GM&O CONTESTS AT BELLS, TENNESSEE
HAVE “FAR-REACHING VALUE” IN COMMUNITY

The dramatic impact of two programs for better living rang the bell at Bells yesterday as winners were announced in the third annual Street Beautification contest for Negroes.

Co-sponsored by the GM&O Railroad and the Bells Lions Club the street contest saw 100 homes in several districts compete for cash prizes.

Prizes were awarded at Bells Elementary School, where the auditorium was packed with students and enthusiastic Negro citizens.

The prize money, presented by Mrs. Mark Luttrell, went to district leaders Ida Dickerson and Posey Henry. It will probably be used for church lawn foundation planting in the two districts.

The competition was based on improving the outside appearance of homes through yard drainage, screens, removal of rubbish, garbage... house stained or painted, underpinning of homes, steps in good repair, building and repair of fences, foundation planting of shrubs or flowers, and these properly kept.

The total effect of the overall program is a more eye-pleasing community and a citizenry which continues to take pride in the home and its surroundings.

Happier Living Program

The second GM&O sponsored program which has reached Bells is the “Happier Living” contest for Negro 4H Club girls. It is the outgrowth of a program which has reached thousands of Negro farm homes in Mississippi and is gradually spreading into Western Tennessee.

Typical of the almost phenomenal improvements wrought by these young Negro girls with a very small cash outlay is the living room project of 13-year-old Charlotte Ann Taylor.

One of seven children and 1953 essay winner in a fire prevention contest, Charlotte Ann completely furnished and redecorated a living room unit which now boasts a couch, two comfortable chairs for which she made slip covers; end tables, Venetian blinds, a new rug, new curtains, two attractive lamps, pastel walls and an added window for an overall effect of light and airiness.

Charlotte also helped her mother redecorate other rooms in the house and encouraged her family to install gas heat to replace wood burning iron stoves.

In the words of Bells Lions Club President Leslie Agee, “We cannot put into words the far-reaching value of these contests in our community.”

(Ed. Note: In each of the co-sponsored contests, fifty dollars prize money was given.)

—Jackson, Tenn., Sun
If Tass Covered The Jamboree

One day last July readers of the Los Angeles Times enjoyed columnist Gene Sherman's story of the Jamboree as he thought the news agency, Tass, would have reported it for Russian consumption. It's worth passing on:

"Hundreds of thousands of American boys have been wrung from their homes and transported under guard to this 3000-acre concentration camp. It is a pitiful sight."

"All over the hillsides these defenseless boys are living not in luxurious houses of which the industrial imperialists so fondly speak but in nothing more than tents. Their dress indicates a distressing shortage of clothing material. Every one of these boys wears trousers that come only to the knees. Their sleeves only reach their elbows."

"These boys not lucky enough to have uniforms grasp at any kind of covering for their bodies. Many wander around the camp clad only in jackets made of animal skins and feathers."

"Thus these victims of capitalism have been forced to revert to the living standards of the Indians who first populated their land."

"The food situation is appalling. No effort is made to feed these boys. They are compelled to take the provisions allotted to them and cook their own meals on charcoal burners."

"It wrenches one's heart to see these starved young Americans Wolfe down their nourishment."

"Conditions are so uncertain for these prisoners that they have organized among themselves a small government."

(Continued on Page 10)

Daddy Inspired Her

When Glenda Thomas, right, attended the National 4-H Club Congress in Chicago as a national winner in Home Improvement Contest, she was presented a scholarship by President F. B. McConnell of Sears, Roebuck Company (left). Glenda, who is the daughter of GM&O Crosstie Inspector W. F. Thomas of Houka, Mississippi, was state winner in Mississippi to earn the scholarship and Chicago trip. She attributed her inspiration for entering the contest in Home Improvement to "her daddy because he had built a bookcase and two end table lamps from broom handles. They were most attractive to me."
Truckers Vs. Ohio

Commercial Appeal — Memphis, Tenn.

We watch with interest the attempt of officials of other states to oppose Ohio's ton-mile tax on trucks. Representatives of 10 Southern states have threatened to require trucks with Ohio license plates to pay license fees to their states unless Ohio continues to accept out-state license plates.

We doubt if Ohio will back down. Several other states have adopted similar taxes to force truckers to pay a large part of the costs of highways designed for large trucks.

The number of trucks transferred from Ohio headquarters to registration in Pennsylvania or Indiana would be tremendous if the much higher ton-mile tax could be avoided that way.

Of course the truckers will muster all possible strength against spreading of the ton-mile system of taxation. They insist they are already paying their share of highway costs. But the Legislature of Ohio disagreed. The new tax has been collected barely two months and we doubt if Ohio is going to reverse itself so quickly.

DECEASED

Engineer Bolivar H. Pollard, Jackson, Tennessee, on December 25, 1953 at Corinth, Mississippi. Mr. Pollard had been with the GM&O since 1918. He is survived by his wife and two sons.

Retired Engineer J. L. Miller, Tennessee Division, on December 26, 1953. Mr. Miller entered the service as fireman on March 18, 1907 and was promoted to engineer on March 20, 1912. He retired from the service in 1946.

Agent Walter W. (Jack) Watts, Newton, Mississippi, on December 22, 1953 of a heart attack at his home. Mr. Watts had been employed by the Gulf, Mobile and Ohio for forty-one years. He had been located with the Company at Laurel, Union and Newton, where he was serving as station agent at the time of his death. Mr. Watts leaves his wife, one daughter and three grandchildren. Pall bearers at the funeral included a number of GM&O officials. Regrettin the loss of Mr. Watts to the city, the NEWTON RECORD editorialized that "His ready wit and smiling countenance will be missed."

Retired Engineer George Kearns, Western Division, on December 12, 1953. Mr. Kearns entered the service on June 23, 1917 and retired on December 1, 1944.

Retired Conductor J. R. Scipes, Western Division, on December 10, 1953. Mr. Scipes entered the service on May 14, 1904 and retired on July 22, 1945.

(Continued on Page 7)

Three miles off the Alabama mainland lies a beautiful, but primitive tropical island. Ever since the first French exploration party failed in 1699 to establish the present seaport city of Mobile there, its seven miles of snow-white beaches and its lofty pine trees have attracted conquest.

But save for brief periods through a succession of wars when historic Fort Gaines on its easternmost tip had been garrisoned and saved for a fishing village of some 190 souls and the annual Alabama Deep Sea Fishing Rodeo which headquarters there — Dauphin Island has defied general colonization.

There was a time in 1888 when a predecessor line of the GM&O saw possibilities of the island as a resort center and even constructed a branch line railroad to the end of the mainland in hopes of finding a treasure chest in tourists and in the large deposits of commercial oyster shells in the area. They saw, too, possibilities of a steamship terminal practically on the Gulf, saving some 32 miles of turn-around time for ships discharging and loading at Mobile up the Bay.

However, Dauphin Island took this venture in its stride just as it had Admiral Farragut's assault in 1865 when he "damed the torpedoes," leveled Fort Gaines and then sailed away to leave the Island to its accustomed tranquil, aloof self. The Railroad project was abandoned and the rail removed on the Alabama Port spur in 1924.

But Dauphin Island's days as a haven for the solitary are numbered. Soon a modern bridge will span the barrier waters of Grant's Pass which have kept bustling Mobile away from this unspoiled paradise. Soon Dauphin Island will become the Gulf Coast's newest playground, its gorgeous natural beauty at last serving a useful purpose.

According to plans conceived by the Mobile Chamber of Commerce, a nonprofit organization has purchased the island and arranged for its development. Two thousand residential lots have been sold and plans for beautiful clubs, hotels, golf courses, and other facilities are underway. Various historic points have been set aside as park areas, including Fort Gaines (and its mile square reservation). Mobile's county government agreed that it would hard surface more than 25 miles of roads and streets, and state highway officials say that the bridge connecting the island with the mainland, and dreamed of since 1888, will become a reality during 1954.

While the island is considered a summer resort area, it is suitable for all-year living. Already the nationally famous Azalea Trail, Bellingrath Gardens, Mardi Gras and Senior Bowl Classic attract tourists to Mobile during the Winter and early Spring season, and the development of Dauphin Island is expected to become another attraction for GM&O territory.

Negotiations by the E. I. Du Pont De Nemours Co. for acquiring an 850 acre tract of land near Prattville, Alabama were completed in December when Attorney Harry Miller, left, representing Du Pont, presented Mr. and Mrs. W. J. Lipscomb a check for the property. On hand at the final signing were GM&O Division Freight Traffic Agent Glenn Keene of Montgomery, standing, second from left, and George Taylor Jr., right, of law firm Taylor and Newby of Montgomery. The tract adjoins the GM&O Railroad.

THE MAIL TRAIN

THE CASE OF THE MISSING WALLET

Messrs: W. E. Ferry.
St. Louis, Mo.
Frank Arnish,
Ticket Clerk, Springfield, Ill.,

Gentlemen:

"It is difficult for me to tell you how grateful I am for the wonderful service you and the folks in the Springfield office extended me last Thursday when I carelessly misplaced my money. When I missed it at the airport, the first thing I thought of was I had left it on the counter in Springfield when I bought my ticket. I immediately called the Springfield office and spoke to the gentleman from whom I had purchased the ticket, and they were unable to find my money simply because I hadn't left it. Later I remembered I had taken the money out of my pocket in order to give the conductor my ticket which was under the clip that I had around my bills. I got off of the train at Alton and was taken to the airport—it was questionable that I had dropped it there. I had the telephone number and was planning to call your office when I was paged at the airport asking me to call your office, and when I called you had found my money in the seat.

"What I am trying to say is this, it is certainly unusual service to call Springfield and have Springfield call St. Louis and you personally go to the car find my money, call the airport for me in a period of one-half hour. It is unusual to get such excellent service, but last and not least for you to get in your car and drive all the way to the airport to accومodate me. I want you to know I sincerely and deeply appreciate the attention I received from you and other members of your organization.

Thanks a million for everything."

Paul Prehn, Asst. Supt. in charge of Personnel
Office of Public Instructions
State of Illinois, Springfield

CONDUCTOR LENDS A HAND

Mr. I. B. Tigrett
Jackson, Tennessee
Dear Sir:

I am writing you to express my appreciation for an act of courtesy extended me by your Railroad through the agency of Mr. E. W. Dooley, conductor on The Abraham Lincoln.

On the 21st day of November 1933 I was a passenger on that train coming into St. Louis and wanted to make connections with the Missouri Pacific to Jefferson City, Missouri. Mr. Dooley called from the Washington Station in St. Louis and had a man meet me there and show me my train.

I appreciate this very much.
Leo J. Harned
Sedalia, Missouri

GOOD WILL AMBASSADOR

Dear Mrs. Elvert:

I have never written a letter of this kind before, and since I still have such a warm glow about it, I thought, perhaps you might like to share it with me.

I am a traveling salesman and use all modes of transportation. My travels take me over most of this country, and as I have said, some railroads are good, others just indifferent.

Last Tuesday, December 8th, I had the pleasure of riding your train from St. Louis to Chicago. Permit me to say right here, that I prefer your line on this run for service, equipment, and speed. Boarding the train shortly before noon, I immediately started figuring out my schedule from Chicago to Minneapolis. Enroute, one of your hostesses, Miss Betty Jean Vanclay, was going through the train. Seeing me peering through a maze of time tables and airline schedules, she asked if she could be of service. Her most pleasant, courteous, intelligent manner in assisting me with not only my trip to Minneapolis, but her routing of the balance of my trip was done in a most efficient manner.

Sy Seasonwein
Brooklyn, N.Y.
NEWS AT A GLANCE

-> ARTERIES OF COMMERCE

Of all the arteries of commerce the railroads have the greatest mileage with the exception of streets and highways. The mileage: (1) Railroads 223,427 (2) Petroleum pipe lines 173,000 (3) Airways 72,328 (4) Inland waterways 28,300 and streets and highways 3,226,510.

-> YEAR END SUMMARY BY AAR PRESIDENT

A year end summary by AAR President Faricy shows railroad freight traffic for 1953, estimated at 610 billion ton miles, declined fractionally below that of the previous year . . . carloadings, up by a small margin over 1952, totaled 38,300,000. Moderate decline in average haul of freight accounts for paradox of fewer ton miles during period of greater carloadings.

Passenger traffic was off 7% for 1953 to 1952. Railroad net income was up 9 per cent (estimated) over previous year, but railroads in 1953 had to take in $3 billion more of gross revenue than in 1942, to wind up with approximately the same net . . . and 1942 set an all time high for railroad net income.

-> WHERE 41 CENTS WILL GET YOU 66

While the dollar we knew in 1939 is worth only 41.5 cents in a grocery store today, it will still buy 66 cents worth of railroad freight service, according to the Eastern Railroad Presidents Conference.

-> HISTORY OF RAILROAD REGULATION

Pennsylvania Railroad General Counsel Prizer has made an interesting study of the history of state and federal regulation of the Railroads.

There were rules governing “common trades” as early as the 14th century, he reports—the laws of the time emphasizing two duties the carrying trade had towards the public; the duty to serve and the duty of care. A common carrier had to carry when asked to, and if there were loss or damage while in his custody to pay for it. Furthermore, if he overcharged, the courts of the day in England stood ready to look into the matter and to subject his rates to the test of reasonableness.

These general rules, Mr. Prizer says, came to this country in the 18th century and were frequently written into the charters of turnpike and ferry corporations. Years later, when the railroads appeared these rules were applied to them.

These and other forms of regulations were exercised by the States until 1887 when the first Federal regulation was instituted in the form of the Act of Regulate Commerce—often called the Interstate Commerce Act, because it applied to Interstate Commerce. This original act of 1887, as expanded and amended down through the years, is still the principal authority under which the railroads are regulated today.

However, neither this Act, nor any other covers a vast amount of unregulated transportation competing with the railroads for the shippers' business.
RAILROAD PROTECTIVE AGENT PRE-DATES CIVIL WAR

One of the great investigating agencies in the United States, as hundreds of sheriffs and deputy sheriffs know, because they have worked with it, is the railroad police.

It is old and honored, remarkably efficient and it more than pays for itself in lives and property saved. In origin, it dates from before the Civil War when police officers were assigned to railroad divisions when needed.

Time and change have witnessed its development until today, it is the largest privately supported police organization in the world, twice the size of the Federal Bureau of Investigation.

President of the Association of American Railroads William T. Faricy states that it "represents nearly 400 different railroads and numbers 8,000 persons who hold commissions in nearly 1,000 cities and towns throughout the 48 states, the District of Columbia and Canada."

Some idea of this organization's efficiency can be gotten from a glance at its accomplishments over the past thirty-five years. Before 1929, losses from theft of goods were costing the railroads nearly $13,000,000. In 1921, the A.R.P. Protective Section was organized and the police force expanded. Losses from theft dropped within one year more than $8,000,000.

In the years 1925, 1926 and 1927, theft losses were running about $1,000,000.

"During World War II," Mr. Faricy points out, "due to the combination of a rise in the dollar value of commodities transported, plus a greatly increased volume of traffic, the downward trend in losses due to theft was temporarily reversed. However, in the years following the War, the downward trend was resumed and in 1949, theft payments by the railroads dropped to only a little more than $1,000,000, or about what they were before the War."

What do the thieves go for on railroads?

Just about everything that can be lifted. Cigarettes, cigars and tobaccos are favored because in bulk they are of great value. In 1922, thefts of these products cost the railroads $368,469 or 1.74 per cent of claims for losses and damages from all causes.

By 1949, losses in these categories were cut back to $74,323 or only 0.07 per cent.

Dry goods, clothing and textiles are attractive to thieves. They have high value and are easily disposed of, so they count as the largest items in the combined robbery accounts of the railroads and explain nearly one-third of all theft claim payments.

Automobiles, trucks, farm and construction equipment do not daunt the thief-minded who specialize in stealing removable parts such as batteries, generators, spark plugs, gauges, and miscellaneous small spare parts. In 1949, the losses of such parts had been reduced 83 per cent under 1922, when they amounted to nearly $500,000.

"Since the railroads are obliged to protect their customers, so they are also obliged to protect themselves from passengers who deliberately, or otherwise, take items from trains," Mr. Faricy says, "such items as towels, bed clothing and silverware.

"In one six-months period during 1948, the Pullman Company reported that 617,870 pieces of linen were either lost or stolen at a cost of almost $140,000. In that same year more than 8,000 blankets were lost at a cost of $34,000."

The protection of passengers involves spotting card sharps and gamblers as well as professional pickpockets who ride crowded trains, haunt stations and work in lines at tickets windows.

On the GM&O, as well as other Southern, Mid-West and Western Lines, the protective department is known as the Special Agents' Department, with the protective agents called Special Agents.

Heading the Special Agents' Department on GM&O is Chief Special Agent E. Mason Brown of Jackson, Tennessee. Mr. Brown is one of twelve members of the Committee of Direction for the Protective Section of the AAR. The committee is made up of members from lines of both the United States and Canada.

"On the GM&O," said Brown, "we have 154 things we investigate, besides those grouped under miscellaneous. Our primary duty, of course, is the protection of the Company's property, passengers, and freight shipments."

The greatest problems on GM&O as well as other lines are depredations on the part of youngsters such as track obstructions and thoughtless mischief. Such damage runs into millions of dollars annually in the United States and Canada.

Mr. Brown has been with Gulf, Mobile and Ohio almost twenty-eight years. He started his career in the Agency's office in Jackson, Tennessee as a clerk. In 1938, the late Chief Special Agent Charles King offered him a job in his department of the former GM&N. Since that time he has remained in the Special Agents Department with the exception of the years he spent in military service during the World War II. He was promoted to his present position in February 1, 1946.

Juvenile trespassers on railroad property are a problem. Many are not vandals but the risk of getting killed or hurt is too great to be overlooked.

Tennyson Jefferson, Post Office Inspector at Boston, summed up the story of railroad police and their part in railroad operations as follows:

"Ninety-eight per cent of all persons arrested by railroad police are convicted. No other investigating agency can excel that record, but the crimes prevented are more important than arrests made."

—From The National Sheriff
DECEASED
(Continued from Page 3)

Engineer E. H. Smock, Slater, Missouri, on December 17, 1953 at St. Louis. Mr. Smock entered service on the Western Division as fireman on July 16, 1913 and was promoted to engineer on March 14, 1943. At the time of his death he was serving as General Chairman of Locomotive Firemen and Engineers. He is survived by his wife.

Retired Engineer Charles Bowser, Murphysboro, Illinois, on January 7, 1954. Mr. Bowser began work for the former Mobile and Ohio as a fireman in 1901 and was promoted to engineer in 1906. He retired in 1950. He is survived by his wife and four children. Mr. Bowser was a member of the Methodist Church and for 46 years a member of the Brotherhood of Locomotive Engineers.

C&A WAS SHORTEST, QUICKEST

When Christina Nilsson, “the Swedish Nightingale” performed at a concert in St. Louis on January 7, 1971, the program for the occasion contained an ad for the Chicago and Alton Railroad. The C&A advertised the “shortest, quickest and the only road from St. Louis to Chicago without change of cars.”

Miss Nilsson was a celebrated opera singer of her day having been born of humble parents in Sweden in 1843 to become a world-famous prima donna.

The program was turned over to GM&O by Mr. Ernest Abt of the Southern Illinois National Bank at East St. Louis, Illinois.

G. T. Safety Awards

Each month Gulf Transport Company presents safety awards to the bus and truck operators who have driven one year without a chargeable accident.

The following operators have received their awards for the period November, 1952 through November, 1953.

BUS OPERATORS
A. G. Smith, 8 Yr.
Robert Suemnicht, 2 Yr.

TRUCK OPERATORS
J. E. Addy, 9 Yr.
L. M. Andrews, 10 Yr.
T. C. Peterson, 9 Yr.
Sam Quimby, 10 Yr.
C. F. Sandifer, 10 Yr.
Will Sellers, 12 Yr.
G. L. Tyler, 4 Yr.
T. E. Young, 8 Yr.

During December, awards were presented to the following:

BUS OPERATOR
E. P. Stone, 11 Yr.
TRUCK OPERATORS
John Blandford, 8 Yr.
Wilson Cox, 7 Yr.
Q. M. Fant, 10 Yr.
A. G. Raley, 11 Yr.
C. E. Tucker, 9 Yr.

RETIEMENTS

Conductor J. E. Brand, Meridian, Mississippi, retired from active service with the company on December 7, 1953. Mr. Brand was employed as brakeman on November 30, 1906 and promoted to conductor on December 18, 1910. His last assignment was on Trains 15 and 16.

Engineer W. M. Carroll, Bogalusa, Louisiana, retired on December 31, 1953 after being with the Company since October 18, 1909 when he was employed as a fireman. He was promoted to engineer on August 11, 1918.

Section Foreman G. C. Kamper, State Line, Mississippi, resigned from Company service on November 28, 1953. He had been a section foreman since December 16, 1918 and an employee of the roadway department since 1916.

Operator R. L. W. Sleeter, Bloomington, Illinois, retired on November 3, 1953, after being an operator with the Company since 1911.

Brakeman F. M. Hutchinson, East St. Louis, Illinois, was serving as flagman on No. 28 when he observed No. 33 passing with one car having extremely flat wheels. He notified the rear end of No. 33, earning the commendation of Supt. Thomason.

Agent-Operator C. H. White, Baldwyn, Mississippi, was commended by Supt. Forlines for discovering a hot box on a car of perishables in a passing train.

Switchman E. W. Long, Corinth, Mississippi, discovered a broken rail and reported it.

Conductor O. L. Staggs, Meridian, Mississippi, was in the caboose of his train when it ran over something he thought could have been a broken rail. After arriving at Meridian, he drove back up the track to the spot to find that a brake hanger had lost off diesel and had damaged several ties, etc. He called the section foreman to inspect the track before other trains came over it.

Telegraph Operator C. M. Hassell of the Louisville and Nashville Railroad at Humboldt, Tennessee is a railroader first of all. When he noticed GM&O's No. 30 passing his station with a brake beam down, he promptly notified the conductor, who stopped the train for repairs. For the friendly cooperation of this "first-class operator" GM&O Supt. Forlines expressed the appreciation of the Company.

Car Inspector W. R. Skelton, Artesia, Mississippi, off duty at a filling station at Reform, Alabama, watched a GM&O train passing and noticed that a brake beam of the train was down. When he failed to attract the crew's attention to stop the train, he got into his automobile and drove ahead of the train and flagged it, assisting the crew in removing the brake beam.

Engineer Walter Young and Fireman L. L. Crutcher, Bloomington, Illinois, were commended by Supt. Connor for assisting in the repairing of a broken air pipe of a car in the train, resulting in a minimum of delay to the train.

At a time when GM&O forces were not on duty at Booneville, Mississippi, Mr. Hill Hodges of that city noticed a train passing the station with a flat car of lumber shifting badly. Mr. Hodges called, and Mr. McCullar notified yard foreman McCullar to inform him of this close call at Corinth where correction was made.

Engineer W. P. Gnagi, Slater, Missouri, was engineer on Train No. 94 passing Farber, Missouri when he noticed a fire on the right-of-way near cars stored on storage track. He stopped his train and extinguished the fire which was near the stored cars, probably saving damage to the cars. On arriving at Vandalia, he notified Telegrapher M. E. Ash there of the fire. Mr. Ash immediately drove to Farber to see that the fire was out and that everything was in a safe condition.

Section Laborer Millard L. Lesser and Section Laborer Albert Hargis, Tamms, Illinois, detected a broken flange on a car of a passing train and notified the conductor of the train and the trainmaster, so that the car could be switched out. For this action they were commended by Chief Engineer Bodie.

While Train 31 was working at Rives, Tennessee, Fireman H. B. Webb, Jackson, Tenn., observed switch points did not fit properly on main line switch. He flagged Train 16 and spiked the switch to make it safe.
Retired General Claim Agent Dies

Parks C. Archer, Retired General Claim Agent of the Gulf, Mobile and Ohio Railroad, passed away in St. Luke's Hospital, Chicago, Illinois, on the morning of December 24, 1953, following a fall in his home in which he fractured his hip.

Mr. Archer began railroad service with the Illinois Central Railroad Claim Department at Memphis, Tennessee, about 1908, and after a short period of service transferred to the Chicago and Alton Railroad as Claim Agent at Mexico, Missouri, March 15, 1909. He was transferred to the General Office on February 1, 1917, and became General Claim Agent on January 16, 1931. When the Alton Railroad was absorbed by the Gulf, Mobile and Ohio Railroad Company in 1947 Mr. Ar-

(Continued on Next Page)

ALONG THE LINE

Meridian, Mississippi—Division Freight Traffic Manager Leslie Farrell has been elected as one of the nine new directors of the Meridian Chamber of Commerce. The new directors assumed office on January 1, 1954.

Mobile, Alabama—Will O. Haas, who has been on active duty with the U. S. Navy since December 1951, returned to work in the office of the Supt. of Transportation in Mobile on January 4 and received a hearty welcome from his fellow employees.

Bloomington, Illinois—Mr. and Mrs. John J. Kopka have a new baby girl born on December 3, 1953 and named Karen Denise. Mr. Kopka is secretary to Assistant Chief Engineer M. D. Curothers.

Mobile, Alabama—A daughter was born into the home of Mr. and Mrs. H. Q. Orso on December 27, and was christened Margaret Elaine.

Mobile, Alabama—Mr. E. R. (Rudy) McCrory of the Traffic Department was married to Mrs. Gene Kelley on November 25.

St. Louis, Missouri—It cost $17.80 to go "second class" from Braidwood, Illinois to Boston, Massachusetts in 1887, according to an old ticket stub mailed in to Passenger Traffic Manager R. B. Weaver at St. Louis. The stub, in good condition, was dated August 1, 1887.

The Christmas cards of the family of Hostess Jane Woodruff, who comes from Anniston, Alabama had a distinct railroad flavor, with Hostess Woodruff bringing the greetings for the family.
Claim Agent Dies
(Continued from Page 9)
cher became General Claim Agent of the
consolidated lines. He retired on July
21, 1948, and returned to his home in
Chicago. Mrs. Archer preceded Mr. Ar-
cher in death by several years. His near-
est relatives were two cousins. He was
interred at Oak Woods Cemetery at Chi-
cago.
While in active service Mr. Archer was
well known in claim circles and was
always highly regarded and respected.

IN THE SERVICE
Charles K. Clark, Section Laborer,
Green Valley, Ill.
Lecory Bland, BB Painter, Western Di-
vision.

Mobile, Alabama—James Edward Rams-
der, who was born on December 11, has
a GM&O background. His mother, the
former Doris Wylie, was formerly employ-
ed in the Freight Claim Department and
his grandmother, Mrs. Ruth Wylie, is
presently employed in the same depart-
ment.

Fifty Year Man
Car Inspector C. T. Fields, Venice, Illi-
nois, recently completed his fiftieth year
with the Railroad.

Mr. Fields was
born in East St.
Louis, Illinois in
1889 and went to
Venice when he
was six years old.
In 1903 he was em-
ployed at the Ven-
ice Repair Track as
car repairman,
working for his father, the late James A.
Fields, who was Car Foreman at Venice
for many years. In 1907 Fields started
inspecting at the National Stock Yards,
and in 1918 returned to the Venice Yards
as Car Inspector.

Mr. Fields has been secretary for the
Brotherhood of Railway Carmen since
1914.

Gulf, Mobile & Ohio
RAILROAD

This is the first of a series of Institutional Advertisements being
published throughout GM&O territory to acquaint the general public with
the numerous community services which the railroad renders in addition
to its actual transportation duties.

HELPFUL HANDS...
Recognize this hand? It's the Railroad Hand in your community.
• On the throttle it brings you most of the things you eat
and most of the things you wear—and it transports the products of your farm
and industry to markets everywhere.
• But also it is a HAND OF GOOD CITIZENSHIP. Like yours, it helps provide
better schools, good government, adequate roads and many of the other advantages
which we often take for granted in our everyday life.
• And it is this Helping Hand we want you to know better—
for Community Projects become Community Projects when
all hands are joined together in cooperative effort.
• The Gulf, Mobile & Ohio Helping Hand is always ready to work
with you. It is experienced in various fields of civic activity—
such as Industrial Plant Location, . . . Agricultural Development . . .
Transportation, Roads and Routes . . . Rural Youth Development . . .
• In these and many other ways it can serve you.

Tass
(Continued from Page 2)
themselves a bartering system which is
apparent on every side. They cluster in
little groups and swap such things as
lizards, carved bones and bits of leather
with which they undoubtedly make a
sort of broth later.

“Uniformed armed guards calling them-
selves California Highwaymen and Orange
County deputy sheriffs patrol the per-
imeter, ostensibly to keep boys from ‘get-
ing lost’

“As if all this were not enough, thou-
sands of these boys are taken every day
to Huntington Beach for the water treat-
ment. They are turned loose in the Pa-
cific surf virtually naked and anyone who
cries out for help immediately is seized
and taken to shore by guards.

“Only in America could such things hap-
pen,” How true! — From November
Scouting.