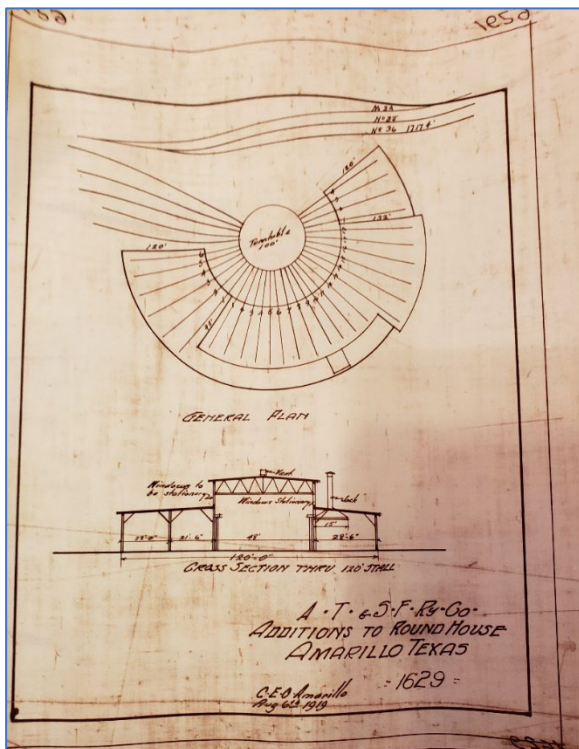
Arr. 2-40-A M Called for _____ M
Made up _____ M
Inspection Finished 305-A M Eng. on _____ M
Number Bad Orders _____ M
Signature R.L. Ross Inspector

INITIAL	NUMBER	Kind	SHOP CAR—PRINCIPAL DEFECT	SHOP TO
RI.	4399		Bag	
SP.	6235		---	
RI.	4365		---	
RI.	7018		R.P.D.	
RI.	4387		Bag	
RI.	2865		Ch. car	
RI.	9015		Bludon	
Dept			3.17-am	
Delay			mail	

So state, when damage is due to any Rule 32 condition. Make separate report (4 copies) for cars damaged in yards, by switching, listing all pertinent data for each car in cut, sending one copy of report, each, to Auditor Disbursements, Chicago, Local Yardmaster, Car Foreman to whom cars are sent for repairs and retain one copy for file. Use form MP 64 for major accidents.

And it never ends! The only hurdle is the time it takes to scan the originals, properly store them, and sort the data.

At right are two car inspectors reports for Rock Island passenger trains 21 and 22 on November 3rd, 1963. The trains consists and various notes. Both trains had delays due to loading or unloading mail.



Here is a diagram for additions to the roundhouse at Amarillo approved August 6th, 1919. It looks like the drawing is related to adding 10, 120' additional locomotive stalls. Six on one side and four on the other.

Amarillo Nov 30th, 1928 10:40 AM
 JBG-YH-JTG---AR
 Condr ex north---AR
 Dispatchers:
 Bill eight empty stocks to Hartley, forward in
 extra north today jt
 O RB

The section started off with a page from William Peake's wheel report made in 1927. This simple order from 1928 is what Mr. Peake

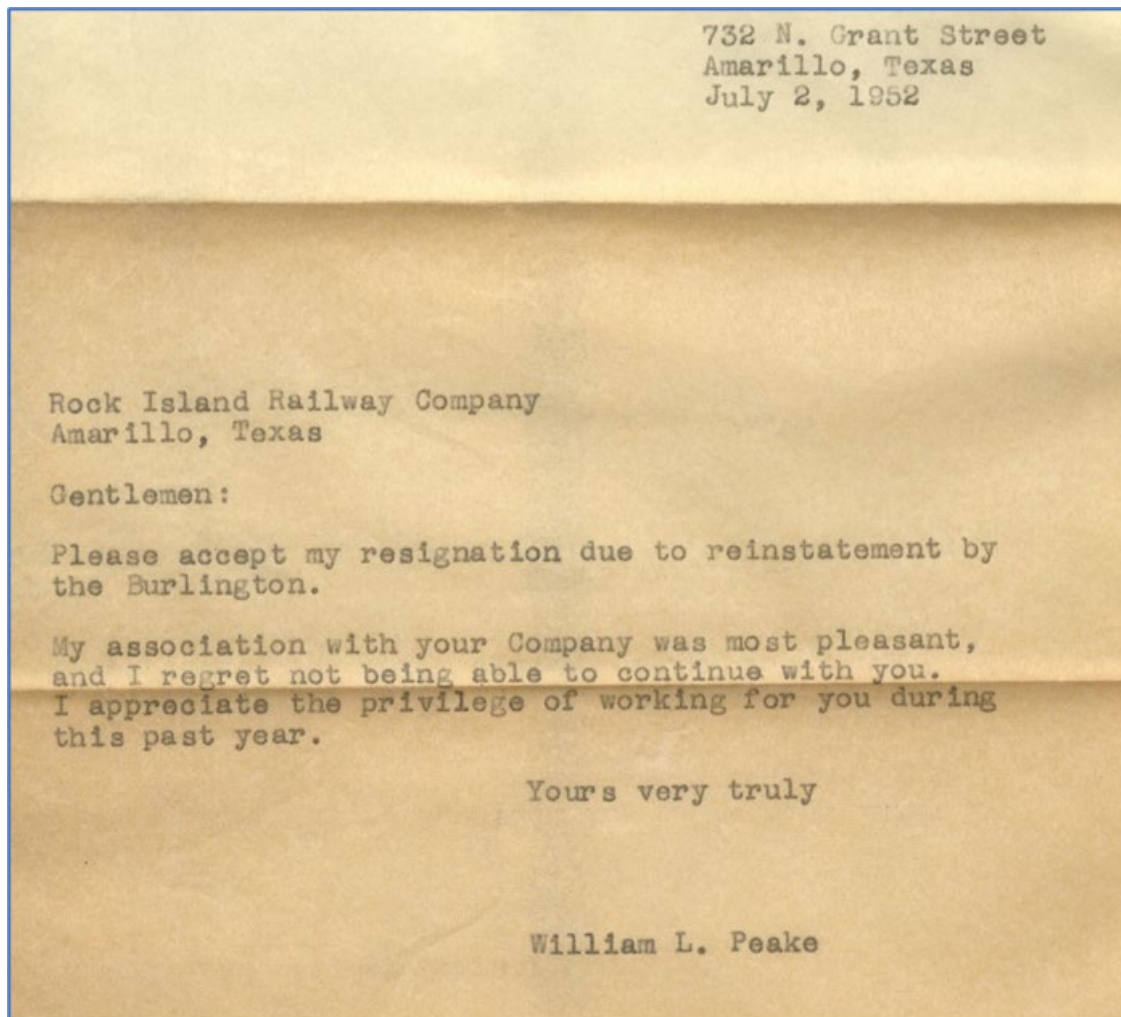
would receive enroute from Amarillo to Texline.

Amarillo: May 4, 1951
 32 - 1211
 Mr. W. L. Peake
 Conductor
 Amarillo
 For your responsibility in passing Estelline at 4:05 AM, April 21, 1951 on Extra 459 North, without picking up Clearance Form A and Train Orders Nos. 157 and 158 that were on hand at that station, addressed to your train, you are, this date, being dismissed from the service of this Company. Rules 221, 998, 1005 and 1345 were violated by you.
 Please turn in your Company equipment to this office.
 M. G. Monaghan

Three decades later Mr. Peake got into trouble for not picking up a clearance form and two orders at Estelline in April of 1951, and was fired.

NO EL RENO 1024AM OCT 11 1951
 LJA
 C&E LOCAL 2644 WEST
 SAYRE
 DH TRAIN AND ENG CREW BEACH SAYRE ON 112 LJA CALL LOCAL
 WEST ON ARRIVAL THIS CREW WITHH ENG 2644 WITH CAB ARRAIVING
 SAYRE ON 2644 HOLD ING HOLEEYHIS AND PAMPLIN
 AMAIRLLO DH ONE CAB TO SAYRE 994 TONIGHT LJA USE THIS CREB
 CONDR HOLLEY WILL DOUBLE HEAD ONE K68 TO SAYRE 111 TONIGHT
 TO TAKE DARG WEST LEFT SAYRE FOR DIESEL WEST THIS AM JT
 VHR 1057AM

He soon hired out as a Rock Island brakeman in late 1951. At left is an example of a train order he received.



In 1952 Mr. Peake resigned from the Rock Island and was reinstated by the Fort Worth and Denver (Burlington) about 14 months after being dismissed.

in answer to
your letter Oct. 23-71
stopped parallel track No 4.77 heading out West
end yard. Raining - double to old 1-track
from New 2 track work & additionally
done. Time consumed.
PS - off we can get the head brakeman
down to a walk out of a run will
consume more short hours.

W. L. Peake

But it seems Mr. Peake got into trouble frequently. By the mid-1960s we know from more of his wheel reports he was a passenger train conductor, and then a freight conductor by 1971. In late October 1971 he had to reply to a letter from his boss about delays to his train.

The "Brass" was **not** impressed!

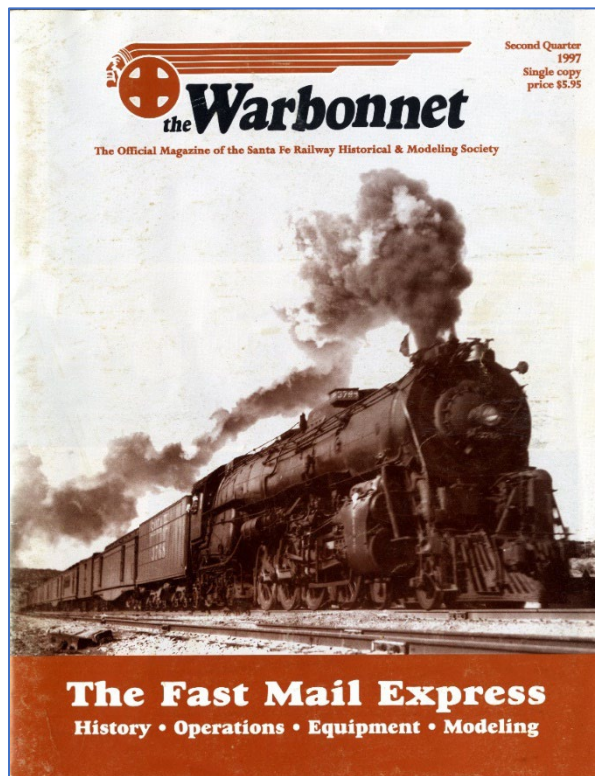
Amarillo: October 30, 1971

W. L. Peake - Conductor - Amarillo

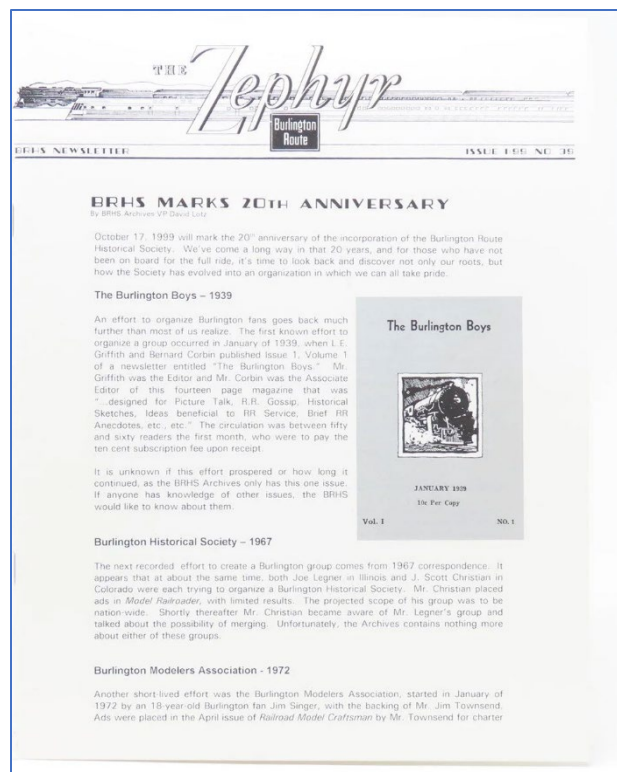
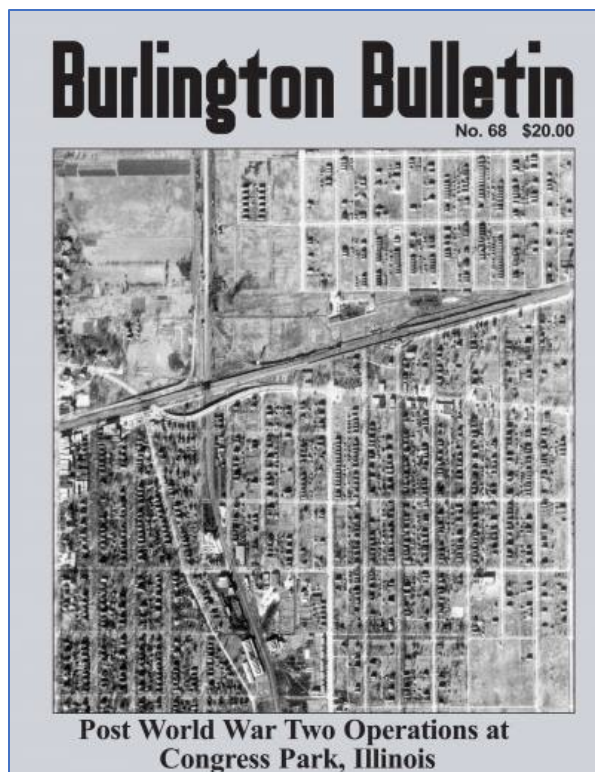
Arrange to appear in my office to discuss your impertinate response to my letter of October 23, 1971.

J. P. Nelson

Putting together life experiences, what railroaders experienced, is integral to railroad history. Although good images are very important, "people" stories give an aspect that cannot be overlooked.



Turning to a different aspect of paper preservation, historical societies are good repositories of railroad information. Depending on the society, their publications can be pretty sparse or full of information. *The Warbonnet*, published quarterly by the Santa Fe Railway Historical and Modeling Society, and the *Burlington Bulletin*, published yearly and the *Zephyr* newsletter published monthly by the Burlington Route Historical Society, are examples of the latter. We have several of these publications in our library and continue to add more as time goes by. As with our digitization efforts, many historical societies offer their back issue in digital format. Since the Santa Fe, Burlington, and Rock Island were Amarillo railroads, we concentrate our efforts on these three lines.



Rock Island Railroad societies have a mixed history. The Rock Island Technical Society is defunct. Thankfully, the University of Oklahoma is the depository for the societies manuscripts.

<https://lib.ou.edu/content/rock-island-technical-society-manuscript-collection>

There are also independently-published Rock Island materials that can be preserved.

