

America's Iron Horses Nearing End Of Line

WASHINGTON—An American child born today probably will never see a steam locomotive highballing down the track or hear the siren song of its whistle.

The end of the iron horses has come with stunning swiftness, the National Geographic Society says. A decade ago, 21,200 steam locomotives were still thundering along the nation's major railroads. Now, the big lines own less than 80.

Some retired engines were sold to foreign countries. Most have gone to the scrap pile. About 450 have been put on display, like mounted mastodons, in museums and public parks.

"Sullen Secrecies"

Economy has forced the railroad companies to turn from the steam engine's "fiery-throated beauty" (Walt Whitman), to the "sullen secrecies of diesel-electro power" (Lucius Beebe).

Not a single steam locomotive has been built for American railroads since 1953, the Association of American Railroads reports. The 400 or so new locomotives ordered each year are diesels, except for some turbine-electric units.

But memories of the huge, rugged, powerful, aggressively noisy iron horses do not dim. Railroad buffs, who are exceeded by no group in the expenditure of nostalgia, found their poet laureate in Thomas Wolfe. The late writer described an experience common to all who have stood waiting on the "depot" platform:

"Then the locomotive drew in upon them, loomed enormously above them, and slowly swept by them with a terrific drive of eight-locked piston wheels, all higher than their heads, a savage furnace-flare of heat, a hard hose-thick hiss of steam, a moment's vision of a lean old head, an old-gloved hand of cunning on the throttle, a glint of demon hawk-

eyes forever fixed on the rails, a huge tangle of gauges, levers, valves, and throttles, and the goggled, blackened face of the fireman, lit by an intermittent hell of flame, as he bent and swayed with the rhythmic swing of laden shovel at his furnace door."

"Tom Thumb" Lost

Though the steam engine ruled American transportation for hardly more than a century, it is a memorable part of the Nation's history, progress, and lore. Inland cities such as Atlanta, Indianapolis, and Denver owe their existence to the railroad.

Historians credit the Baltimore and Ohio Railroad with starting construction on America's first true railroad. Earth for the road was turned on July 4, 1828, by 90-year old Charles Carroll, who had signed the Declaration of Independence.

It was on this road that Peter Cooper's famous "Tom Thumb," the first steam locomotive built in the United States, lost a celebrated race to a mare. Tom Thumb was so small that gun barrels were used for tubes in the boiler.

All engines in the early days were tiny tin-pot affairs, and engineers had much to learn about them, the National Geographic said. An engineer on "The Best Friend of Charleston," the first American locomotive constructed for regular service, grew weary of listening to the hiss of steam. He plugged up the safety valve, and it was not long before the infant railroad industry experienced its first boiler explosion.

Explosions were so common that a buffer of cotton bales usually was placed between the engine and the passengers. Inevitably, there had to be a first accident. It occurred in 1833 when an axle broke - a contemporary account said "from what cause does not seem sufficiently explained" - on a New Jersey line. The passengers included John Quincy Adams.

Railroad building took enormous sums of money, and the industry developed slowly. Twenty years passed before tracks leaped over the Appalachians, and 50 went by before gauges were standardized. Once railroads got over the mountains, however, they fairly raced to the west, speeding settlement of the vast continent and weaving the world's greatest web of iron.

"In those days," railroad historian Robert Selph Henry wrote, "a new railroad which did not have 'Pacific' in its name and aspirations toward crossing the continent was hardly respectable."

Whistle on the "Sandusky"

Steam locomotives, from the beginning, seemed to have compelling personalities. This was doubtless due, in part, to the fact that no two engines were exactly alike, and their working parts were in plain view.

Any railroad hall of fame would include the "Sandusky," of Ohio's Mad River and Lake Erie line, probably the first engine to cleave American air with a steam whistle. The New York Central's "No 999" made the first run of 100 miles an hour. Illinois Central's "Cannonball" sent Casey Jones into immortality.

The big locomotives put expressions like "whistle stop," "tank town," "caboose," "stand-ard time," and "stop, look and listen" into the American vo-

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cabulary. They pulled lavishly appointed passenger cars, diners, and pullmans that were the wonders of the transport world.

For all practical purposes, the steam-era railroad system was completed by 1890. Streamlined, stainless-steel diesels flashed into use in the 1930's, but it was not until the old iron horses had done a yeoman job in World War II that the industry began putting them to pasture.

mouth of a creek, and on up the creek to a little chapel in the woods near Hendrick's Mill; this would about correspond to the church said to have been located near the "Double Bridges," near the North Carolina-Virginia Line.

Jerusalem Methodist Church became one of a large number of "meeting houses" under the leadership of one minister. It is believed that Mr. Williams was appointed to the Petersburg Circuit, which included all the Methodists from Norfolk to Danville, and from Petersburg to Raleigh. One source indicates that by 1777 there were six Methodist circuits in Virginia and one in North Carolina with a membership of about four thousand, nearly two-thirds of the entire Methodist enrollment in the Colonies at that time, and from this beginning there is rapid growth.

Sometime later, it is believed that a log church was built near the present structure. In time, this log church gave place to the present edifice. Mr. R. F. Rose was the contractor.

For a time, Jerusalem Church was part of a large group of churches known as the Ridge way Methodist Charge, and since a large group of churches shared one minister, the preaching services were held only about once a month. It was in the 1920's that the churches in and near Norlina (Norlina Methodist, Jerusalem Methodist, and Zion Methodist) joined together to form the Norlina Charge. The three churches then shared their minister and built their parsonage in Norlina.

At the 1960 session of the North Carolina Annual Conference of the Methodist Church, Zion and Jerusalem Churches became a two-point circuit, known as the Jerusalem-Zion Charge. At this time the churches jointly purchased the parsonage which was formerly the parsonage of the Norlina Charge.

There is no record of the names of the pastors of the Jerusalem Methodist Church until the year 1881; however, beginning in that year until the present time, the following list of ministers has been compiled: The Rev. R. F. Webb, J. R. Griffith, J. N. Cole, R. O. Burton, J. W. Jenkins, J. A. Hornaday, T. J. Dailey, D. L. Earnhardt, J. A. Lee, L. M. Chaffin, B. C. Allred, J. E. Holden, W. C. Merritt, M. Y. Self, H. M. Eure, W. M. Wall, J. L. Midgette, B. C. Thompson, C. W. Gholston, W. C. Wilson, E. D. Dodd, W. T. Phipps, W. G. Farrar, S. G. Boone, H. B. Baum, C. E. Vale, J. C. Andrews, and the Rev. Donald F. Funderburk, the present pastor.

Mr. H. M. King underwent an eye operation in Warren General Hospital on Monday.

Say you saw it advertised in The Warren Record.

It's A Family Affair



Better than cake from a cookbook, this butterscotch-topped burnt sugar cake is quickly made from a newly improved mix. Sprinkled with crunchy popcorn, it has special appeal to children, if Dad doesn't beat them to it!

POPCORN CAKE

- 1 package Duncan Hines deluxe burnt sugar layer cake mix
- Burnt sugar syrup from package plus water to measure 1 cup
- 2 eggs
- 2 6-ounce packages butterscotch pieces
- 4 tablespoons undiluted evaporated milk
- Unsalted popcorn

Combine cake mix, the 1 cup liquid, and eggs in mixing bowl. Prepare and bake cake according to package directions for 2 8-inch layers. Cool 10 minutes, then turn out on cooling racks to cool thoroughly. Melt butterscotch pieces with milk, stirring until smooth. Cool slightly. Spread between cake layers and over top of cake. Sprinkle generously with popcorn. Serves 8.

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Golden Supper Bake



When minutes count, self-rising corn meal comes to the rescue in this quick Golden Supper Bake. Beneath its tender golden corn meal topping is a tuna or chicken base. Creamy mushroom and green pea sauce tops each bite, placing Golden Supper Bake in the class of the popular one-dish entree.

The corn meal topping has a light soufflé-like texture created by using three well-beaten eggs in the batter then beating in more airy lightness with the other ingredients. Baking puffs the topping and turns it a golden brown.

Because the leavening and salt are already blended into the self-rising corn meal and flour, no pre-mixing of these ingredients is needed. Enriched with B-vitamins, iron and calcium, all self-rising products also lend important nutritional benefits to baked foods.

GOLDEN SUPPER BAKE

- 2 7-ounce cans tuna - salmon
- 1 8-ounce can boned cooked chicken (about 1 cup)
- 2 eggs
- 1 cup milk
- 2 tablespoons melted butter or margarine
- 1/2 cup enriched self-rising corn meal
- 1/2 cup sifted enriched self-rising flour
- 1 teaspoon celery seed
- Mushroom Sauce

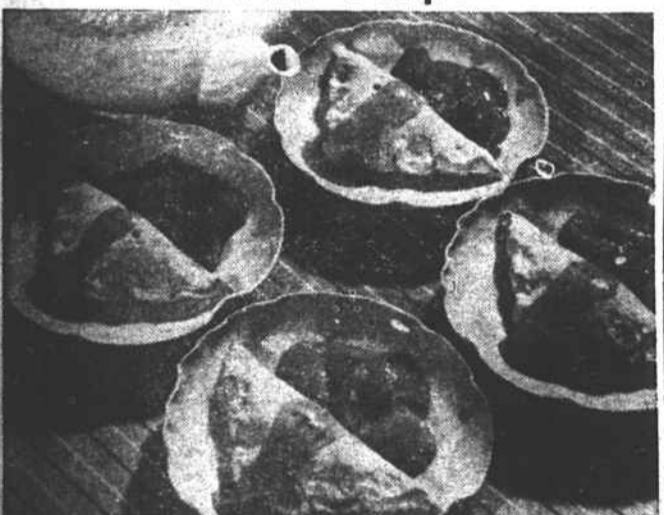
Spread tuna evenly in well-greased 8-inch round pan. Beat eggs until foamy. Add milk and butter or margarine. Mix well. Add corn meal, flour and celery seed, beating with rotary beater until smooth. Four over tuna. Bake in moderate oven (350°F.) 15 to 18 minutes or until golden brown. Cut into pie-shaped wedges. Serve immediately with Mushroom Sauce.

Mushroom Sauce

To prepare, stir one 10 1/2-ounce can condensed cream of mushroom soup until smooth. Stir in 1 cup cooked peas (8-ounce can or half of 10-ounce package frozen), 1/2 cup milk and 1/4 teaspoon curry powder. Heat to serving temperature.

Makes 4 to 6 servings.

Peach Flips



Calling all teen-agers! You'll really "flip" when you try this new snack-dessert idea, appropriately named Peach Flips. They're so easy you won't have to wait for Mom to fix 'em. You can make them yourselves.

Golden Peach Flips are little biscuit triangles, baked around rich peach slices. The biscuits are a snap, especially with self-rising flour. Sift the flour, cut in the shortening and add the milk. Knead the dough gently just 30 seconds, then follow the directions for rolling, cutting and filling the dough carefully. Use your fingers or the tines of a fork to seal the edges of the dough - they'll stay closed this way.

With self-rising flour, you "can't miss." There's no fuss with measuring and sifting in leavening and salt and no chance of omitting these important ingredients either. Peach Flips have the bonus of nutrition, too, in added B-vitamins, food iron and calcium when made with enriched self-rising flour.

PEACH FLIPS

- 3/4 cups sliced canned well-drained peaches (1-pound 4-ounce can)
 - 2 cups sifted enriched self-rising flour
 - 1/2 cup milk
 - 2 tablespoons butter or margarine
 - 2 tablespoons brown sugar
 - Peach Sauce
- Roll peaches well, reserving syrup. Sift flour. Cut or rub in shortening until mixture is crumbly. Add 1/2 cup milk and mix until dough sticks together. Add more milk if necessary to make a soft dough. Turn out on lightly floured board or pastry cloth and knead gently 30 seconds. Roll out 1/4 inch thick to a 16 x 24 inch rectangle. Cut into eight 4-inch squares. Using 1 cup peaches, place slices on one half of each square. Dot with butter or margarine and sprinkle with sugar. Fold over dough to form triangle and press edges together to seal. Prick top once with fork. Bake in hot oven (425°F.) 15 to 18 minutes. Serve with hot Peach Sauce. Makes 8 Peach Flips.
- The Peach Sauce: Combine 2 tablespoons cornstarch and reserved peach syrup. Cook until thickened, stirring constantly. Add remaining peaches, heat over low flame and spoon over turnovers.

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