GM&O Hostess Carolyn Moss presents twenty cadets of Western Military Academy, Alton, Illinois, with special ribbon for "service to others" at complete dress review of Academy. The twenty cadets assisted Hostess Moss in caring for blind children on GM&O train. (See story on page three.)

Industries And The New Highways
From Montgomery, Alabama JOURNAL

Attention is being called to one aspect of the multi-billion dollar road building program of which little has been said. It is the fact that might result if new highways are built too close to railway rights of way.

Rail service is virtually imperative in the location of any new and important industry. If a new highway is built so close to a railroad line that an industry cannot be built without crossing the highway it will be a major discouragement to the industrial location.

If there is room between the highway and the railroad to locate the industry so that it will have convenient service of both rail and highway transportation, it would seem ideal. But if a new highway runs so close to the rail line that a spur track will have to cross the highway to reach the plant it will be expensive for all concerned. Overpasses or underpasses are very expensive and if a grade exist it becomes hazardous both to rail and highway users. If the highway is an uncrossable and non-access project the underpass becomes imperative and therefore a still greater discouragement to the location of industry.

New highways are expected to increase the value of adjacent property but it seems plain that if a highway is too close to a railroad track the property on only one side of the highway can be increased in value. It has been suggested that a general rule be established, subject to important exceptions, that no highway be built closer than one-fourth mile to an existing rail line. Engineering factors might make this impossible in some cases, but as a rule it would be of advantage to the highway, to the property owner, to the railroad and to prospective industry location to have suitable space between rail line and highway and the quarter mile proposal looks like a good rule to start with.
Hungarian Refugees Ride Abraham Lincoln

Worked Three Weeks For Pair Of Shoes

Nineteen Hungarian refugees to America can count among their first experiences in their new country a ride on GM&O’s Abraham Lincoln.

On December 30 Hostess Margaret Hallbrook found on her train the weary travellers, on route to Springfield, Illinois, where they had been promised homes.

Miss Hallbrook, anxious to make the strangers welcome, searched the train for someone who could speak with them, and finally discovered German-speaking passengers who extended a welcome to them, and discovered that the group had experiences typical of the Hungarian story.

They fled Budapest on October 23, and walked or ran on foot 250 kilometers (a kilometer is approximately five eights of a mile) to the border. They were in constant danger with shots being fired at them from every direction. When they arrived at the border, they were given sufficient food and clothing, and arrangements were made for their coming here. When they had left Hungary, however, they had no idea where they were going.

“They were still nervous,” said Miss Hallbrook, “and you could tell they felt insecure. One woman kept inquiring as to the location of Ohio. She has a sister there, but left Budapest so hurriedly that she did not get the address.

“The men looked thin and haggard. When asked about this, they said they worked in the factory at Budapest from sun-up until after sun-down, and were not allowed to take time off to eat. When they spoke of the economy of the country, they said they had to work three weeks for the money to buy one pair of men’s shoes, which cost $75.00.

“They were all happy to get to the United States,” said Miss Hallbrook, “but some day hope to go home again.”

HE’S GOOD FOR ANOTHER 20 YEARS

N. C. Bowen completes 12 years as GM&O Railroad agent in Alamo November 1. Bowen was depot agent at Friendship for five years before becoming the Alamo agent. In the 19 consecutive years he has been with GM&O, Bowen has never had a day of sick leave.

“I’ve only missed opening the office ten days in the 19 years I’ve been with the railroad,” he says. “I missed four days when I got married,” he admits. The other six days he missed were when he had Jimmy Murphey replace him while he took a trip to St. Louis.

“I didn’t have any vacation until two years ago when the company forced me to take one,” Bowen says. “And when I had a physical checkup not long ago, my doctor told me I was good for another twenty years.”

—Tri-County News.
—Friendship, Tenn.

It looks as if Bill Mayes III is preparing to ride “Old Trusty” back from the West to Alabama to see grandpa. Commercial Agent W. S. Mayes in Tuscaloosa. Young Bill is the son of former GM&O NEWS Editor Bill Mayes, who is now Major Bill Mayes, Instructor in Department of Air Science of the University of California, Los Angeles.

Texas Columnist
Compliments GM&O

GM&O train service has been commended by a popular Texas columnist as a result of a trip he made over the line recently.

Mr. Fred C. Morse, president of the Mutual Savings Institution in Austin, and also the writer of a Sunday column for the Austin AMERICAN STATESMAN, used the GM&O-Missouri Pacific service from Austin to Chicago to attend a national convention.

Excerpts from his PERSONALS column included these paragraphs:

We have just crossed the Mississippi leaving St. Louis. It is quite a creek! We find a very courteous conductor. Without asking him, he tells us exactly how to transfer to our connecting train in Chicago. He went to a young mother with three small boys, all nicely behaved, sitting around her. “Now who is in charge of this group,” he asked. The mother smiled. “I think I am,” she said. He gave her directions as he did to us. One doesn’t often find conductors like that.

A good breakfast certainly does give one a pleasant outlook on life. We sit and watch the train go out of the great city. It takes a long time to weave in and out through the suburbs.

As we go north, the weather gets colder. They have nice conductors and porters on the GM&O. Our conductor, without being solicited, told us we could get out and stretch at a small town as the train would be there for three or four minutes. We did and got chilled, but enjoyed the change. It was a typical mid-western town with big trees in full autumn color and hundreds of little old style frame houses.
Agent Brady Recalls "Good Old Days"

—Alton EVENING TELEGRAPH

William McKinley Brady, GM&O station agent, who started railroading back in 1916 at Pearl, Ill., recalls the day, not too far in the past, when the railroad "depot" was something of a hub in the community.

It was, Brady recalls, a male social center on a par with the barber shop. In small communities, Brady says, the Saturday night crowd would naturally gravitate toward the railroad station and there were always persons who, when automobiles were fewer and travel was less common, gathered as a matter of course at the station to "watch the train come in."

Brady has been agent at Kane for 14 years. During the last 12 of those years he trained seven men in the art of railroading and five of them are now in the business, apparently for keeps.

His Graduates

Donald Tomasson, second trick operator at Wann Tower, Wood River, learned under Brady, as did Arthur Long now working for the Wabash railroad at Monticello, Ill. Paul Roedy, agent at Lincoln, Ill., also learned from Brady.

A son, W. J. Brady, is the agent at Shipman and, as may be assumed, he didn't learn railroading from anybody else but his father. A son-in-law, S. N. Purdum of Jerseyville who is the station agent at Yeomans, Ill., also learned under Brady.

While the average "city" resident is often inclined to assume that a railroad telegrapher leads a rather sleeping and unspectacular existence, Brady's life has been anything else but.

In fact, he has had enough action to cause him to look forward with pleasant anticipation to the day, some 10 years hence, when he can retire to a farm he and Mrs. Brady have acquired on the White River near Calico, Ark. "I'm going to lay back and raise cattle," Brady says.

In former days, things were always happening around a railroad station. These frequently were things fraught with drama, Brady says.

On one occasion a man who was gunning for Brady's brother, who resembled him in physical appearance, slipped quietly to the station one dark night, unobtrusively pushed open the door and shot at the chair in which Brady usually sat.

Brady's practiced ears, however, heard the man coming.

"You learn to tell a lot from a man's steps," Brady says. "You can tell a man who is just coming to watch the train come in from a man who intends to catch the train. When I heard this man's step in the darkness, it didn't sound like anything I'd heard before, so I moved out of my chair and into the shadows in the waiting room."

The gun-toter was a robber his brother had helped apprehend. When the man sought to escape, the brother had fired a shotgun into the ground as a warning and several pellets had struck him, but had not wounded him, except superficially.

Agent Brady and daughter, Mrs. S. N. Purdum.

"The man quietly told my brother he'd be back after him — and he was!" Brady recalls.

Multiple Duties

The agent, in addition to his job of handling the trains, assumes responsibility for the railroad company's property, reputation and business in the community, Brady points out.

Former GM&O Official Passes In Mobile

Leopold A. DeOrnellas, former assistant to the vice president and comptroller of the GM&O passed away in Mobile on December 24, 1956. Mr. DeOrnellas, a native and life-long resident of Mobile, retired from the railroad three years ago.

He is survived by his wife, the former Hertha Lee Powell, who was also at one time an employee of this company, and by four sons and two daughters. Funeral services were held in Mobile on December 27.

Hostess Has Brush With Military

On the night before Thanksgiving, the Ann Rutledge sped for Chicago loaded with a holiday crowd of six hundred and fifty-six persons.

Hostess Carolyn Moss, with hands already full, loaded her passengers at Springfield, and discovered among them a group of fifteen unaccompanied blind children, destined for Joliet and Chicago. It was then that, in best military tradition, the cadets of Western Military Academy en route home from Alton, Illinois, came to the rescue.

A cadet spokesman asked the hostess if they might assist her. Miss Moss gratefully accepted. Each child was assigned to a cadet, who looked after his little charge on the train and then into the care of parents or friends who met the train.

After the holidays, grateful Miss Moss wrote a note of appreciation to Colonels Moore and Jackson of the Academy, who, in turn, invited her to Alton for a special review to honor the twenty young men.

It was a complete dress and color review in which every student in the school participated. The cadets to be recognized were asked to march to the center of the field, where, at the request of Colonel Moore, Miss Moss presented each with a special ribbon for "service to others."

She, in turn, received from the cadets a silver sword lapel pin. Said Hostess Moss of her brush with the Military: "It was glorious!"

"EXCISE" BAGGAGE
NEWS AT A GLANCE

TRANSPORTATION EXCISE TAX

In a hearing before a subcommittee of the House Ways and Means Committee in December, representatives of the railroads and other forms of transportation as well as shippers and travelers urged the immediate repeal of federal excise taxes on transportation. The present excise taxes are 10 per cent on passenger and Pullman fares and 3 per cent on freight traffic, except coal, which takes a tax of 4 cents a ton.

These are taxes paid by the public—about $700 million a year—and apply to food and the basic necessities of life. It’s time for repeal of this World War II “Temporary” tax.

NOBODY LIKES CAR SHORTAGES

“Nobody likes car shortages — the railroads least of all,” AAR President Faricy told Shipper Advisory Board delegates in Los Angeles recently. But, he added, “in our natural tendency to emphasize the cars which the railroads are unable to furnish as ordered, we sometimes overlook the vastly greater number which are furnished currently.”

Fifty-five thousand new freight cars were placed in service on American Railroads last year at a cost of approximately $450 million and orders are on the books for about 110,000 more costing in the neighborhood of $900 million.

GM&O took delivery of 400 freight cars last year and has 600 on order at the present time.

ILLINOIS LEADS ALL STATES IN RAILROAD EMPLOYMENT

Illinois leads all other states in the number of railroad employes and amount of railway payroll — 108,530 workers and $492,000,000 payroll — figures compiled by the Bureau of Economics of the Association of American Railroads show.

Pennsylvania was a close second, followed in order by New York, Ohio, California and Texas. In the states in which GM&O operates in addition to Illinois, Missouri has 40,732 railroad workers; Kentucky, 24,819; Tennessee, 20,222; Alabama, 14,325; Louisiana, 13,924 and Mississippi, 7,921.

TRAFFIC LEAGUE WANTS “RIGHT TO COMPETE”

The National Industrial Traffic League, the nation’s largest shippers’ organization, will support efforts in the next Congress to gain the “right to compete” for all forms of transportation.

The League voted at its recent convention to empower officers and committees to “initiate or support” legislation designed to accomplish the purpose of the Cabinet Committee Report’s recommendations on competitive rate-making, even though its wording isn’t exactly the Cabinet Committee’s or that approved by the League’s 1955 convention.

The League reaffirmed its opposition to the division of traffic by the Interstate Commerce Commission on the so-called “fair share” theory or any other artificial basis.

—Association of Western Railways
J. W. Murphy Retires At Bloomington After 50 Years With Railroad

Chief Clerk J. W. Murphy of the Superintendent’s Office at Bloomington, Illinois retired on December 1, 1956. Mr. Murphy, whose appearance belies the fact, had been employed by this railroad since March 13, 1906, and had more than fifty years of service with the company.

On the day of his retirement, the popular Murphy was honored with a party by his fellow employees and supervisory officers. Expressing their hearty good wishes and appreciation they presented him with a handsome Hamilton watch and a billfold containing a substantial purse.

Mr. Murphy was first employed in the Signal Department of the railroad at Bloomington as a stenographer. He has held the positions of stenographer-clerk in the Roadmaster’s office at Springfield, and in the Supervisor’s Office at Bloomington. He has served as a fuel accountant, secretary to the mechanical engineer, chief clerk to the master mechanic, secretary to the general manager, chief clerk to the master mechanic, secretary to the general manager, chief clerk to the general superintendent and superintendent, assistant to chief operating officer, office manager for receivers executive department, assistant to chief clerk to superintendent, chief clerk to division engineer and chief clerk to the superintendent.

Mr. Murphy, immediately following his retirement, went to Arizona for an extended visit with some thought of moving there.

(See Additional Picture on Page 7)

T. A. Farnell Retires

“This occasion gives me no happiness” said General Superintendent of Transportation C. E. Lanham on December 31, when Office Manager T. A. Farnell was honored by the office employees of the Transportation Department in Mobile on December 31, Mr. Farnell’s last day with the GM&O Railroad.

After exactly fifty years with this company in the Transportation Department, Mr. Farnell retired on the last day of the year, and received from his fellow employees a handsome outboard motor “for fishing trips up Rabbit Creek.”

Chief Statistician J. S. Hale, Jr., left in picture, presented the motor to Mr. Farnell, center, with an appropriate speech. Mr. Lanham, second from left, and Chief Clerk W. G. Harrison and Special Representative R. H. McDonald, second from right and right, respectively, each congratulated Mr. Farnell warmly on his retirement, wishing him many happy years of fishing.

Smock Joins ‘Society For Retired Engineers’

A special ceremony was held near the freight station at Roodhouse, Illinois in November when veteran engineer R. D. Smock retired after forty-eight years of service with the railroad.

From his friends and associates who honored him on his retirement from the company, Mr. Smock received a billfold and a lifetime membership in the GM&O Veterans’ Association of Roodhouse, and was welcomed into the “Society for Retired Engineers” by Ralph Locher.

Finch Ends 44 Years On ‘Road’

Bloomington, Ill., PANTAGRAPH

The Irish settlement, “40 Acres,” is no longer a definable ethnic group crowding around the Alton Railroad yard ...

Veterans Retire

One by one, the old railroad engineers, from Alton, Illinois, and retired. Their names are like a history of Central Illinois railroading: Irishman Pat Gorman, Fred Swanson, Frank Mantle, J. J. Mulhern, W. C. Gibbons.

For them, railroading ended when the old steam engines were melted down for scrap at $20 a ton and replaced by diesel engines.

Because then engineers started coming to work in white shirts. No longer did firemen shovel 20 tons of coal between here and Chicago.

No longer did a goggled engineer, with red bandannas about his neck, lean out of the cab, peer far down those long lines of silver and give a mighty blast on the whistle to let all Bloomington know 568, or 5281 or 5297, or another famous old engine, was coming in on time.

Now another old timer has joined the ranks of the retired. Arthur Finch, 66, of 536 W. Grove St., has quit after 44 years of railroading.

Since 1912 he had been a pipefitter and painter on the Chicago to St. Louis line. In his time, he was part of the team which kept old 508, most famous of all engines, pounding through from Chicago to St. Louis.

He joined the Chicago and Alton company in 1912; transferred to the Baltimore and Ohio when the line changed hands in 1930, worked for the Alton company when it took over and retired from the Gulf, Mobile & Ohio, present owner.

Makes The Circuit

There are 180 railroad bridges between Chicago and St. Louis. Mr. Finch has painted each of them — many twice. He’s painted the top of a water tank 100 feet high in the icy winds of December and small town depots in the sweltering heat of August.

“That job was either hot or cold,” he said. Twice he fell. The last time he spent eight months recovering.

Railroaders seem to be a little superstitious and Mr. Finch is no exception. Something told him, he said, he shouldn’t try another winter on the job.

Now, after four decades of railroading, Mr. Finch is at last able to enjoy those evenings with his family that all railroad men miss.

“I was alone almost every night for all those years,” said Mrs. Finch.

DECEASED

Retired Engineer L. E. Benson, Chicago, Illinois, died at his home on November 13, 1956 after an extended illness. Mr. Benson was employed by this company as a fireman on December 3, 1906. He was promoted to engineer in 1921. Born in Murphyboro, Illinois, and a resident of that city for many years, Mr. Benson was buried in that city. He is survived by his wife, one daughter, one grandson, and several brothers.

Retired Engineer Eurell Ridings, Jackson, Tennessee, at Jackson on December 2, 1956. Mr. Ridings entered service of this company on July 16, 1906 and retired on August 10, 1937.

Retired Clerk John H. Symonds, Disbursements Department, Mobile, Alabama, died in Mobile on November 23, 1956.

Telegrapher Arthur R. Kellogg, Pekin, Illinois, died at St. Louis, Missouri on November 9, 1956. Mr. Kellogg had been with this railroad for 48 years. He is survived by four sons and two daughters.

Engineer Otis Clifton, Corinth, Mississippi, died at Corinth on November 8, 1956 after being associated with this railroad since February 3, 1911. He is survived by his wife, one son and one daughter.

Retired Section Foreman I. D. Gibbs, Franklinton, Louisiana, who entered ser-

General Office Visitors

In the General Offices at Mobile during December were Commercial Agent Lynn W. Miller of Salt Lake City and Commercial Agent C. R. Ashworth of Peoria, Illinois. The visitors were equally impressed with GM&O facilities in Mobile and the city’s eighty degree weather.
At ceremonies in connection with Murphy’s retirement at Bloomington were: Rear—Com. Agent G. C. Stuckey; Timekeeper T. W. Freedlund; Steno-Clerk Elizabeth Smith; Sec’y T. P. McCordle; Mrs. Lois Albee; Roster Clerk J. H. Basham. Front row—Road Foreman of Engines J. J. Siegfried; Train Dispatcher J. A. Jones; Sec’y Alice Burney; Steno-Clerk Nell Burney; Mail Clerk D. E. Ryan; Steno-Clerk Helen Zalucha; Supervisor Freight Claim Prevention Jesse Oliver; Train Dispatcher E. D. Mills; Mr. Murphy and Chief Dispatcher T. J. Nevin. Seated is Supt. J. R. Conerly. Pictures were made of Supt. Jeter of Chicago, who was in Bloomington for the occasion.

DECEASED

(Continued from Page 8)

vice of the company December 13, 1908 and retired December 30, 1945, died on November 11, 1956.

Swing Gateman Harry Knudson, Pontiac, Illinois, died at St. Louis, Missouri on October 25, 1956. He entered service as a crossing gate man at Pontiac on July 5, 1945.

Patrick M. Lawson, who retired on April 4, 1949 after forty-nine years of service and made his home at Meridian, Mississippi, passed away at San Antonio, Texas on December 15, 1956, while visiting his son there. Interment was in San Antonio.

Retired Warehouse Foreman Calvin J. Crawford, Bogalusa, Louisiana, at his home on December 12, 1956. Mr. Crawford entered service of the company in 1918, and retired on October 29, 1950. He is survived by his wife.

Fireman James Archie Steed, Jackson, Tennessee, passed away at Okolona, Mississippi on December 6, 1956. Mr. Steed entered service of this company in 1942. He is survived by his wife and five children.

Retired Switchman Ross C. Long, Jackson, Tennessee, at his home in Jackson or December 23, 1956. Mr. Long, who entered service in 1929, is survived by his wife and one son.

Do-Sa-Do Experts

Gulf Transport Vice President J. I. Gillikin and Mrs. Gillikin practice up on the “Black and White Rag” in preparation for the Azalea Trail Square Dance Festival to be held in Mobile in connection with the Trail on March 7 and 8 at Fort Whiting. Mr. Gillikin has been selected as general chairman for the Festival at which 1,000 people are expected to hear nationally known dance caller Manning Smith of College Station, Texas.
Conductor S. Snead and Brakeman R. M. Harp, Roodhouse, Illinois, were commended by Supt. Conely for discovering a broken rail and notifying the dispatcher, who made arrangements to have the track repaired.

Fireman W. W. Austin was fireman on No. 94 out of Slater, Missouri when he assisted the brakeman in picking up 33 cars at Thompson, Missouri on account of extremely heavy fog and the flagman having to protect the rear of the train. For his interest displayed, Mr. Austin was commended by Supt. Miller.

Flagman E. A. Crider, Tuscaloosa, Alabama, had an eventful trip on December 15 between Tuscaloosa and Montgomery. On the trip over he discovered, while the train was in motion, that a car was derailed, and he had the train stopped to prevent a more serious de-railment. On the return trip while he was walking his train as it stood at Centerville, he detected a hot journal on an empty boxcar, and had this condition corrected.

Conductor V. McCracken, Slater, Missouri, was conductor on No. 93 out of Slater when he noticed a small nut on the rail of the main line. He threw off a note to Car Inspector Percy Winston, also of Slater, who immediately went to the crossing and removed the nut. Both men were commended by Supt. Miller for their attention to duty.

When electrical trouble developed in a unit of their train, Engineer G. F. McMinn and Fireman T. L. Witt located the trouble and made necessary adjustments, handling their train to the terminal. On arrival they called the shop foreman and told him of the trouble and location so that repairs could be promptly made.

Agent H. O. Norman, Pleasant Hill, Illinois, discovered a load of grain had a truck slewed so that it could not be moved, and he immediately notified the dispatcher so that repairs could be made.

For service of unusual merit during the month, the following men were commended:

Brakeman F. J. Baker, Slater, Mo.
Brakeman R. B. Stipes, Slater, Mo.
Brakeman D. W. McCann, Mexico, Mo.
Agent-Telegrapher W. W. Buckley, Mathiston, Mississippi.
Operator J. H. Carlson, Dwight, Ill.
Fireman J. B. Snyder, Tuscaloosa, Ala.
Brakeman H. Phillips, Slater, Mo.
Brakeman F. E. Howard, Slater, Mo.
Operator J. D. Settle, Pontiac, Ill.
Agent John Poole, Monticello, Miss.
Car Inspector J. H. Heil, Roodhouse, Ill.
Yard Fireman R. S. Bess, Roodhouse, Ill.

Conductor George C. Croft, Venice, Ill.
Engineer A. R. Henry, Slater, Mo.
Engineer C. M. Pigford, Meridian, Miss.
Bridge Tender C. W. Dillender, Louisiana, Mo.

Conductor L. E. Patterson, Mexico, Mo.
Brakeman T. L. Donnelly, Slater, Mo.

Honorary railroaders of the month were officers R. Brawley and W. Smith of Venice, Illinois and Mr. J. O. Collins of Deer Park, Alabama. Messrs. Brawley and Smith discovered a broken rail on a crossing at Venice and they informed the trainmaster and stayed to protect the crossing until the rail was removed. Mr. Collins detected a hot box on a passing train and signalled the crew to stop the train.

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Comparison of the years 1955 and 1956

1955: 658,013
1956: 622,890