MPSC Grants Bus Entry Into Mississippi Capital

Gulf Transport Company has been granted a permit by the Mississippi Public Service Commission to operate busses over Highway 80 between Jackson and Newton so as to afford direct service to and from the State Capital from point on the Company's line in Northeast and Southeast Mississippi.

Under the authority granted Gulf Transport, the Company was authorized to drop passengers intermediate between Newton and Jackson but not to pick up local passengers between the two cities.

However, operation over the route has not been inaugurated pending the outcome of a suit filed in the Hinds County Circuit Court by the Protestant, Southern Bus Lines, contesting the decision of the Mississippi Public Service Commission.

Service had been planned into the Capital from the North via Newton and from the South via Bay Springs, Raleigh and Forest. Residents in the territory had testified to the need of a one-line service to and from Jackson, eliminating the uncertainty and inconvenience of changing to buses of another Company at junction points.

New Springfield Station To Be Dedicated Jan. 26

When the Alton-GM&O merger was in its infancy, residents of Springfield appealed to President Tigrett to improve station facilities there. The structure had been built in 1865 and while large and spacious was out-moded. Mr. Tigrett promised more efficient passenger facilities for the State Capital.

On January 26, the "new" station is to be officially opened with the presentation of a bronze plaque to the Chamber of Commerce dedicating it to the service of the people. The plaque, which will also bear a Lincoln head and a quotation by Lincoln to the army of the Potomac in 1862, will be permanently hung in the station.

The public will be invited to attend the ceremonies and the station will be open for exhibition from 1:45 p.m. to 6:15 p.m. The station has been completely re-styled inside and outside and the lobby is one of the most attractive of its kind.

Next month's issue of the News will carry full pictures of the station, showing the contrast between the old and the new features. The station is on the site of the original station built by the Alton in 1855.
Shippers Ass'n. President Warns Of Free Enterprise Destruction

In a recent address, National Association of Shippers President Warner B. Shepard warned of the vulnerability of the free enterprise system, and praised the efforts of the American Transportation system.

In part his address said:

"The destruction of free enterprise is the first goal of our enemies, and the most vulnerable point of attack is our transportation system. We must defend it at all costs and against all enemies, within and without. The Shippers Advisory Boards are most advantageously organized to spearhead that defense. The thirteen boards are so located as to cover every crossroad in America. They directly represent the users of the railroads and, what is most important, constitute a forum of trained experts in transportation. To my mind, the best possible defense against government encroachment into transportation is to show conclusively that it can and does function adequately and vigorously under private management and control. This is no new venture for the Regional Boards. It is impossible to estimate the full value of their contributions. They helped immeasurably to see the railroads through the greatest war the world has ever known."

Railroad Sponsors Contest For Negro 4-H Club Girls

A "Happier Living" contest for Negro 4-H Club girls in Mississippi is being sponsored by the GM&O, in cooperation with the 4-H Club Department of the Mississippi Extension Service.

The contest, which opened on January 1, offers a total of $1,000 in prizes for the greatest improvement in "general housekeeping" with points also being offered for improvement of house and outbuildings. First prize winner in the state will receive a $200 scholarship to either high school or college, while each district winner will receive a $50 scholarship. Top award winner in each county served by the GM&O will receive a cash award of $10.

In addition to these prizes, an award of $25 will be made to the county organization of the winning county.

Entry blanks and record books are being distributed in each county by the Negro Home Demonstration Agents. The contest closes October 1.

Commendations

Telegraph Operator K. A. Simon, Sparta, for his discovery of a hot box on a passing train.

Agent E. W. Bridge, Delvan, for his discovery of a hot box on a train which was passing his station.

Exec. Vice Pres. Hicks Talks Before N. Y. Security Group

In response to an invitation from the New York Society of Security Analysts, Executive Vice-President F. M. Hicks appeared before that organization last month and discussed the current situation of our Railroad and our plans for future operations.

In outlining the results of The Alton acquisition on June 1, 1947, Mr. Hicks said that by affording a one-line haul service we handled approximately 55,000 loads last year as against an interchange between Alton and GM&O in 1944 of only 6,213 cars. He said that this longer haul business was well above the estimate made to the commission at the time of the merger application hearing. He cited substantial savings in operation due to improved transportation methods, including dieselization, which he estimated at five million dollars on freight service alone.

About freight cars Mr. Hicks said, "Today, of the freight cars we own plus those on order over 70% have been purchased in 1949 and subsequent years. Thus, less than 30% of our freight cars are old cars. This is the opposite of Class I Railroads as a whole. While over 70% of our freight cars are new in 1940 and subsequent years, only 30% of freight cars owned and on order of Class I Roads were purchased in that period. Probably we have the largest percentage of new freight equipment of any Class I Road. This equipment has cost us approximately $57,000,000. If we had to purchase it at today's prices, it would cost us an additional $17,000,000, or 60% of the amount of our equipment trust obligations now outstanding."

U. S. Vice President And Illinois Governor At Bloomington

Two nationally known political figures were present when the Bloomington Chamber of Commerce held its annual meeting earlier this month. From Washington came Vice President Alben Barkley to make the principal address, and from Springfield, as the new Governor of Illinois, came Adlai Stevenson . . . a home town boy.

Said to be the largest Chamber of Commerce gathering in the State, credit for the big gathering goes largely to Executive Manager Floyd Sperry. Former Chamber of Commerce Secretary at Paducah, Kentucky, home of the Vice President, Mr. Sperry was instrumental in getting Mr. Barkley to attend.

A large delegation of GM&O employees, headed by President Tigrett and Vice President Brock were present for the annual meeting. Both the Vice President and the Governor were passengers aboard our trains in traveling either to or from the meeting.
"Never Missed A Call"

In 46 Years' Service

Rebel Conductor W. D. Archer, Sr., a veteran of 46 years with the GM&O, boasts that he "has never missed a call" in his entire period of service. Adding to the impressiveness of this record is the fact that Mr. Archer has answered more than 14,500 calls during his period of service.

Despite his record, he recalls that this hasn't been accomplished without some embarrassment on his part. Probably the most difficult call he had to make was back in 1909, when he was braking on the freight known as the "Okolona Turn-Around."

Mr. Archer describes the run as "not too bad, if I hadn't been dating a girl at Baldwyn." In his hectic courtship, he frequently came off a run and during his layover at Okolona, he would deadhead up to Baldwyn, usually losing considerable sleep.

He recalls that on one trip he fell asleep in the caboose just outside Baldwyn and didn't wake up until it was time to return to Okolona. In spite of the fact that he later married the young lady, he still has difficulty in explaining that "he had to make the call, even if she didn't get to go to church with me that day."

However, Mrs. Archer seems to have accepted the railroad as a part of her life, as both of their sons are in railroad work. W. D., Jr., is Supervisor of Communications for the GM&O in Mobile, while Jack is in the electrical shops at Jackson, Tenn.

The Archers also have a daughter. Yes, she's married to Roy Carter, an Engineer on the Southern.

Midwest And South Served By GM&O

Line Brings Varied Products Of Rich Area To Gulf Ports

(The following article, reviewing the history and achievements of the GM&O, recently appeared in "Trade Winds," publication of International House, New Orleans.

International House, which was formally opened in 1916, is a non-profit, non-trading organization dedicated to world peace and world trade. It is housed in a large, modern building in New Orleans which is complete with offices for visiting foreign merchants, dining rooms and conference rooms, all supported by voluntary memberships by trade-minded persons both here and abroad.)

The Gulf, Mobile and Ohio Railroad this year is marking 151 years of service in the Midwestern and Southern United States whose bountiful crops and hundreds of manufactured products find their way on many of the line's cars to the Port of New Orleans.

Though more than a century has elapsed since the name GM&O first appeared on a railroad car, the Line is one of America's newest rail systems. Just a little over a year ago, GM&O acquired the Alton Railroad to extend its lines from St. Louis on northward to Chicago and to expand westward to Kansas City. With this new purchase, GM&O increased its trackage to 2,000 miles and forged a great one-way rail system from the export-minded Midwest to the Gulf ports of both New Orleans and Mobile.

Under the leadership of J. B. Tirrell, who has been at the guiding helm of GM&O since 1912, the railroad has grown from a little 49-mile log line to its present stature of one of the country's leading North-South carriers. Six amalgamations have taken place to weld the new system, each one seeing the northern terminus of the line pass farther north in the interest of the long-haul.

A progressive railroad, 87 per cent Dieselized at the present time, GM&O and Alton are rich in transportation history. George M. Pullman built his first Pullman car in the company's shops at Bloomington, Ill. The road also was the first to operate dining cars, and America's first train hostess was aboard the Rebel when it made its inaugural run to New Orleans from Jackson in 1903.

In the field of engineering it pioneered with the first steel bridge at Glasgow, Mo., and with electric block signals. Abraham Lincoln used the line in his early political days.

Foreign Department Maintained

Foreign trade minded, GM&O maintains a Foreign Department and its 44 traffic offices located in strategic industrial and business regions of the nation promote and stimulate the flow of traffic in both directions from the Gulf. Today GM&O is in the midst of a widespread equipment improvement program. It is spending eight million dollars on new motive power and rolling stock, and since 1949 its equipment purchases have totaled approximately $65,000,000. A recent order calls for the purchase of 1900 freight cars. 16 Diesel road switching locomotives, and four sleeping cars. Within a short period of time the Railroad is expected to be completely Dieselized.

N. O.'s First Steamliner

The Company's Rebel, which operates between St. Louis and New Orleans, and was the latter city's first streamlined train, celebrates its thirteenth anniversary this year. It travels almost the entire length of the State of Mississippi in its route to New Orleans and daily brings shoppers.

The New Orleans Rebel stops at Jackson, Tenn., en route to St. Louis. The station, jointly operated by the GM&O and the Illinois Central, is shown in the center. To the left are the Railway Express office and the Freight House. At the extreme right of the photograph can be seen the IC tracks, with the city in the background.

(Continued on Page 8)
Well-Known Financial Weekly Publishes Informative Article On GM&O

The following article, which appeared recently in "Baron's National Business & Financial Weekly," was written by Mr. Arthur Jansen. It is reprinted here for our readers as general information about the railroad.

Mr. Jansen is a partner in a New York Stock Exchange firm and an instructor in railroad finance at the New York University Graduate School of Business Administration.

Alert management, efficiency of operation and territorial growth have combined to make Gulf, Mobile & Ohio Railroad a thriving enterprise. From a minor position in the railroad industry, operating only 466 miles of line as the Gulf, Mobile & Northern in 1925, the road has grown to a present system of 2,906 miles. This expansion has come about largely through the vision of T. B. Tigrett, president, though others have also been instrumental.

How two white elephants such as the Mobile & Ohio and the Alton could have been absorbed in 1940 and 1947, respectively, into the Gulf, Mobile & Northern to create an important and sound system stands out as one of the major phenomena of railroad operation in the last decade. On the basis of their backgrounds, the two absorbed roads had little to commend them. Mobile & Ohio, bankrupt subsidiary of Southern Railway, no longer fitted into the operations of its parent, because of depletion of timber and contraction of other traffic in its territory. To "like" Tigrett, however, it meant greater opportunity for Gulf, Mobile & Northern to participate in the industrial growth of the South, not to mention immediate savings through unified operation.

North-South System

Similarly, the Alton, neglected step-child of the Baltimore & Ohio, was recognized by Tigrett as the means of stretching the operations of his expanded Gulf, Mobile & Northern from St. Louis to Chicago and thereby creating a great new North-South system.

Gulf, Mobile & Ohio probably has completed its expansion from the standpoint of mileage operated. About a year ago it was involved in merger discussions with the reorganized St. Louis-San Francisco, but after a while they were dropped. Merger possibilities since then have been killed by the [no text visible]

The territory served by Gulf, Mobile & Ohio does not make a good showing as to population growth, but these figures obscure fundamentally healthy trends. In the first place, population loss can be attributed mainly to migration of very low income groups to other areas which offered high wartime wages.

Industrial progress in the territory, particularly the area served prior to the merger with the Alton, has been rapid and in reflection of this, there has been a shift in population from sub-marginal farms to towns and cities for employment in manufacturing facilities. For instance, it is estimated that the population of Jackson, Miss., has increased about 49% over 1930. Management of the road is convinced "any decline in the population has been far more than offset by increased industrial efficiency through both the location of new plants and expansion of existing plants."

Also illustrative of the progress in the territory is the increase in deposits reported for many of the counties in the area served by the G. M. & O. In the period 1941-1947. In fact, only a couple of the counties in the states served reported gains of less than 100%.

Recovery of oil in Mississippi several years ago and steadily expanding production since have contributed substantially to G. M. & O's traffic and also have produced moderate royalty income from owned lands. G. M. & O. also has obtained a substantial dividend movement of drilling equipment, pipe and oil well supplies.

G. M. & O. has mineral rights on approximately 5,000 acres, mostly in Wayne County, where these fields have been developed. The oil royalties are now running at approximately $20,000 per month before income taxes.

Progress within the territory served does not alone account for the large expansion in traffic experienced by the Gulf, Mobile & Ohio and its predecessor companies. Improvements in traffic solicitation has contributed to the large volume. None of the constituent companies was in a position to solicit as aggressively as a well combined enterprise. Nor should it be overlooked that the B. & O-controlled Alton did not even have a separate traffic department until after it went into bankruptcy in 1942. By the time the G. M. & O. acquired the Alton in 1947, the latter had 22 traffic solicitors in Chicago, St. Louis and Kansas City, and now it has 32.

Another important fact of G. M. & O's present position is its operating efficiency. In 1945, the road embarked on a program of dieselization, and upon acquisition of the Alton promptly extended dieselization to this line. As a result, G. M. & O. as of Oct. 31, 1948, was the most heavily dieselized road in the country, ranging from medium to larger sized carriers, with 67% of its total tractive effort represented by this type of power.

It is the intention of the road to dieselize operations completely on the basis of present traffic volume. Sixteen diesels are on order for early 1949, and ten more for late in 1949.

Extensive dieselization of the G. M. & O. was a major factor enabling the road to bring its transportation ratio down just below 32% in the first nine months of the current year, compared with around 40% a few years ago. The present ratio is one of the lowest in the country. The road has made some studies suggesting that even with a decline of as much as 30% in gross, it would be able to hold its operating ratio at around 81%, or only seven points higher than the present level. With a decline of 10%-15% in gross, the operating ratio probably could be stabilized only a few points above the current figure.

Efficiency High

Indicative of G. M. & O's operating skill is the fact that its gross ton-miles per net working hour, generally considered the single best index of efficiency, in recent months have been around 55,000, a figure exceeded last year by only a handful of roads in the country. Perhaps even more impressive has been the rise on the Alton division which has been boosted from under 40,000.

The platform cleared and express and baggage loaded, the southbound "Ann Rutledge" leaves Bloomington for its run into St. Louis. The "Annie" which completes its Chicago-St. Louis run in five hours and 20 minutes, is one of the favorite trains of travelers from the Windy City to St. Louis.
Crockett County Tennessee winners in the GM&O-Rotary Club Woodland Improvement Contest, which closed recently. Shown left to right are:

James Smith, Billy Wayne Johnson, Mr. Johnson, Bob Davis, Mr. E. B. Davis, Billy Joe Freeman, J. B. Avery, r., Mr. Leon Curtis, Dwayne Curtis, Max Edwards, Mr. Willie Edwards, Nelson Edwards, immy Blanq, Mr. Young, Sam Henderson, Mr. Raymond Henderson, J. R. Lovell and Director of Agriculture & Forestry S. A. Robert.

Financial Weekly
(Continued from Page 4)

40,000 before the G. M. & O. assumed management of this mileage to figures ranging from $2,000 to $8,000 in recent months. Investmentwise, G. M. O. lacks seasoning, and pro forma figures prior to 1942 are not too impressive. However, present figures suggest that all its securities are headed in the direction of fairly good quality, especially the first mortgage and income bonds. The preferred and common stocks currently are protected by satisfactory earnings relative to gross revenues, suggesting they are growing out of the marginal category. Undoubtedly, the road must go through the cradle of a depression before its apparently strengthened position will be fully appreciated.

Railroad Hour Keeps Producer, Stars, Alert

Gordon MacRae, singing host of The Railroad Hour, bowed and smiled to the studio audience as it applauded the opening music of "The Cat and the Fiddle." With him were the guest stars, glamorous Rise Stevens and suave Adolphe Menjou. It was the third broadcast of the world's great musical shows being sponsored each Monday evening by the Association of American Railroads over the American Broadcasting Company network.

MacRae felt fine—except for one thing: he couldn't locate his script! A frantic search failed to turn it up by the time he was to sing his first number.

Because of thorough rehearsal and an excellent memory, he breezed through the song. Then he started looking for his script again. Menjou got up to take his place at the microphone, and as he did so, the missing script appeared—he had unknowingly been sitting on it.

This is the sort of thing that frequently happens on a radio program such as The Railroad Hour. The listening audience is usually unaware of such incidents, but the stars and the producer of the show are constantly alert for the unexpected.

(Continued on Page 9)

Western Superintendent Has Wide And Varied Rail Career

Superintendent J. R. Conerly (shown in photo at the right), who has been with the GM&O since 1918, has held a variety of jobs on the railroad in his thirty years' service.

Born in Ball Town, La., Mr. Conerly began his rail career as a Brakeman, and served on the Louisiana Division as Brakeman and Conductor until 1941, when he was named Trainmaster on the Tennessee Division at New Albany.

In 1944, Mr. Conerly was appointed Assistant Superintendent at Mumphysboro. A year later he became Superintendent at Mumphysboro, and in 1947 was named to succeed Mr. G. C. Brown (retired) as Superintendent of the Western Division, with headquarters at Slater.

In the short time he has been at Slater, Mr. Conerly has endeared himself to his associates by being (as one Conductor expressed it) "reasonable and easy to get along with, but when he says something, you know he means it."
High Frequency Radio Provides Constant Crew Communication

Installation of high frequency radio in locomotives and cabooses of GM&O freight trains will assure Alton Route shippers of more efficient service and will provide better and safer communication for train crews.

Equipment of this type is already in service on the Montgomery division and installation in ten more cabooses is contemplated in the near future. While the plan is still in the experimental stage, results on the Montgomery division have indicated a marked increase in efficiency. Superintendent L. C. Spencer, in charge of the Montgomery division, stated that this type of installation saves invaluable time in cases of hot-boxes, broken knuckles and other equipment difficulties.

Greatest time saving factor is found in the elimination of the long (and often wet) walks that a trainman makes between the caboose and engine. The radio also increases the safety factor for the crew by providing constant communication in cases of emergency.

In addition to the cab to caboose installation, some automobiles are also being equipped with radio to provide communication between operating officials and train crews.

While the present equipment is limited in range to approximately two miles, subject to terrain conditions, operational tests indicate that this is adequate for efficient train operation.

From his automobile, Superintendent L. C. Spencer (shown in top left) uses the radio installation in his car to contact crew members of radio-equipped freight which are passing in his area.

The top right—The radio has proven invaluable in cases where caboose and cab are out of visual contact as shown in this photo.

Left photo—From his seat in the Cupola, Conductor J. P. Collier can maintain constant communication with the engineer and fireman of his train.

Lower photo—Brakeman J. B. Beck is saved many long (and often wet) walks between the caboose and the cab.

Commuter Compliments

"To show my appreciation for the fine work you've done for us commuters, I give my thanks! It's appreciated more than you know. Thanks again."

Sincerely,  
JEANNE BRUCE,  
Chicago, Ill.

I represent one of the many commuters riding the GM&O Railroad every day from Lemont, Illinois.

This is just a note of thank you for the wonderful service which has been rendered by the GM&O, especially the improvement it has shown over the past few years.

I do hope that you will continue to do your best in keeping this service and continuing to keep on the commuters trains which means so very much to each and every commuter riding them.

ROSARITA HENNELEY,  
Lemont, Ill.
Train Names

"Whiting Limited."
The Whiting Corporation.
Harvey, Illinois.

Gentlemen:

We feel compelled to write you after reading a reprint article from "Whiting Limited" in the current issue of the GM&O NEWS, in order to make a correction as regards our streamliner Nancy Hanks, II. This article points out that the Nancy Hanks is one of three passenger trains named for women.

This is not exactly the case. Actually, Nancy Hanks, the train, was named for a woman once removed, for this streamliner was named for the world champion trotter, Nancy Hanks. This horse, I believe, was named for Nancy Hanks, the woman.

You may be curious to know why our streamliner carries "II" after the name. The Central of Georgia, in the early 1890s, operated a fast passenger train which was named Nancy Hanks, II, also being named for the trotter Nancy Hanks, so in 1947 when the present streamliner was inaugurated, it was natural that we chose this name, adding "II" to it.

Nancy Hanks, II, and her brother streamliner, Man o' War, have enjoyed phenomenal success since they were inaugurated in the summer of 1947. Together they have handled nearly a half million passengers during that time.

Incidentally, you will be interested, I am sure, to know that our two streamliners are the only ones named after horses.

Yours very truly,
JOHN D. McCARTNEY, Assistant to the President.

The Alton Limited passes over one of the newly painted bridges in the Lincoln area. Other side of the bridge is painted "3600 miles in seven states." All highway underpasses between Chicago and St. Louis have similar messages for auto drivers.

Montgomery "News Butch" Started Career
With Nickel; Now Owns Office Supply House

L. B. Divebliss was the first "news butch" to operate on the Montgomery Division when it was first opened for service half a century ago. Today he owns a successful office supply and stationery business in Columbus, a city which he says he saw from the train window and decided to make his home.

Working in St. Louis when word of the "new run" between Montgomery and Artesia was announced, Mr. Divebliss says he asked for the transfer and arrived in Artesia with five cents, having spent his last quarter for lunch in the depot at Corinth. He ran on the Line for some little time and "recollects" that he brought the first Coca-Cola to Columbus.

He likes to tell how he "started in business on his nerve, with $300 in cash made on the train and a $640 cash register.

In Columbus not so long ago Vice-President (Industrial) T. T. Martin and Division Freight Traffic Manager Glenn Keen, Columbus, had a nice visit with Mr. Divebliss.

Another old GM&O friend now in Columbus, is Robin Weaver, who as Editor of The Neubob Democrat at Philadelphia, Mississippi, stuck with us through thick and thin during GM&O expansion days. Robin has returned to his real profession, the practice of law, and has offices in Columbus.

Indicative of the fine hunting in Louisiana is the photo at right, sent in by Commercial Agent Bob Reynolds, New Orleans. The photo, which was made at Joe Carrello's Camp, Cameron, shows, left to right: Ford Dealer Claude Dauterive, Guide Willie Herbert, Bob Reynolds, Grocer Jesse Perry, and Alex Rogers. The geese were all Blue and Snow Geese.
"WHY I LIKE TO WORK FOR THE GM&O RAILROAD"

By MRS. DOROTHY PARNELL,
Secretary, Bogalusa, Fourth Prize Winner

It is quite natural that I like railroad work; this appeal was probably inherited. The GM&O is the particular line I like to work for, because a predecessor, the New Orleans Great Northern Railroad, had a very important place in our family history, and it has been most interesting and inspiring to witness the changes, improvements, and expansion of this road until it forms part of a large trunk line.

In early days of the New Orleans Great Northern, we lived at Covington, Louisiana, where my father, C. K. Mullings, was Auditor. We moved with the railroad to Bogalusa, which was then a flag stop. I was a small child, and watching construction was thrilling! My father made a sketch of the line, showing me how vari-

ous tracks were used, wyes, turntable, and other facilities. Tracks and trains always appealed to me. On rare occasions I was permitted to go to the office, and the office fascinated me also. My father was always enthusiastic about railroad work and affairs, and often pointed out how essential railroads were to the nation, and how they were rapidly improving.

For years, one brother was a civil engineer on the NOGN. My other brother worked in the Car Record Department, so we were a "railroad family."

When my career began, it was not considered "entirely proper" for such a young girl to work in an office with men! Very reluctantly, my mother signed a minor's release, permitting me to work in the Ticket Department. From the start, I liked the work. The men were "all business." They were practical and reasonable, and gentlemen always. I can say the same of all with whom I have been associated in railroad service.

After working a while and saving money, I went off to school, but eventually returned, accepting employment in the Superintendent's office. At times, "distant fields appeared greener," but I always decided to stay with the railroad. After marriage, I continued working.

There have been mergers and changes. Experience in various departments proved the work in all of them interesting and educational. Railroad work is honorable and very worthwhile.

Through railroad service, one comes into contact with many splendid personalities, men and women.

My employment has provided a fair living. Working conditions, facilities, and surroundings have always been good.

This company is wonderful to its employees; taking a personal interest in them, and always more than fair and square. Even the smallest jobholder cannot help but feel the importance of his work, and its relation to a great business.

This company maintains high standards. It continues to grow and improve in every way.

Group insurance, vacations, hospitalization, disability and retirement benefits are just some advantages employees enjoy.

It is grand to get passes for occasional travel.

Employees with long service records are satisfied, and well adjusted in life.

After many years, though not enough for retirement, I cheerfully and honestly say with pride, "It is a pleasure to work for the GM&O Railroad."

Mrs. Parnell Outlines Railroad Background

My only previous business experience before coming to the railroad was teaching one six-month term in a box car in a lumber camp near Varnado, La., but that was enough to convince me that I was not cut out for a teacher.

A number of girls went to work in the Auditor's office near the time I did. People would say it looked like school was out when we got off in the afternoons; that was in wartime. (World War I). Mr. C. J. Wade was Auditor. Mr. J. L. Gould was Superintendent when I worked in that office as file clerk and stenographer. After the merger I was transferred to Mobile temporarily, but was there for over two years, working in the office of Mr. P. E. Odell, then VP&GM, and did relief work in other departments. I came back to Bogalusa to work for Mr. E. R. Cassidy, then Claim Agent. He passed away the last part of 1936, and was succeeded by Mr. Chess Mizell.

I have one daughter, Annette Parnell, a Soph. in high school. She sometimes thinks she would like to be an airline hostess. Whatever career she should choose, in these changed times. I would wish for her happy landings.

Trade Winds
(Continued from Page 3)

and businessmen to the City. Between St. Louis and Mobile, GM&O operates the Gulf Coast Rebel, another streamliner. The line runs six trains each day daily between St. Louis and Chicago and has the short rail mileage between these two cities. Its streamliners on this route, The Abraham Lincoln, The Ann Rutledge and The Alton Limited, have wide passenger followings and are nationally known.

In order to expedite the movement of less-than-carload freight, the railroad has instituted truck service coordinated with its freight train schedules. Merchandise is loaded on divisional bulk handling warehouses and then trucked over night to way stations. This flexible service is afforded over practically the entire system.

Through this highway subsidiary, called the Gulf Transport Company, GM&O also furnishes bus service and it was the first public carrier to inaugurate a postal service on the highways. A regular passenger bus was rebuilt similar to a railway postoffice, and this modern carrier delivers mail daily to postoffices along the Company's route between Mobile and Union, Miss.

Line Locates Industries

GM&O's Industrial Department last year located 119 industries in its territory and its Agricultural and Forestry Department is actively engaged in farm and woods projects, working with the youth in 4-H Club contests. The Company considers itself a citizen in every community which it serves and contributes to every Community Chest organization on its line.

As GM&O's head, J. B. Tigrett, who makes his home in Jackson, Tenn., directs the affairs of his company over a network of radio telephones to the outposts of his extensive system and from his business car which stays on the Line a great part of the time. In New Orleans, P. D. Dorman, assistant vice-president, represents the GM&O.

W. O. Lewis, general freight agent, is in charge of the traffic office in the Crescent City.

Daily the GM&O trains carrying Christmas trees, farm products, refrigerators, machinery, pipe—the fruit of the Mississippi Valley's lands and factories—arrive in New Orleans. Daily these riches of the Mid-Continent are loaded on ships in the port for shipment to South America or other sections of the globe. GM&O has opened new territories of commerce in the past. It looks to an even greater role in trade development in the future.

"Where were you on the night of January 12th at 11:38?"
GM&O To Operate Freedom Train Engine
On Historic Lincoln And Rutledge Trains

Executive Assistant Frank Lott was present when the Freedom Train rolled into Mobile. While thousands of others were anxiously anticipating the wonders of the historic exhibits inside the coaches, Mr. Lott was casting covetous eyes on the new American Locomotive Company Diesel pulling the train. "When the tour is over, here will be an additional locomotive for someone," he prophesied.

Quick telephone calls to Schenectady developed that GM&O was the first to speak for the Freedom Train engine; so following the close of the Exhibition Tour, and after a brief overhaul this famous locomotive will be assigned to regular duty on the Abraham Lincoln and the Ann Rutledge, between Chicago and St. Louis. And it is fitting that it shall pull these trains which bear the names of two personages who are steeped in the tradition of American Freedom, and which operate through Springfield where the Great Emancipator is buried.

The locomotive will have the distinction of being the only locomotive in history to have traveled in all 48 states of the Union. It has operated on 54 different railroads, and has traveled approximately 33,000 miles. It has negotiated over virtually every tough grade in the United States and has never needed help. The Spirit of 1776, as the locomotive is known, weighs 153 tons, is 49 feet, eight inches long; 14 feet high, is powered with 2,000 HP Alco Diesel engines and is capable of speeds up to 120 miles per hour.

Public Service Co. Features
Northern Illinois Railroads

Recent issues of the "Service Bulletin" of the Public Service Company of Northern Illinois have been dedicated to the railroads of that state.

One issue describes the first Pullman car, which was put in service on the Alton in 1858. The article states:

"The Chicago & Alton (now part of the Gulf, Mobile & Ohio) was put into operation in the Fifties. In 1858, George Pullman converted two of their day coaches into two sleepers—the first was historic No. 9—lighted by candles, uncarpeted, and heated by stoves. The roof was so low that a tall man might bump his head. Lower berth was made by dropping the back of the seat until it was level with the seat itself; mattresses and blankets were placed on the "bed," but sheets were an "unnecessary refinement."

The illustration across the top of the page depicting the early trials of railroad- ing, is reprinted through the courtesy of the Public Service Commission of Northern Illinois. It shows (left scene) the frightened livestock when early railroads made their way along the old-style "strap-rail" of the day. Second scene shows the early "news butcher" making his way through the train. The "news butcher," who faded from the American rail scene comparatively recently, carried fruit, candy, magazines, and sometimes box lunches through the train to supply the passengers. Third view shows a scene in an early Pullman.

Talking, sang the Pompano role from memory—and Burton signed him up.

Only his closest friends listening to "The Cat and the Fiddle" knew it was Miller's network debut as a singer, and the realization of a cherished ambition.

A large number of the letters received by Carmen Dragon, orchestra leader on The Railroad Hour, are addressed to "Miss" Carmen Dragon, and regularly he gets proposals of marriage from men who apparently think "Miss" Dragon is doing all right financially. To save wear and tear on his secretary's typewriter, Dragon had a rubber stamp made with which to answer all such letters.

"I am a man. I am the father of four children," is the stamped reply.

GIVE THIS SOME THOUGHT!

If government running business is such a good idea, why does Russia have a living standard way below ours?

There are still folks around who love to condemn our American free business system at every turn. They take peculiar delight in trying to stir up popular resentment of our system of private business ownership.

These trouble-makers will tell you that under our system the few profit at the expense of the many, while—if government owns and runs business—business is operated for the good of the people.

But, what do we actually mean when we say—"For the good of the people?" It seems to us that means "what the people get out of it."

So, let's take a look at Russia where government owns and runs practically all business. There, the Russian people "enjoy" a decidedly low standard of living. Their food, clothing, shelter, transportation, etc. are way below American standards.

So, we repeat if government running business is such a good idea, why does Russia have a living standard way below ours?

Ken Burton, director of The Railroad Hour, acquired a new gray hair from "The Cat and the Fiddle," too. At the very last minute, singing star Fortuna Buonano, couldn't appear for the role of Pompano, the street singer. Of course, there are many artists in Hollywood who would have liked the part, but ironing out the details takes time.

Marvin Miller, The Railroad Hour announcer with the firm, convincing voice, heard of Burton's predicament. He got the director on the telephone, did some fast
Along the Line . . .

Commercial Agent George Villar, Jackson, Miss., was elected Treasurer of the Touchdown Club of that city at its December meeting.

Freight Traffic Manager E. W. Goslee, Los Angeles, was a visitor in Mobile last month. Mr. Goslee has been on the Pacific coast for nearly two years.

The News regrets to learn of the death of Commercial Agent Lyman T. Swancutt (retired), who passed away on December 26. Mr. Swancutt was widely known in the St. Louis area and had served the GM&O for 17 years prior to his retirement in 1941.

Miss Thelma Wojohn, Gulf Transport Traffic Department, became the bride of Robert L. Comer on December 18.

Well-Known Cairo Official Passes Away Suddenly

Railroad associates, especially those of the GM&N days who had known Roy Beacham for many years, were shocked to learn of his sudden death from a heart attack in Cairo, Illinois on January 5th. Just 56 years of age and a first-class railroad man his loss will be keenly felt by the entire system.

On the morning of his death he made several calls with John Walkmeyer, Freight Traffic Manager from Mobile, who was in Cairo on business. Feeling slightly ill Roy went home at lunch time and passed away at 4 p.m.

First connected with the Railroad at Louisville, Mississippi in 1910, Mr. Beacham held every job in the local Agency there and was appointed Agent at this same Station in 1920. In 1942 he was promoted to the position of General Agent at Cairo, which title and office he held until shortly after the Alton consolidation when he was made Division Freight Traffic Manager in addition to his other duties.

Mr. Beacham is survived by his wife, Hermina E.; two daughters, Mrs. Joan Harry of Columbia, Mississippi and Miss Eleanor Beacham of St. Louis; one stepdaughter, Mrs. C. E. Curran of Fort Benning, Ga., and other relatives. Mrs. Harry will be remembered as Joan Beacham, who was a Hostess on GM&O streamliners prior to her marriage. The Railroad extends its deepest sympathy to the family.

Miss Gwendolyn Ann Lary became the bride of Richard Pulley, General Accounts, Disbursing Department, Mobile, on November 6.

George A. Lickiss, Percy, Ill. retired on January 1, after 57 years of service. Mr. Lickiss has been Gulf Transport Agent at Percy since August 1944. Mr. E. H. Jehling will succeed him as Agent.

Mr. Clarence J. Beck, Clerk, and Miss Joe Ann Bailey, daughter of Traveling Auditor J. N. Bailey, were married on December 12.

Mr. and Mrs. W. A. Allen are the parents of a boy, James Thomas, born November 30. The father is a sorter in the Receipts Department.

The Cheer Up Club of the Receipts and Passenger Departments gave a Christmas party at the Mobile Tubercular Sanatorium with Old St. Nicholas presenting the patients and Nurses with fountain pens, stationery and candy.

Miss Doris Rade became the bride of Lionel Clinton, Mail Department, Mobile, on January 8.

Mr. and Mrs. L. W. Hayes are the parents of a boy, John Francis, born December 17. Mr. Hayes is a Payroll Clerk in the Disbursement Department, Mobile.

Mrs. Ione Wright, Interchange Clerk, Frascati, retired on December 31. Her many friends wish her every happiness in her retirement.

Engine Foreman James E. Ward, Mobile, who was recently featured in an article in the Mobile Press Register. Mr. Ward, who is employed at the Beauregard Yards works on the night shift. The article, one of a series entitled "While Mobile Sleeps" was written by Register Staff Writer Ben Cooper.