

VOLLINTINE EVERGREEN

N E W S

A Neighborhood Publication Sponsored by VECA, the Vollintine-Evergreen Community Association

Volume XXIV, Number 3

MAY 1998

Dear Vollintine-Evergreen Community Association Members:

I am thrilled and deeply honored to be recognized as the 1997 recipient of VECA's Richard Borys Award. From what I have come to learn about the man for whom the award is named, he must have been quite a remarkable person. I only regret that I did not have the privilege or opportunity to meet Mr. Borys personally.

It is with sincere gratitude and humility that I accept the Richard Borys Award and the tremendous honor you have bestowed upon me. It is really exciting and refreshing to be recognized for my work in the community — something I truly enjoy. It is through my role as a City Council member that I have had the opportunity to meet a great number of wonderful, concerned and committed individuals across this city. The residents of VECA top the list!

Thanks again for selecting me for this very prestigious award. I am so glad to be a member of your "team" I look forward to working with you in the coming months and years. Please do not hesitate to call on me whenever I can be of service.

Sincerely,

Barbara Swearngen Holt



SUMMER'S HERE, AND THAT MEANS VECA'S POTLUCK SUPPER AND POOL PARTY

Join many of your neighbors for great food and water fun on Saturday, July 11, at the Rhodes College pool. The potluck supper will start at 6pm and the pool will open to us at 7pm. The event is free. Just bring a dish to share (the more people you bring, the larger the dish!); VECA will provide eating utensils and soft drinks.

UPCOMING MEETINGS & COMMITTEES

Unless otherwise marked, all of these meetings are at the VECA office at 1680 Jackson. To be certain, you can call first at 276-1782. Committee meetings and Board meetings are open to everyone.



VECA Potluck Supper & Pool Party	July 11, 6pm & 7pm (Rhodes College)
VECA Board	first Monday monthly, 7pm
VECA CDC Board	third Saturday monthly, 9am
Housing Code Enforcement Committee	first Saturday of even months, 9am
L&N Greenway Committee	second Monday monthly, 7pm
Acquisitions & Rehab Committee	second Tuesday monthly, 5:15pm
Commercial Redevelopment Committee	first Thursday monthly, noon (Dino's)
Budget & Finance Committee	second Tuesday monthly, 7:45am
Sales, Rentals, & Loans Committee	fourth Thursday monthly, 5:15pm
CDC Managing Committee	fourth Saturday monthly, 9am
Historic Home Tour Committee	second Monday monthly, 7pm (TBA)
Vollintine-Evergreen News Committee	Article deadlines: June 5, August 7, October 9, December 4
VECA Board	May 4, 7pm
VECA Board	June 1, 7pm
VECA Board	July 6, 7pm
CDC Board	May 16, 9am
CDC Board	June 20, 9am
CDC Board	July 18, 9am

Do Not Place In Mailboxes

VECA GREENWAYS COMMITTEE

VECA's Greenways Committee is moving into its busiest and most productive time of the year. Meetings of the Committee are normally held at 7pm on the second Monday of each month at the VECA office. All are welcome.

A special thanks go to the volunteers who worked at the car wash or on the clean up of the area adjacent to Woodmont Towers Tom Bailey, Errin Calhoun, Len Cobb, Carol Danehower, Connie Diamond, Chuck Fox, Sarah Jackson, Craig Jordan, Mike Kirby, Jan Kirby, Chris Kirby, Gregory Liebermann, Alan Lummus, Max Lummus, Molly Miller, Dick Mochow, Emily Monroe, Chrissy Moore, Lisa Nezwazky, Joyce Ann Parker, Trent Pingent, Mary Powers, Kim Raharizaona, Landy Raharizaona, Charlotte Swailes, Pete Swailes, community service workers, and members of the Rhodes VECA Club.

V&E Greenline volunteers are essential. So are contributions from sponsors to fund Greenline maintenance activities. Please select from the following sponsorship types:

Conductor	\$10
Engineer	\$30
Station Master	\$100
Railroad President	\$500

Make your check payable to VECA CDC and indicate that it is for the V&E Greenline. Mail to V&E Greenline, 1680 Jackson Avenue, Memphis, TN 38107

New Engineers include Geneva Angle, Horst Dinkelacker, Frances Graham, Donna Joy Miller, and Mr. and Mrs. G.E. Myrick; new Station Masters include Craig Jordan, Renate Rosenthal, and William Turner. Thanks to all!

Name _____

Address _____

City _____ State _____ Zip code _____

Type of sponsorship: Conductor \$10
 Engineer \$30
 Station Master \$100
 Railroad President \$500

Do you want to be publicly acknowledged for your contribution (e.g., in the Vollintine-Evergreen News)? YES NO

VECA HOME TOUR

With two successful home tours behind it, the Historic Designation Committee is considering holding its third in the fall of 1999. If you would like to volunteer in any way, or have ideas on homes, time, theme, and so on, contact Stephanie Banks via the VECA office.

MCLEAN BAPTIST CHURCH CALLS NEW PASTOR

Dr. Don Aycock is the new pastor at McLean Baptist Church (815 N. McLean, at Jackson Avenue). He has worked at the Brotherhood Commission and at Baptist Hospital, and has pastored in Louisiana and Kentucky for 20 years. Dr. Aycock's Doctor of Theology degree is from the New Orleans Baptist Theological Seminary. He is an author, currently serves as the president of the Mid-South Christian Writer's Guild, and is a leader of "Legacy Builders" men's retreats around the country. Don and his wife Carla have twin sons, Chris and Ryan, both students at Memphis University School, where Carla teaches.

VOLLINTINE ↔ EVERGREEN
N E W S

1680 JACKSON AVE · MEMPHIS, TN 38107

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THE LOUISVILLE AND NASHVILLE RAILROAD

Russell Wigginton

(William Randolph Hearst Minority Fellow in Rhodes College's History Department)

The Louisville and Nashville Railroad achieved national recognition as one of the most profitable and influential railroads in the southern market from the second half of the nineteenth to well into the twentieth century. The foundation for the company's success began with Kentucky and Tennessee state legislatures granting charters in 1850 for a railroad line built between Louisville and Nashville. Recognizing that a rail line was needed did not prevent conflict, as both Kentucky and Tennessee sought controlling interests in transportation for the prized, upper-south commercial industry. The agreement to construct a line connecting the two cities resulted out of the desire to restrict competitors such as Cincinnati, Atlanta, and New Orleans from flooding the market. Still, due to construction problems and financial concerns, the first train traveling from Louisville to Nashville did not occur until November 1, 1859.

Shortly after these territorial squabbles and building complications ended, the L&N faced an even larger dilemma with the outset of the Civil War. Its two major terminals were at Louisville and Nashville; this physical proximity meant that the L&N was literally caught in the middle of the war. In the early days of the war, L&N president James Guthrie spoke out in defense of the South, and the L&N shipped vital supplies for the Confederate army. But, after the ban on trade with the Confederacy, the company reduced its southern shipments and shifted support to the Union. The L&N's assistance to the Union turned out to be profitable as the company emerged from the War in comparatively stable physical and economic condition.

L&N's postwar stability enabled the company to push forward in expansion and development. In Tennessee, the

L&N incurred the debts of the Memphis & Ohio and Clarksville railroads in exchange for management control. This led to an eventual consolidation between the L&N, Clarksville, and Memphis & Ohio railroads by 1872, and the Nashville Chattanooga and St. Louis in 1880. By the 1880s, L&N maintained a stronghold on the Kentucky and Tennessee markets, and expanded into numerous other southeastern territories. With an increase in rail mileage from 921 miles in 1873 to 1840 miles in 1880, L&N established itself as a major player in the southern transportation.

Despite continued expansion in the early 1880s, questions arose regarding the L&N's financial status. By 1880, localized control of the L&N decreased, and most financial decisions came down from financiers in New York. This change to "big city" control, questionable expansion decisions, and perceived financial incompetence by company president C.C. Baldwin, led to a downward spiral in the company's reputation. This damaged public image, along with the overall decline in security prices, reduced L&N stock from \$99 in late 1881 to \$31 in late 1882.

By 1884, the L&N sought a savior to regain financial stability and public confidence. Longtime railroader Milton Hannibal Smith accepted the challenge. Regarded as a "representative of the people," Smith's presidential appointment was well-received in Louisville, Nashville, and the entire southeastern region. Through his managerial insight and dogged determination, Smith helped reestablish the L&N as a transportation leader. Smith's presidency, minus a five year interruption from 1886-1891, lasted from 1884 until his death on February 22, 1921. In his tenure, L&N track mileage expanded over sixty percent, mostly through developing eastern and western

Kentucky as well as central and eastern Tennessee rather than major acquisitions. In Tennessee, the L&N constructed a ninety-four mile line from Brentwood to Athens, Alabama, via Lewisburg. Among its other Tennessee expansions, the company also acquired the Gallatin & Scottsville Railway and the Middle & East Tennessee Central Railway in 1906. Smith's stubborn style proved less effective in facilitating management-labor relations. In the 1890s, Smith's unwillingness to compromise with unions landed the L&N the reputation of a company unfriendly to labor.

As was the case with many United States railroads, World War I federal control policies and the subsequent Transportation Act (1920) left the L&N financially restricted. The L&N responded to the influence of federal control by cutting back train service

Continued on page 5

FOR SALE



VECA still has
 Historic Designation
 plaques available
 starting at \$25.

ENOUGH IS ENOUGH!

Gloria Singleton Fulton

Enough is enough! Block clubs are popping up like mushrooms in the Vollintine-Evergreen community. But we don't need block clubs on computerized lists only; we need functioning block clubs. Let's take a stand against disrespect, gangs, graffiti, drugs, and robbery. Enough is enough! We need more neighbors communicating and looking out for each other's property and children, so become part of an existing block club or start one on your street. Although some think that neighbors don't care, many neighbors do — they just don't want to take that first step. Let's make our community a safer and cleaner place to live.

Enough is enough! Let's take an ownership attitude towards our neighborhoods and streets. Own up and take responsibility for our children, elderly, and disabled neighbors. Why should we tolerate disrespect, litter, and drug dealing? Drug dealers are organized. Thieves know where you work and when you are there, and they know what kind of car you drive. Criminal-minded people are organized and bold. But we law-abiding citizens sometimes don't even know our neighbors, so we need some systematic planning and united effort. Let us reclaim our children, our streets, our community. Enough is enough!

NEWS FROM NORTHSIDE HIGH SCHOOL

*Lois Muizers,
Communications Contact*

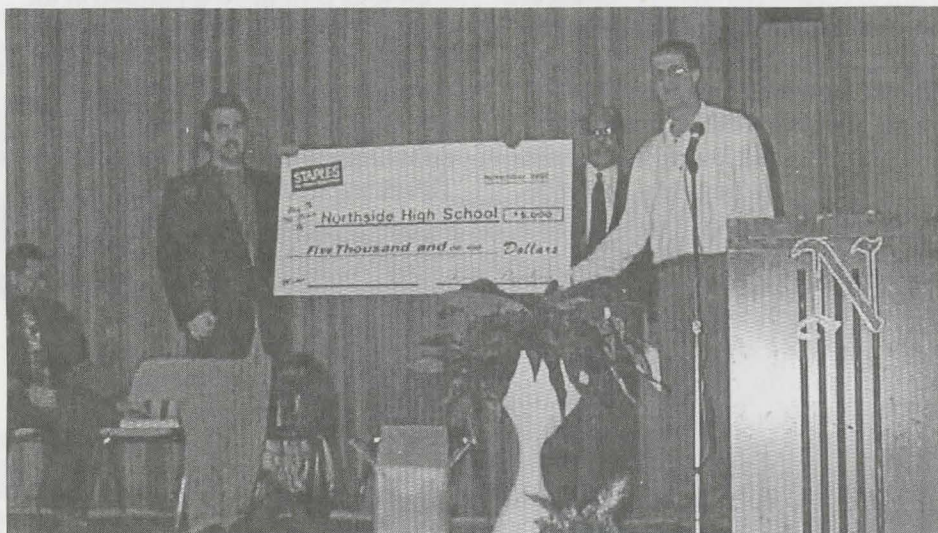
Recently Northside High School was awarded \$5,000 by Staples Office Supply. Jeff Fisher, head coach of the Tennessee Oilers, presented the award at an assembly of all Northside students in the school auditorium.

On April 24, the Northside High School Drama Department presented its spring play, "Piano Lesson", an award-winning masterpiece written by August Wilson. Stacy Gibson was student director. Cast members included Hanee Freeman, Tamara Bennett, Earnest Williams, Yashica Robinson, Paul Brown, Chauncey Lane, Marlita Pink, Musenda Spencer and Stacy McKinnie. Mrs. Kathy Crawford is the drama instructor.

MAY 14: school-wide Awards Day at Northside High School auditorium (1212 Vollintine)

MAY 31, 3pm: baccalaureate at Bethlehem Baptist Church (273 Ingle Avenue)

JUNE 5, 7pm: graduation at the Mid-South Coliseum



HOMES FOR SALE
CALL VECA CDC: 276-6413

1846 Brown, renovated by May, offered at \$77,000
4 bedroom, 2 bath, laundryroom, large corner lot

710 N. Willett, fully renovated, offered at \$55,000
3 bedroom, 1 bath, eat-in kitchen

1127 N. McNeil, fully renovated, offered at \$55,000
3 bedroom, 2 bath, large laundryroom, new HVAC, large corner lot

1162 N. McNeil, renovated by May, offered at \$55,000
3 bedroom, 2 bath, large laundryroom, new HVAC

899 N. Idlewild, renovated by May, offered at \$104,000
3 bedroom, 2 bath

887 Charles Place, ready, offered at \$55,000
4 bedroom, 2 bath, laundryroom, large lot

THE LOUISVILLE AND NASHVILLE RAILROAD

Continued from page 53

and reducing its labor force by approximately ten thousand workers. For remaining workers, the impact of company cutbacks most noticeably affected African-Americans, who were often paid lesser wages for performing the same jobs as whites. Because African-Americans continued to value railroad jobs, most accepted the conditions, albeit unwillingly. The company, however, fought through the tough times of the 1920s and 1930s, suffering only one year with a deficit net income from 1920 through the Depression era.

[After World War I ended, racial tensions among railroad workers heightened. The need for labor during the war enabled more black railroaders to find employment and gave them access to jobs previously denied to them. After the war, the railroad industry was filled with wage and personnel uncertainties. In Memphis, these tensions led to a race-motivated strike against African-American switchmen and brakemen. Lasting five days, the strike included over 650 white Memphis railroaders (most of whom were members of the white railroad brotherhoods), who contended that black railroad workers should be relegated to lower level positions because they were dangerous and incompetent. The strike ended without much physical harm to African-American workers, but the aggressive stance taken by white Memphis railroad workers (and others throughout the South) contributed to the postwar demise of black railroader opportunities and the rejuvenation of white railroad brotherhood influence.]

Leading the L&N from the Depression to the 1950s were two former presidents of the Nashville Chattanooga and St. Louis Railroad, W.R. Cole and J.B. Hill. Because both were native Tennesseans familiar with railroading in the state, Cole and Hill maintained an overall understanding of the importance of Tennessee to L&N success.

During the 1940s, the L&N enjoyed the fruits of World War II-generated business and industrial expansion that developed along company rail lines. In Tennessee, the Milan ordnance plant, the Alcoa plant, and Tennessee Valley Authority helped increase L&N net operating earnings more than twofold to \$50 million. These tremendous increases, combined with the need to replace employees now serving as soldiers, created a broader job base for women and minorities. However, railroad brotherhood's continual rise in power reserved desirable skilled labor for white males only. The L&N was very much a part of these discriminatory practices, as indicated by the 1946 Supreme Court case of black employee Steele v. The Louisville and Nashville Railroad. The case, won by Steele, established the principle that a majority union could not make a contract with a railroad company which unfairly discriminated against nonmember minority workers.

The L&N continued as a major southeastern railroad company through the 1950s, giving it over 100 years of activity and influence in the railroading industry. In 1957 it formally merged with the NC&St.L, in the early 1970s it became part of the Seaboard Coast Line. In 1986 it merged into an even larger corporation, CSX Railroad, which continues to maintain the line and rail facilities today.

Sources:

- Clark, Thomas D., The Beginning of the L&N (Louisville, 1933).*
- Cotterill, R. S., "Southern Railroads, 1850-1860," Mississippi Valley Historical Review, vol. X (1923-24).*
- Curry, Leonard, Rail Routes South (Lexington: University of Kentucky Press, 1969).*
- Klein, Maury, History of the Louisville and Nashville Railroad (The Macmillian Company: New York, 1972).*

CHANGES AT PEACE LUTHERAN CHURCH

Tim Heinecke is the new Interim Vicar at Peace Lutheran Church (1548 Jackson Avenue), and the church's ministry will continue. Recent efforts include hosting vacation Bible study, presenting a musical history, visiting exhibits, seeing movies, and hosting an Easter egg hunt. The Peace Lutheran community wishes to continue to do its part in improving our neighborhood.


Former pastor Tom Ridenhour has decided to continue his education in Virginia, and he gave his farewell sermon on March 22. Tom, his wife Christie, and his son Sam will be missed at Peace and within VECA.

DEDICATED TO SERVING WOMEN IN NEED

The Sisters of the Good Sheperd, who have served teenage girls in Memphis for over 120 years, have now opened a center for women in need called the DeNeuville Learning Center at 840 Dickinson.

The program is meant to provide opportunities for women to acquire basic life and job skills, especially those who have limited resources and who strive to enhance their living situation. Through the joint effort of the sisters and volunteers, DeNeuville Learning Center offers opportunities to develop self-esteem, improve parenting and health care skills, enhance moral and religious values, learn computer and typing skills, know the standards needed for successful employment, and learn flower arrangement and sewing.

For more information, called the Center at 726-5902 weekdays between 9am and 4pm.



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SCHOOL'S OUT PROGRAM:
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IT'S NOT MY TRASH

Carol Sheehan (Hawthorne resident)

Spring is here and trash is taking over our neighborhood. It's everywhere, perhaps even in front of your house. "But it's not my trash", you may say. Well, folks, as soon as some thoughtless person tosses it in front of your house, like it or not, it becomes your trash.

Ignoring litter or its cause won't help. Those who throw their fast-food containers from their cars may be beyond help, but the schoolkids still can be formed into good citizens and neighbors.

Sanitation workers do what they can but they don't have the time to pick up small stuff. VECA is doing its part by putting trash barrels on the V&E Greenline. At Tutwiler and McLean, the Mid-Town Mini-Mart has a barrel out front, but that area — especially the apartment complex across the street — is still starting getting seedy. The alleys are a disgrace.

Our neighborhood can be one of the prettiest in Memphis, especially in the spring, but if we don't care enough to pick up litter, we're not good citizens. Please help keep VECA clean.

[Editor's note: Long-overdue kudos to long-time Vollintine-Evergreen resident Tom Fagan, who for years has done major trash pickup nearly every day on his walks in our neighborhood.]



TRASH FACTS

Did you know?

- garbage carts should be placed at curbside on collection day by 7:00am
- empty garbage carts should be removed from the curb by 7:30pm the same day
- large appliances placed at curbside will be picked up within a week (remove or secure doors in the meantime)
- recycle glass bottles, aluminum cans, and newspapers

Help your neighbors on pickup day if they need it!

SERVICE HOTLINES:

- Garbage and yardwaste: 576-6730
- Damaged or missing carts: 576-6508
- Dead animal removal: 353-3897

RATS AND MOSQUITOS ARE SUMMER VISITORS

To breed, mosquitoes need standing water like that found in a tin can, an old tire, or a birdbath. Every two days rinse out the birdbath. Place at the curb up to six old tires, without rims. (If you have a major clean up and have more than six tires you may take them for disposal on Wednesdays, Thursdays, or Fridays to the Levey Road station, at 576-6730. Bring this newsletter article with you as proof that you are with a community group.)

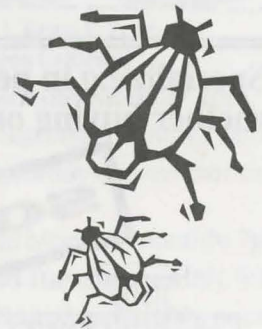
Rats need three conditions to thrive: harborage, water, and food.

Harborage refers to places like woodpiles, stacks of lumber, old tires, or abandoned cars. Stored materials should be at least 18 inches off the ground to discourage rats from making burrows underneath.

Creeks or other water by itself does not necessarily mean rats. If you live near a creek or any source of fresh water, rats will take advantage of the water source only if you also have harborage and food.

Dog food, dog feces, and garbage from open trash cans are sources of food for rats. Gardens may a source of food but by themselves will not attract rats.

- If you see a rat, check for the above conditions and report the problem to the Shelby County Health Department Rat Control at 576-7656.
- If an inspector sees signs of rat activity (burrows in the ground, droppings, etc.), they will notify their Field/Bate crew of the Health Department, which will put down poison for the rats.
- Cats and dogs can get into poison so be careful if you place poison yourself. Check with a professional company or the Health Department before you bait for rats. And consider humane alternatives.



VECA NEEDS MEMBERS

Name _____
 Telephone Day: _____ Telephone Evening: _____
 Address _____ Zip _____

I'M INTERESTED IN:

- | | |
|---|---|
| <input type="checkbox"/> Youth & Recreation | <input type="checkbox"/> Block Clubs |
| <input type="checkbox"/> Housing & Code Enforcement | <input type="checkbox"/> Greenway |
| <input type="checkbox"/> Home Tours | <input type="checkbox"/> Business Association |
| <input type="checkbox"/> Newsletter Delivery | <input type="checkbox"/> Newsletter Articles |
| <input type="checkbox"/> Volunteer General | <input type="checkbox"/> VECA Office |

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 with an uncommon love"*

VECA

VOLLINTINE-EVERGREEN COMMUNITY ASSOCIATION

VECA is a neighborhood organization made up of volunteers and paying members. The Vollintine-Evergreen News is the way in which VECA communicates with its residents. The Vollintine-Evergreen News contains information about VECA, neighborhood residents, and business and government policies. VECA is bounded by Watkins on the West, Cypress Creek on the North, Trezevant on the East and North Parkway on the South. Contact VECA by writing to 1680 Jackson Avenue, Memphis, TN 38107 or call (901) 276-1782.