Passenger Schedules Revised
Between St. Louis And Mobile

A revision of passenger train schedules between St. Louis and Mobile becomes effective on January 13, 1952, with slight changes in departure times at most points. Inaugurated the same date is a change in Pullman equipment, with the Tuscaloosa sleeping car being operated out of Mobile instead of Montgomery.

The Pullman equipment which has been operated since 1945 from Montgomery to connect with the Rebel at Athens is being transferred to run out of Mobile due to the lack of patronage on the Tuscaloosa run and need of extra equipment from Mobile. An average of only three passengers a day have used the equipment on the Montgomery Division.

On its revised schedule, the Rebel leaves Mobile at 3:15 PM and arrives St. Louis at 8:15 AM. On the return trip it leaves St. Louis at 6:00 PM, arriving Mobile at 10:35 AM.

The New Orleans Rebel leaves Jackson, Tennessee at 6:00 PM, arriving New Orleans at 11:30 AM. It leaves New Orleans at 5:30 PM, to arrive in Jackson, Tennessee at 7:45 AM.

It’s As Simple As That
To be a good representative of the company just remember — it’s the little things that count — “Good Morning”, “Goodbye”, “Thank You”, “Pleasant Trip”, “Good Luck” and “May I Help”.

It’s as simple as that.
And you will be happier and so will they.

The Bowl Game is sponsored by twenty-eight public spirited Mobilians who, as members of the Mobile Arts and Sports Association, strive for the promotion and development of athletic, recreational, educational and artistic exhibitions for the city of Mobile and the surrounding area.

With the game, the players become professional, as those on the winning team receive $500 and those on the losing team $400. Scouts from the large professional teams are present to view the prospects, who include many all Americans.

20,238 persons saw the game this year.

Under M. A. S. A.’s certificate of incorporation, all profits after expenses are distributed to or on behalf of the Mobile Touchdown Club, Inc., and the Ernest F. Ladd Memorial Stadium Corporation, both non-profit groups devoted to public purposes. Mobile’s Touchdown Club sponsors a city-wide recreation program and the Stadium charter provides that any profits must be used for stadium improvements or for investment in public parks and playgrounds. In addition to promoting the Senior Bowl game, the Mobile Arts and Sports Association plans to sponsor and promote other projects of community-wide interest in the future.

Mr. J. F. McRae, president of the Merchants National Bank and a director of the GM&O, is president of the Senior Bowl Assn., the Mobile Arts and Sports Assn., Inc. and the Ernest F. Ladd Memorial Stadium Corp. He is also a charter member and one of the organizers of the Mobile Touchdown Club.

Visitors Arrive In Mobile Via GM&O Rebel
For Post-Season Senior Bowl Game

Among the many visitors to Mobile’s Senior Bowl Game were A. K. Atkinson, Erwin F. Stupp, George C. Hanaway, and R. E. Stevenson, who, with their wives, arrived on the Rebel and were greeted at the station by GM&O President J. B. Tigrett. Mr. Atkinson is president of the Wabash Railroad, Mr. Stupp is president of Stupp Brothers Bridge and Iron Co., Mr. Hanaway vice-president of T. J. Moss Tie Co., and Mr. Stevenson vice-president of the GM&O in St. Louis.

While the Senior Bowl Game is only three years old, it has become recognized as one of the outstanding post-season games of the country. The game is held on the Saturday following the New Year, and players are selected from the outstanding college football graduates of the year.
GM&O Section Foreman and Son Receive Illinois Central Medal

Eleven year old Donald Savage of Rives, Tennessee, like all boys and most grown-ups, likes to see a train pass. But Donald, whose father is GM&O Section Foreman W. D. Savage, is also familiar with the work necessary to keeping those trains passing — without mishap.

One day in November as he stood, listening to the familiar pounding of wheels on steel rails as the Illinois Central local freight passed near his home, this railroad youngster detected a break in the familiar rhythm of steel on steel. No sooner had the caboose passed than Donald made his inspection of the I. C. track, immediately detecting that something was wrong with the rail.

Donald hurried home for his father, who notified the operator on duty at Rives, who, in turn called the I. C. dispatcher at Jackson, about the broken rail. A slow order was placed on the track and a section crew was called for immediate repair.

Present at the awarding of a Bronze Medal to 11 year old Donald Savage and his father, GM&O Section Foreman W. D. Savage for their discovery of a broken rail on the Illinois Central line were, left to right, L. C. Division Engineer N. W. Kopp; L. C. Trainmaster H. A. Rust; GM&O Asst. Chief Engineer J. V. Johnston; Donald Savage; I. C. Superintendent R. H. Carter; GM&O Section Foreman W. D. Savage; GM&O Supt. W. H. Forlines; and I. C. Track Supervisor W. F. Stewart.

But that was not all. Last month a committee from the Illinois Central Railroad and representatives of the Gulf, Mobile and Ohio called on Donald and his father. The young lad and his father were presented by the Illinois Central with a bronze medal in recognition of their timely efforts in reporting the broken rail, which might have resulted in a costly accident.

Present for the awarding of the medal were — from the Illinois Central — Division Supt. R. H. Carter, Division Engineer N. W. Kopp, Trainmaster H. A. Rust, and Track Supervisor W. F. Stewart. Invited to attend from the GM&O were Supt. W. H. Forlines of Jackson, Tennessee and Assistant Chief Engineer J. V. Johnston.

Montgomery Journal

I once knew of a silent, eccentric fellow who was inspired to words and action by only one thing in the world — a big passenger train he named, for reasons of his own, “Buffard.”

When the train would come high-ball ing through town, this gent would spring into action. He’d jump on a fence, brandish his fist over his head and yell, “Go it, Buffard! You’re a perfect dog!”

His admiration for the train was great but, to the railroad unprofitable. The trouble was: much as the man loved to see a train go by, he never rode one.

That seems to be the reason most passenger trains — particularly the old “locals” — are going into the red today. A long-faced railroad man told me this week: “We make our money on freight trains. Passenger trains lose so much they’re a burden to us. We run them mostly as public services. The old local,” he added, “is as outmoded as the stage coach.”

The fact is that we, the public, are very squeamish about our trains, even if we never ride them. We’re offended if we go to the depot and there aren’t half a dozen big streamliners passing on the platform. The kids cry if the engines are obsolete. They think they’re owed the sight of so many diesels a week along with their ice-cream. Everybody likes to see an expensive melodic whistle in the night.

Naturally, too, we mourn if the smallest train doesn’t carry a Pullman, a diner, and a club car.

But, the railroads like to point out, we ain’t paying for these luxuries. And our highbrow tastes in trains we like to see, but not use, is endangering the train service we now have — and costing us money in other departments.

THE DOODLE BUG

Let us recall the days of “The Doodle Bug,” the jumpy, jerkwater, two-car special from Montgomery to Tuscaloosa and the University. The Doodle Bug was one of the memorable perverse “characters” of our college days. University students laughed or moaned about it, according to their natures. The Doodle Bug was little, dirty, cramped and maliciously unpredictable. When you started out on it from here to Tuscaloosa in the morning, you took enough lunch and blankets to last you all the next night — in case it didn’t get there.

There was a hill near Maudelville that the Doodle Bug either got over or it didn’t get over. If it made the grade, you steamed into Tuscaloosa on schedule. If it didn’t, you sat stalled on the tracks for four or five hours until it could get up enough power to surmount the last hump.

“Give us a good train to Tuscaloosa!” was the disgruntled demand. The G. M. & O. Railroad took over and installed such a train — a shiny, powerful first-class job with a Pullman and diner. The Doodle Bug was no more, and now, seeing the streamliner head for Tuscaloosa and Artesia, everybody could yell, “Go it, Buffard! You’re a perfect dog!”

PERFECT TO WHOM?

But to its keepers, the G. M. & O. the new model turned out to be an imperfect dog. Indeed. It was a sleek, big-eating greyhound out to run a course designed for a yard-dog. It gobbed up a meal of passengers a toy terrier could have handled.

The new job got more admiration than the Doodle Bug, but it

(Cont'd on Page 7)
GM&O Offers Citizenship Awards To Explorer Scouts Of West Tennessee

To encourage greater awareness of the responsibilities of citizenship, Gulf, Mobile and Ohio has announced that it will award scholarships in the amount of $100.00 each to two West Tennessee Boy Scouts to be applied toward the advanced education of these boys. The awards will be based on the citizenship development of the boys during the year of 1952. The recipients will be observed by competent representatives of school, church and civic groups on their qualifications in regard to community activity, service, and personal qualities.

It is the aim of the Railroad to add some small incentive to the future citizens of the country to the community and nation strong through their own worthwhile development. The Scout project is an attempt to reach urban boys in somewhat the same way that the Rural Youth program is aimed at the rural youngsters.

Retirements

Brakeman James B. Pomeroy, Jackson, Tennessee, retired on December 5, 1951 after being in the employ of the company since June 14, 1917.

Engineer William Fay, St. Louis, Mo., first employed by the company in October, 1896, retired from the service on November 15, 1951, “after many years of good and loyal service.” Mr. Fay began his railroad career as a fireman, and was promoted to engineer in 1907. He had held a regular turn in passenger service before his retirement.

Mr. T. L. McKay, Chicago, Illinois, retired from railroad service on November 20, 1951 after forty years with the company in various capacities.

Agent J. S. Preston, Blue Springs, Missouri, retired on November 30, 1951. He was first employed by the company as agent-telegrapher on November 22, 1906 and has been stationed at Blue Springs, Missouri as agent-telegrapher for the past several years.

Engineer W. W. Smith, Jackson, Tennessee, retired from the service on November 15, 1951. He had been with the company since July 4, 1904.

Machinist A. E. Miller, Bogalusa, Louisiana, retired on November 20, 1951, after having been in the employ of the railroad since November 18, 1917.

Switchman E. F. Blackman, Mexico, Missouri, retired on December 31, 1951. He entered the service on July 12, 1916.

Gulf Transport Constructs New Highway Post-Office Cars

One of the new highway post office cars being constructed in Gulf Transport shops, Mobile.

Interior of new “postmobile” is inspected by Gulf Transport Vice-President J. I. Gilliken, Manager of Maintenance C. B. Beaird, and U. S. Postal Employee Harold Barnes.

One new highway post-office route has just been inaugurated in co-operation with the U. S. Post Office Department in our territory, and a second one will follow within a short time. Gulf, Mobile and Ohio was the first railroad to ever use highway post-offices.

The post-mobiles pick up mail at the various post-offices enroute, and the mail clerk aboard sorts for deliveries at intermediate stations. The route just recently started is between Meridian and Jackson, Tennessee, and a St. Louis-Chicago one is scheduled soon.

Along The Line

San Francisco, California—Congratulations to Western Traffic Manager R. S. Sinclair on twenty-five years of service and accomplishment with GM&O! He went to work for the company on January 1, 1927 and reached his quarter century with the incoming year.

Mobile, Alabama—Mr. and Mrs. Tony Seigfried have such an attractive yard about their new home in Cromwell Place, that Mrs. Seigfried has been elected president of the Garden Club for that area. (Mr. Seigfried is a car draftsman in the Mechanical department.)

New Orleans, Louisiana—Campaigning for the vice-presidency of the Passenger Club of New Orleans, GM&O Passenger Representative Roy Nugent uses GM&O’s Time Magazine “Room to Grow” ad with the commentary — “Just My Size Campaign Pants.”

Mobile, Alabama—Diana Susan arrived on December 21 in the home of Chief Valuation Accountant J. A. Dixon in time to make it a very merry Christmas indeed. She weighed six pounds and thirteen ounces on arrival.

Mobile, Alabama — Another Christmas gift was Miss Katharzine Craig Mayes, known to her friends as Kit. This young lady is already firmly entrenched in GM&O hearts, with Grandfather W. B. Mayes Senior Commercial Agent at Tuscaloosa, and Dad Bill Mayes, Editor-on-Leave from the Publicity Department in Mobile, while he serves with the United States Air Force. Bill has recently completed a course in psychological warfare in Washington, and is at Brookley Field in Mobile awaiting assignment. Kit’s mother is the former Kay Calvert of the Accounting Department, Mobile.

Mobile, Alabama—Miss Irna Judge, Transportation Department, and Mr. John Kane were married on November 17th.

Jackson, Tennessee—Director of Agriculture and Forestry S. A. Robert has been requested to be a judge in the personality contest for 4-H boys and girls in Dyer County, Tennessee.

Mobile, Alabama — Friends in the Freight Receipts Department were in interested in changes among employees on leave to the armed services. John R. Bell writes from Korea that he is on the 38th Parallel; Carol Helveston and R. E. Holt recently paid visits to the office and Lemuel Stringer is being welcomed back to his old desk after receiving his discharge from military service.

Ingenious Operation At Springfield
Has Special "Voice" For Safety

GM&O’s Springfield, Illinois station is conveniently located to the city. In fact, the state capitol can be seen from train windows and the railroad is adjacent to the business district. The Railroad built into the city in 1852.

As a safety precaution our Signal Department has installed an ingenious system of crossing gates, controlled by a towerman at the South-end of the passenger station.

The ‘man in the tower’ not only operates the gates at his particular crossing but protects other crossings to the North and South by a push-button system similar to centralized traffic control.

Loud speakers are feature
Features of the “safety system” are loud speakers at each of the crossings, through which the towerman can give verbal instructions to motorists at the crossings.

At the crossings, too, are microphones, so that train crews can call into the tower with information as to their future movements. All is geared to assure the least possible delay on the part of the public.

L. C. Floyd was the “man in the tower” when these pictures were made at the Springfield station recently.
NEWS AT A GLANCE

PRESIDENT TIGRETT TO ADDRESS NEWCOMEN SOCIETY

President I. B. Tigrett will address the American Newcomen Society, of which he is a member, in Jackson, Mississippi on February 20th.

This Society which has its origin in England has as its aims a strengthening of "inspiration to continue the struggle of a nobler civilization through wider knowledge and understanding of the hopes, ambitions and deeds of leaders in the past who have upheld civilization's material progress."

The Society’s name perpetuates the life and works of Thomas Newcomen (1663-1729), the British pioneer whose valuable contributions and improvements to the invented Steam Engine brought him lasting fame in the field of mechanical arts.

It further has as its purpose “an appreciation of American-British traditions and ideals in the Arts and Sciences, especially in that bond of sympathy of the cultural and spiritual forces which are common to the two countries.”

The Jackson gathering of this famous old Society will be a state-wide one and is under the direction of Mr. Rex Brown, President of the Mississippi Power and Light Company, who is Chairman of the Mississippi Committee. GM&O Director Boyd Campbell is Vice-Chairman.

RAILROAD REVIEW OF 1951

"The nation's railroads in 1951 made all-time record expenditures for new equipment and far-reaching improvements in their plant, which helped bring about further enlargement of carrying capacity and greater operating efficiency.

The railroads also carried a new-record traffic of 643 billion ton-miles, and took in record gross operating revenues of more than $10 billion. Expenses and taxes were also at record levels, however, and increased faster than revenues. Net railway operating income fell from $973 million in 1950 to $901 million in 1951 and the rate of return earned on net investment decreased from 3.98 per cent to only 3.54 per cent.

Outlook for 1952

"The railroads enter 1952 with a heavy backlog of more than 120,000 freight cars and more than 1,700 locomotives on order, representing commitments to spend more than one billion dollars. And these capital improvements, along with the many other phases of self-improvement which the railroads have undertaken, will require continued huge expenditures.

"On the other hand, the railroads are faced with a serious shortage of the materials and funds required for continued expansion and improvement of facilities. The extent to which the railroad program of improvement and expansion can be financed depends on railroad credit which is based on earnings or the prospect of earnings. This in turn depends on the relationship between railroad rates and operating costs.”   . . . A. R. R.

HIGHLIGHTS OF PUBLIC OPINION SURVEY OF RAILROADS

A. Slightly less than half the public (45%) today say they would favor government operation of railroads in the event of a full-scale war.

Of those who vote for government operation in wartime, seven out of every eight say they would favor private operation in peacetime. As in 1950, the feeling that the government can prevent strikes is the factor that weighs most heavily in the thinking of those who approve of government operation in wartime.

B. As in 1950, only about half the public feel that the railroads will be able to handle the extra traffic created by defense production.

A shortage of equipment is regarded as the main obstacle in coping with the increased traffic.

C. Slightly more than a third of the public (37%) are aware of the recent increase in freight rates. About three out of four of those who know that rates were increased think this increase was necessary and three out of five believe that it will have only a little effect on retail prices.

D. The public's appraisal of railroad service is about the same as last year. Three-fifths (61%) of the public believe the railroads are doing the best they can to give good service (1950, 58%).

One person in five (21%) says he has heard some complaint about passenger service on the railroads recently (last year, 20%).
In the Service

Billy Kenneth Kennedy, Trucker, East St. Louis, Ill.,
John T. Merrill, Jr., Switchman, Mobile, Alabama.
William Thomas Stewart, Jr., Per Diem Clerk, Mobile, Alabama.
Richard W. Kirsten, Elec. Apprentice, Bloomington, Ill.
Edward Burdette Smith, Machinist Helper, Ridgley, Illinois.
Glenn Burdinski, Carman Apprentice, Ridgley, Illinois.
Raymond Earl Hunter, Coach Carpenter, Jackson, Tenn.
Howard Grey Mount, Carman Apprentice, Jackson, Tenn.
Joseph Glesonska, Electrician Apprentice, Brighton Park, Ill.
Joseph T. Timmons, Electrician Apprentice, Venice, Ill.
Raymond Lee Freeman, Electrician Apprentice, Bloomington, Ill.
Daniel J. Benefield, Office Assistant, New Orleans, La.
Wm. D. Arbuckle, Jr., Messenger, Bloomington, Ill.
William Oliver Has, Statistical Clerk, Mobile, Alabama.
Daniel Evans Hare, Record Clerk, Mobile, Alabama.
Charles Cox, Messenger, Jackson, Miss.

Century Old Document Is Found

Agent C. E. Browning, Starkville, Mississippi, has a document dated April 3, 1851, called a real estate tax certificate, issued by the Mobile and Ohio Railroad Company in 1850. In return for the $10.00 tax assessed F. Hurtell, "agent for his wife", for railroad tax, the holder of the certificate was entitled to that amount of stock with the company.

Arthur Turner, NRC Track Laborer, Mobile, Alabama.
John Benjamin Smith, Section Laborer, Venice, Illinois.

During the Christmas holidays the Receipts Department received visits from several of the boys in the service: Donald Gray, Alvin Sullivan, Herman Probst and Arthur Rodwell.

Three of the former clerks of the Receipts Department have recently been discharged from the army and have resumed their duties with the railroad. They are Tommy Jones, Francis Larsen and W. B. Long, Jr.

Herbert Turner Cade, Baggage man, Bloomington, Ill.
Bobby Neal Burress, Carman Helper, Corinth, Miss.

A. C. Tricou Named Head Of Transportation In New Orleans

GM&O District Freight Agent A. C. Tricou is the new president of the New Orleans chapter of the National Defense Transportation Association. He was elected at a meeting held at the port of embarkation on December 13 at which Representative E. Edward Herbert of Louisiana was the guest speaker.

Mr. Tricou succeeds Franklin M. Schilling as President of the Association. Mr. Schilling is also well known to GM&O personnel, being traffic manager for the American Creosote Works, which has large operations on our line at Louisville, Mississippi and Jackson, Tennessee.

GM&O is Well Represented At Fort Custer Michigan

While visiting his sons Capt. Vernon Cassidey and Lt. J. G. Cassidey, Jr. at Fort Custer, Michigan, J. G. Cassidey, Sr. had this picture taken of the GM&O Boys of the 711 A A A Gun Battalion. From left to right the boys are: Hamilton, Sutton, Stringer, Taylor, Hunter, Cassidey, Sr., Cassidey, Jr., Pierre, Basel, Mahoney, Sullivan and Duralde.

A. C. Tricou and American Creosote Works Traffic Manager F. M. Schilling, New and Old Transportation Association Heads.

Assistant Chief Engineer Carothers Suggest Timely Prayer For New Year

As his editorial when invited to be guest editor of the BLOOMINGTON COG of Rotary International, GM&O Assistant Chief Engineer, M. D. Carothers of Bloomington presented the following prayer, copied in part from the invocation by Rev. David Thornberry, of Cincinnati, at a recent convention.

LORD, we pray that men may increasingly work together in agreement, doing things that are safe to do, with mutual helpfulness, temperance and tolerance;

That the great masses of humanity may rise out of base and immediate anxieties, out of drowning pressures and cramped surroundings, to understanding and participation in all fine effort;

That the resources of the earth may be gathered without waste, and harvested, economized and used with scientific skill for the maximum of human benefit;

That towns and cities may be finely built and men and women finely bred and taught and trained;

That there may be open ways and peace and freedom from one end of the earth to the other;

That through the great body of mankind may go evermore an increasing common understanding and intensifying brotherhood;

That Thy Holy Spirit may prevail at last to bring our lives under the law of service, so that all who share in the processes of business and work may become conscious of a divine calling and may consciously devote their strength to the common good;

That the affairs of Rotary may be ordered only according to Thy will and purpose, and that Thy blessing may rest upon all its work.
Ten Commandments Underlie Foundation
(Excerpts from article by Fred G. Clark and Richard S. Rimanoczy)

The connection between a nation's morals and its prosperity is simple and certain.
Moral people feel compelled to live up to their contracts, put in an honest day's work, pay an honest day's wage, and deliver honest merchandise at an honest price.
These are some of the reasons why they plan better, produce more, make the best use of their raw materials and tools, and as a result, are more prosperous.
Their costs are low, making their goods easy to sell, and the quality of their production is the best of which they are capable.
On the other hand, a dishonorable attitude towards contracts, dishonest values in work and in merchandise, bring on high prices, mutual suspicion, sloppy workmanship, low production, and shoddy goods.
Economic immorality, therefore, while it is a moral problem, is punished in a very worldly and material way.
The wages of economic sin can be measured in dollars and cents and pounds and ounces.

II
There is a great deal of talk about the American system and the prosperity it has created, but there is very little talk about what made that system work.
Actually, it was the moral foundations of the American system that caused us to become the world's most prosperous nation.

It was considered sinful to steal; so the people accepted their responsibility of creating their own wealth: they did not ask the government to take part of what other people had created and give it to them.

It was considered sinful to be slothful; so the American people accepted the moral obligation to be "good" workers: to do the best work of which they were capable.

It was sinful to cheat: so when people made contracts and promised they expected to live up to them and demanded that the other parties do the same.

It was considered sinful to be wasteful; therefore people accepted the obligation to be thrifty and to use their extra earnings to build up their community and their nation.

This economic code of morality came right from the Ten Commandments, and the code was lived up to because the people desired to avoid sin.

III
Wherever you look, you will find a great deal of discouraging evidence that sin is becoming a joke in America.
A person whose morals would never permit him to steal from his neighbor will go to the polls and vote to have the government do the stealing for him.

Being faithful to this code not only gets us to Heaven after we die, it also takes care of our economic needs while we are alive.
The Ten Commandments are not the best way of life because God laid them down: He laid them down because they are the best way of life.
We may differ as to whether violation of these Natural Laws will send us to Hell when we die, but it certainly keeps us in hot water while we are alive.
There is, therefore, a strictly selfish, materialistic advantage in morality.

It is the only smart way to live.
You can't cheat a nation of honest people, and you don't have to cheat a dishonest one: they take care of that all by themselves.

We human beings may pass hundreds of laws to make economic immorality decent, and for a while we can even believe we are getting away with it.
But in the long run we will inevitably reap the whirlwind that we have sowed.

Of American Prosperity

Ten winners in the Mississippi Extension Service's (GM&O sponsored) woodland improvement contest with several assistant county agents visited Nobile last month and were photographed at the State Docks by the Dock's photographer. Accompanying the party were GM&O Director of Agriculture and Forestry S. A. Roberts second from left, and Associate Extension Forester Ralph R. Roberts, (extreme right), State College, Mississippi, who had charge of the tour. State winner Clif Miller is on Mr. Roberts left.

Rankin File
(Cont'd from Page 2)
get just as few passengers. In the last year it averaged picking up only 10 to 13 Montgomery passengers a trip. Only three people a trip slept in its "highly-demanded" sleeper.

On it's dinner the amount of food sold averaged less than $10 a day.
Total cost to the railroad of this particular "perfect dog" was about a $100,000 loss for the year. The automobile—devourer of the local passenger train—had virtually gobbled this one up.

BIG ONES LOSE, TOO

Nor is G. M. & O's loss confined to "locals" its fancy train, "The Abe Lincoln" out of Chicago continues to exchange passengers with "The Rebel" at St. Louis—a thing that titillates the popular fancy.

But on its passenger operation, little and big, the G. M. & O. went right on losing money. Under the standards set by the ICC for passenger operation, this railroad lost about $5 million last year. It had to dig down and pay $2,908,000 in actual "out of pocket" losses.

G. M. & O. is the oldest and most experienced passenger-carrier in the business. It operated the first diner ever put on a railroad—also the first Pullman car. Mr. Pullman's original sleeper was built, in fact, in G. M. & O's shops at Bloomington, Ill. Yet, for more than 180 years, this line has tried less and less successfully to make a profit on passengers. It has had to fall back on its freight trains to carry the financial load.

Practically all other railroad lines also have lost so much money on passenger trains they have come to view them as public services rather than business ventures.

CONSOLATION

All this points to cut backs, to fewer luxuries on trains where these luxuries are not being used and supported. G. M. & O, for instance, is now forced to remove its unused Pullman car and buffet from the Tuscaloosa train. Then, they say, it will cost them "only $25,000" a year loss to operate this "public convenience."

There'll doubtless be some grumbling: we train lovers still like the idea of diners though we don't often eat in them, and Pullmans, though we don't often sleep in them.

Railroad spokesmen console us with this diplomatic idea: Wasteful services are costly not only to railroads but to the public. Money saved in cutting unused luxuries goes into buying more locomotives, more freight cars. Lower cost in the passenger field, they say, also makes for cheaper freight rates.
GM&O Men Represent Mobile Jaycees On Breakfast Club Program

When Mobile Jaycees were invited to send representatives to Chicago to appear on the Breakfast Club radio program in Chicago, to tell about the Mobile Junior Chamber of Commerce orphans' shopping tour, they selected Bob Windham and Charlie Burch of GM&O's operating department to do the job.

GM&O Rate Clerk Wins Award In Korea

The Mobile Register of December 29 contains the following story about former GM&O rate clerk Charlie Kinsaul. M-Sgt. Charlie F. Kinsaul, whose wife, Barbara lives at 11 Hannon Ave., recently was awarded the Combat Infantryman Badge for excellent performance of duty in combat with the 7th Infantry Division. Sgt. Kinsaul, who entered the Army last January at Fort Benning, Ga., arrived in Korea in September. He was assigned as battalion operations sergeant in the head-quarters of the 3rd Battalion of the 17th Regiment. Kinsaul has also been awarded the Korean Service Ribbon with one campaign star. His parents, Mr. and Mrs. C. L. Kinsaul live at the Hannon Ave. address.

Conductor James Warren Hamilton, Jackson, Tennessee on December 15, 1931 at New Albany, Mississippi. Mr. Hamilton had been in the service of the company since January 15, 1923. He was promoted to conductor on December 30, 1942.

Son Of GM&O Employee Receives $3,500 Fellowship

Dr. Walter R. Smith Will Do Research in Literature

Dr. Walter R. Smith, member of the English faculty at Memphis State College, has been awarded a post doctoral fellowship valued at $3,500 to continue his studies in the field of the 19th Century English literature.

He is the son of G. T. Smith, Retired GM&O Boiler Maker, Jackson, Tennessee. Dr. Smith, who was born in Jackson, Tenn., and received his bachelor of arts degree from Lambuth College in 1938, plans to spend at least the Spring and Summer quarters studying in the East and in England, where original manuscripts are available for his research. His grant is awarded through the Fund for the Advancement of Education.

Dr. Smith joined the MSC faculty this Fall after teaching several years at Southern Methodist University, Dallas, where he received his masters degree in 1940. He later went to the University of California where he received his doctor of philosophy degree last August.

The Caboose

Familiar to millions of Americans is the stubby little caboose attached to the rear of every freight train. Its origin is not definitely known. One report is that in 1877 the conductor of a freight train between Auburn and Syracuse, N.Y., directed operations from a load of barrels and other merchandise on the last car of his train. This is said to have been the genesis of the caboose. However, the tail end car of the freight train was not known as a caboose until many years later.

The term caboose is known to have been used as early as 1895 for conductor cars on the Buffalo, Corning & New York Railroad. The Car Builder's Dictionary for 1879 refers to it as a conductor's car, "sometimes called caboose car or cabin car." The name first appeared in the indexes of railway journals in the early 1880's.

The cupola, commonly called cupula, is said to have been introduced by an Iowa railroad in 1863. A resourceful conductor named T. B. Watson, having a caboose with a skylight, rigged a seat which enabled him to sit with his head and shoulders above the roof, where he could see the entire train. The improved view led him to suggest a glassed-in enclosure or "clear-story". This novel feature caught on and soon spread to other railroads.
Commendations

Car Inspector W. R. Skelton, Reform, Alabama, was commended by Supt. St. John for packing a hot journal of a motor even though he was off duty, enabling the train to proceed without a bad delay.

Engineer J. V. Rush and Fireman T. N. Rice, Jackson, Tennessee, were commended by Supt. Forlines for efficiency and interest in the handling of their train when it developed motor trouble.

Conductor C. B. Eton, Slater, Missouri, noticed flange broken on a wheel of a passing train, and promptly reported the matter.


To these gentlemen, for their assistance in discovering and reporting defects in the rails or of passing trains, is extended the gratitude of the company.

Assistant Signalman John Graham, Pekin, Illinois, while en route to camp cars at Pekin, discovered a fire under the platform at the Pekin freight house, and extinguished the fire without any damage occurring.

Section Worker J. C. Lackland, Gilliam, Missouri, found a broken rail in the main track while out hunting on Saturday. He flagged an approaching train and prevented a possible derailment.

Fireman J. H. O. Petty, Iselin, Tennessee, was commended by Supt. Forlines for his interest and efficiency in repairing a fuel line in his engine and handling the train without any delays.

Fireman T. G. Mullican, Iselin, Tenn., prevented a motor failure by re-wiring the Kate set when it failed, allowing the train to be brought in without unnecessary delay.

Section Foreman Charles Kindle, Nebo, Illinois, was commended by Supt. Miller for making an investigation when he heard the crossing bell at Nebo, and finding a broken rail which he reported to the dispatcher and changed.

Engineer W. Haxel, Switchman E. C. Luckinghill, Switchman F. Scott and Switchman C. Dorley, Bloomington, Illinois, were commended by Supt. Conover for discovering a sack of mail along the right of way, and returning it to the baggage room at Bloomington.

Odd Numbers Went North In 1888

Northbound trains in 1886 were designated with odd numbers and southbound trains with even numbers, according to a former Alton working time table belonging to General Supt. Bridges. This is just opposite to the practice of today.

The old time table, effective November 4, 1888, contained many interesting rules for trainmen; yet, basically, the rules were very similar to the approved rules of today.

Car Inspectors R. B. Taylor and C. O. Kemp, Corinth, Mississippi, were commended by Superintendent W. F. Cooper of the Southern Railway for their interest and cooperation in observing two defective cars in a Southern Railway train passing through Corinth.

OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

<table>
<thead>
<tr>
<th></th>
<th>1950</th>
<th>1951</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>63,490</td>
<td>63,490</td>
</tr>
<tr>
<td>Feb.</td>
<td>49,299</td>
<td>48,699</td>
</tr>
<tr>
<td>Mar.</td>
<td>90,049</td>
<td>59,049</td>
</tr>
<tr>
<td>April</td>
<td>55,912</td>
<td>55,912</td>
</tr>
<tr>
<td>May</td>
<td>56,040</td>
<td>56,040</td>
</tr>
<tr>
<td>June</td>
<td>51,186</td>
<td>51,186</td>
</tr>
<tr>
<td>July</td>
<td>50,153</td>
<td>50,153</td>
</tr>
<tr>
<td>Aug.</td>
<td>56,021</td>
<td>56,021</td>
</tr>
<tr>
<td>Sept.</td>
<td>54,183</td>
<td>54,183</td>
</tr>
<tr>
<td>Oct.</td>
<td>63,770</td>
<td>63,770</td>
</tr>
<tr>
<td>Nov.</td>
<td>58,582</td>
<td>58,582</td>
</tr>
<tr>
<td>Dec.</td>
<td>54,120</td>
<td>54,120</td>
</tr>
</tbody>
</table>

Comparison of the first 12 months of the years......
PEOPLE BEHIND SCENES HELP KEEP THE TRAINS MOVING

At Joliet, Illinois the office force left dark's long enough to have their pictures made. They are left to right. Rate Clerk John E. Bolico, Agent Paul Cade, Utility Clerk Bernard J. Teetep, Demurrage and Claims Clerk W. R. Champsoux, Freight Checker Henry Worthington, Bill Clerk Amy Munney, Relief Clerk Margaret M. Boyd and Freight Tracker Emma Bonghi. Chief Clerk Cashier Joseph Kocher was on vacation at the time picture was taken.

Stationary Engineer E. Colton has found the automatic boiler control in the power house at Brighton Park Coach Yard in Chicago an efficient addition during the cold winter. It controls the boiler which heats the buildings and the cars.

The New Year finds Master Mechanic H. H. Kinney, Chicago, busy at his desk at Brighton Park Coach Yard.

Shop Foreman J. L. Malone, right, pauses a moment in the Jackson, Tennessee shops to watch Machinist H. C. Ford facing valve seats in cylinder head.

Gulf Transport Superintendent of Operations A. W. Ming relaxes a moment in his office in the Gulf Transport building in Mobile.

Candidate for the youngest telegraph operator on the G-MoO is a young lady — Miss Jane Friend — who is sixteen years old. Miss Friend is located at Chenoa, Illinois. She finds her work both interesting and educational.

Blacksmith J. H. Alexander and helper Earl Parish in the shop at Jackson, Tenn.