Bridge Crews Use Fabrication Technique
On GM&O’s Pascagoula River Span

The longest span to be completed by GM&O bridge crews in recent years is the new double-span steel bridge over the Pascagoula River at Merrill, Miss. Using the pre-cut fabrication methods of construction, the 2812-foot bridge and its approaches replaces an earlier ten-panel pile trestle which crosses the river.

This bridge, which is built on a curve of approximately four degrees, consists of two steel spans totaling 238 feet and 2354 feet of piling with four firebreaks in the structure. The entire construction, which required nearly a year to complete, was finished this month.

The prefabrication technique increases the life of pile bridges approximately 20% to 30%, according to Bridge and Building Engineer H. Bober.

In the construction of its bridges, the GM&O now precuts and preforges all timber used in ballasted deck bridges, thus offering completely treated surfaces.

“This seems like a rather simple matter,” Mr. Bober said, “but a great many bridges are built on curves and the bridges will have to fit the track. It was consequently necessary to make a set of standard plans, applicable to any location or degree of curvature. During recent years (Continued on Page 2)

Final step in the completion of the new Pascagoula bridge is the replacing of ties. Using a specially-designed hoist, crews remove old ties from under the rail and replace them with new material.

President Tigrett Scheduled For Speaking Engagements

During the month of May, President Tigrett will fill speaking engagements at three cities on the Line. He has been invited to speak before the Tri-States Bakers’ Association in New Orleans, on May 2, before the Inter-City Civic Club meeting of North-East Mississippi at Tupelo on May 15, and at the Silver Anniversary of the Class of 1925 of Union University, Lexington, Tenn., on May 29.

For the first of these engagements, President Tigrett was invited by Mr. J. Roy Smith, Vice-President and General Manager of Smith’s Bakery in Mobile. Mr. Smith is first Vice-President and Program Chairman of the Bakers’ Association, which is composed of representatives from the states of Mississippi, Louisiana and Alabama. The meeting will be held in New Orleans on May 2.

Mr. Lillard McEldown, President of the Rotary Club at Tupelo invited Mr. Tigrett to be guest speaker for the Inter-City meeting of the Northeast Mississippi Clubs on May 15.

On May 29, Mr. Tigrett will address the members of the class of 1925 of Union University, which dedicated their year book to him on their graduation. This class is holding its silver anniversary, and at the luncheon which will highlight the celebration, Mr. Tigrett will make the principal address.

Mechanical Officials Hold Annual Meet At Meridian

The annual meeting of the Southern Region Mechanical Department was held in Meridian last month, with Mechanical and Electrical Engineer J. O. Green in charge. Gathered for the one-day affair were master mechanics foremen, superintendents, master car builders and mechanical inspectors of the system.

Purpose of the meeting was to complete an analysis of the program and problems for the coming year in the mechanical division and to study the relation of the division’s problems to the railroad as a whole.

Present were P. E. Dewitt, W. K. Davis, G. W. Barnett and R. D. Douglas, Mobile; T. R. Long and A. E. Johnson, St. Louis; G. M. Dark, Jackson, Tenn.; Roy Touchstone, Jackson, Miss.; J. T. McIntosh, Louisville, and W. C. Gray, Mobile.
January 30, 1950

Dear President and Mrs. Tigrett:

For some time I have wanted to write you about your GM&O NEWS and now, at last, here I am.

I quite agree with Mrs. Tromley of Brooklyn, New York about your Christmas Message of the red, red rose. It was something "special" as was Mrs. Tigrett's Christmas message of the previous year — "A Thought for Christmas." I have kept it for my scrap book.

One receives much literature but there are only a few that carry charm and a lesson for the heart and soul. Your GM&O NEWS is such a one and I am happy to receive it.

Some day I hope to be able to see some of these United States of ours and when I do I shall hope to use your railroad and see some of the lovely spots in the South that you show in your NEWS.

Very truly,

Helen L. Martin
3041 Balmbridge Ave.
New York 67, New York

Supt. J. R. Conerly commended Brakeman K. M. Ackerberry, Slater, Missouri for discovering a brake beam down on a train passing through Mexico, and notifying the train crew so that the train could be stopped and repairs made.

Bridge Crews

(Continued from Page 1)

we have built a considerable number of these without having to cut any timber or bore any holes in the field."

The GM&O has a total of 2256 bridges, with an aggregate length of about 33 miles. Of these, 1778 are pile bridges and 488 are of the steel type.

Since 1946, when an intensive bridge repair program was undertaken, the GM&O has constructed 95 new timber bridges and 34 new culverts.

During this period, the bridge department has constructed an underpass at Independence, Mo., and another at Blue Springs, Mo. The deck on the steel span of the Black Warrior River at Tuscaloosa has been renewed and the Pascagoula project has been completed.

The work of the twenty-four bridge crews is divided into two parts. Existing bridges are maintained. As some parts of the structure are more readily affected by the weather, a constant replacement program is necessary and bridges also require occasional lining and surfacing, much the same as track.

The second part of the work consists of the replacement of structures which become worn out. These are usually replaced by a similar structure, but culverts or other construction may be substituted.

Columbia, Mississippi—Mr. W. A. Burris has been appointed as Agent at Columbia.

Railroad operating costs generally are up over 120% since 1928, but the pay the railroads receive from the government for hauling mail has advanced only 25%. This was an "interim" increase allowed in 1947. Despite the 120% increase in operating costs the railroads are asking for a "permanent" increase of only 95% in railway mail pay.

Don't you think they are entitled to it, especially since the railroads in 1948 received only $26 million for hauling 95% of the first-class non-local mail while the airlines received $41 million for handling only 7% of the inter-city first-class mail?

—From Missouri Pacific News Reel

C. M. House Honored By Southern Railway Club

Superintendent of motive power and car equipment C. M. House has been elected Third Vice President of the Southern and Southwestern Railway Club. The club is composed of representatives of all southern and southwestern railroads.

For the period August 1, 1935 through November 30, 1949 the cost of services rendered by the Missouri Pacific Hospital Association to GM&O employees and pensioners was $2,313,492.64."
Flavor Of The Old South Re-Lived
In Columbus Pilgrimage Celebration

"Time has laid his hand" upon Columbus, gently—indeed, were it not for the bustle of her forty modern industries, time would seem to have touched Columbus not at all.

One of the State's oldest cities, Columbus, Mississippi today retains the industrial possibilities which impelled the founders of the Mobile and Ohio Railroad in 1863 to build into the thriving city. Her inhabitants also cherish their love of city and tradition which sent more than two thousand soldiers from the county to the war beginning that same year.

On April 15 and 16 this Spring, the annual Pilgrimage to Columbus will be resumed. Stately ante-bellum mansions, eloquent testimony of a still vibrant charm, will be opened for visitors from across the nation. And as these visitors view old homes built from sun-baked brick by slave labor, they will hear how Jefferson Davis, from the balcony of Snowdown, addressed the citizens parading by torch light.

Guests will be reminded that the first Decoration Day in the United States was observed by the women of Columbus on April 25, 1866, when they broke their bouquets, placing flowers on the graves of both the Northern and Southern soldiers, thus inspiring the poem "Blue and Gray" and inaugurating Memorial Day.

Twenty-one homes will be opened for the Pilgrimage, in addition to the structure which housed the oldest free school in Mississippi, Franklin Academy, founded in 1821. Visitors will also have the opportunity to view Mississippi State College for Women, the oldest state supported college for women in the nation. Hostesses gowned traditionally will welcome guests into the homes built upon the bluffs of the Tombigbee River by cotton planters in Columbus, once a "Port of Entry".

For culture lovers, the month of April will be an opportune time to visit the South. They may visit Columbus, Bellingrath Gardens, Mobile, the Gulf Coast and New Orleans via the Gulf, Mobile and Ohio, with tickets interchangeable from New Orleans and Mobile.

PICTURES AT THE RIGHT:

Home of Mrs. J. P. Woodward and Mr. and Mrs. Pratt Thomas. This house was built in 1835 and is considered to be one of the best examples of the Southern Raised cottage type of architecture in Mississippi.

Interior of Riverview. The porch floors are marble and the ceiling inside are twenty-two feet high.

Shadowlawn was built by slave labor from virgin pine and walnut. It has been completely restored without changing any of its original lines.

Always ready to boost Columbus, whether in getting a new industry or promoting a Pilgrimage, is GM&O's force there. They are: (inset) Division Freight Traffic Manager Glenn Keen, and, left to right, standing, Yard Clerk S. D. Halbert, Check Clerk C. L. Hill, Check Clerk J. B. Weaver, Agent P. D. Williams, Cashier S. R. Bandy and Yard Clerk R. L. Richardson. Seated is Rate Clerk G. C. Spuckey.
Reirements...

Engineer O. C. Fields, Murphysboro District, retired from active service on February 1, 1950. Mr. Fields was born in Grand Chain, Illinois. He was employed by the former M&O Railroad on December 18, 1935, and promoted to engineer on July 26, 1917. In a letter on his retirement, Supt. Bodie describes him as having "a good record and is considered to be one of our best engineers."

Conductor R. McD. Smith retired from service effective Jan. 1, 1950. Mr. Smith was first employed by the railroad on Feb. 13, 1910. He was promoted to freight conductor on May 1, 1940 and to passenger conductor on July 26, 1942. Supt. Connelly wrote Mr. Smith the good wishes of the company, and lauded him as "pleasant, cooperative, resourceful and efficient in the handling of your duties at all times, regardless of circumstances."

Mr. W. J. Hubbard, Agent at Shuqualak, Miss. retired November 30, 1949. He was first employed at Elrod, Alabama on Mar. 3, 1899, serving the company for fifty years.

(Continued on Page 10)

Spring Brings Increased Tractor, Farm Implement Movements To GM&O Freights

Signs of Spring are with us as the plows, tractors, etc., for spring planting are on the move. Every GM&O train gives evidence of this but the most glaring example was a train of tractors which moved over our line from Peoria, Ill. to Kansas City with cars bound for Texas, Louisiana and New Mexico from the Massey-Harris plant at Racine, Wis.


At the annual meeting of the GM&O Passenger Department last month, representatives of every office joined together to discuss their mutual problems.

Left photo (above) shows Assistant Passenger Traffic Manager Bert Weaver, Passenger Traffic Manager R. A. Pearce, and Secretary Joan Wakefield as they assembled at the table. In the center photo Division Passenger Agent Roy Fischer, St. Louis, District Passenger Agent Jim Stevenson, Chief Clerk H. A. Hannah, and Division Passenger Agent Roy Nugent, New Orleans, hold an informal discussion before the meeting. Right photo, (above) shows Miss Mary Louise McLean, hostess department, Superintendent of Hostess Service Vera Elvert, Assistant General Freight Agent Bruce Pate, General Agent, Passenger Department Charlie Bluestone, all of St. Louis; Division Passenger Agent Denny Taillon and Southwestern Passenger Agent J. E. Clarke.

In the photo at the right. Traveling Passenger Agent Norm Schaeffer, Chicago, City Passenger Agent Johnny Murtough, Chicago, and City Passenger Agent Hank Bauer, St. Louis.

GM&O Scholarships
(From The Illinois States Register Springfield, Ill.)

Eleven of the 29 Illinois counties which will benefit from the new scholarship program of the Gulf, Mobile & Ohio railroad are within the circulation area of this newspaper. The youth of Cass, Greene, Jersey, Logan, Macoupin, Mason, Menard, Morgan, Pike, Sangamon and Scott counties are offered an incentive program of great merit.

GM&O trains whistle through all these counties every day, appealing to rural youth with the unflinching magic of railborne adventure and enterprise. The trains which pass through our country-side are symbols of opportunity to all who watch them pass.

Scholarship awards to the University of Illinois announced by the GM&O for 1950 are offered in this spirit. Rural Youth groups in the several counties will compete on the basis of community service, with seven awards going to the outstanding counties. Each winning county will pick its own young scholar to send to the University of Illinois.

Details of the contest have been reported in the news column of this paper. This editorial is offered simply to commend the railroad for its new program, and to urge all counties within the Journal circulation area to survey their rural youth programs with an eye toward winning a GM&O award.

“GM&O Wife” Writes Interesting Story About Dieselization Program At Slater, Missouri.

By Gaye Donnelly

(Mrs. Donnelly, a staff writer on the Daily Democrat News at Marshall, Mo., is the wife of Conductor Jim Donnelly. Mr. Donnelly started with the GM&O as a call boy at Roachdale, Ill., 28 years ago. His father, also Jim Donnelly, was formerly an engineer on the Ann Rutledge.)

With the complete dieselization of the GM&O railroad, familiar old landmarks of the steam engine era in Slater, Missouri, are fast disappearing. On January 23, work was begun on the wrecking of the old water tower which for many years has stood on the GM&O main line, east of the station, and which is now no longer needed. A smaller water tank which stands in the yards across the track will be retained for emergency use. But since there are no steam engines in use between Slater and Boonville, Ill., it is probable that it, too, will eventually meet the same fate.

Shortly before the old coal chute, which had stood in the Slater yards for almost half a century, was ignominiously toppled to earth by the GM&O clamshell wrecker. According to Walter Flynn of Slater, veteran GM&O railroad man who recently retired after 33 years of service, the coal chute was erected by the Link Belt Company of Chicago in 1902, at which time J. L. Marquette was trainmaster and E. Ryder was superintendent of the western division. Up to that time, engines had been coaled by hand.

The coal chute, which was constructed of wood, had a capacity of 140 tons, and during peak railroad times, coal was loaded to 25 engines daily. It also served as a "sander" and supplied the hot dry sand which was carried on steam engines to furnish traction for the wheels on hills and curves in bad weather.

Clayton Bell, present GM&O station agent at Slater, said that his father serviced the chute for many years and that with only a few minor repairs during the nearly fifty years it had existed smoke, sparks, combustion, and even a locomotive explosion nearby in 1912. A similar chute was erected by the same company in Kansas City the same year, but it was destroyed by fire in 1911, was rebuilt the same year, and again burned.

The Slater coal chute, however, weathered the years well, and though it leaned a little north in its declining years as if slightly weary, it had faithfully fed millions of dollars worth of coal to the devouring steam horses once stationed in the Slater railroads yards.
Mobile Employee Recalls Yellow Fever, Hurricane As Early Hazards Of GM&O

When E. R. Naylor, now employed in the local agent's office at Mobile, began his career with the GM&O in 1897, he little suspected that he would be troubled by epidemics and hurricanes, for Marion, Miss., was far from the hurricane area and remained untouched by the first rumors of the yellow fever epidemic which was to come.

When "yellowjack" did come to the coastal area, including Mobile, civic leaders in inland towns quickly passed legislation to prevent spread of the disease by persons and commodities from the contaminated area. Among the communities which passed statutes was Meridian, five miles south of Marion, where Mr. Naylor was agent.

One of the stipulations in the Meridian law was that no train from the coastal area could open its doors inside the corporate limits, which prevented both passenger and freight trains from unloading in Meridian. Thus Marion became the division point for crews and also the Meridian station for passengers and freight.

"Things were pretty crowded in Marion," Mr. Naylor recalls, "and we had to put cots in the waiting room to care for the crews and occasional passengers who were prevented from entering Meridian."

The rail veteran showed a faded photograph of the cot-filled waiting room. "It stayed like that for over a month, then the first front came and the trains began stopping in Meridian again."

A few years later Mr. Naylor was transferred to Mobile, and after service there and in Whistler was named agent at Alabama Port.

In 1906 the Bayshore Railroad, part of the GM&O, extended into the bay for nearly a mile. Running entirely over the water, this track served the canning factory which was the principal industry of Alabama Port.

"I reached Alabama Port in time for the big hurricane of 1906," Mr. Naylor recalls. "The wind velocity reached a terrific speed and very nearly destroyed everything in the community. My house was a concrete block structure and remained nearly intact, but most of the frame buildings were destroyed."

The veteran employee described the damage to the bay section of the road, saying that "the track was lifted from the trestle and blown to the beach, almost as if a new track had been laid."

"I was riding the train just as the hurricane started. We had to back onto the wharf to turn around for the return trip, and the wind had already started to increase in speed and it had already become dark. As we backed toward the end of the line, the conductor tried to signal the engineer, but the high wind extinguished his lantern. We had a bad time for a few minutes, but the two of us managed to shield the lantern from the wind enough to protect it until the engineer saw the signal. After that, we made it into Alabama Port for the night. The next morning the community was practically destroyed, and the canning factory, its principal industry, had vanished completely."

Mr. Naylor left Alabama Port shortly thereafter, and later worked in Okolona, Meridian and has been in Mobile since leaving Meridian.

SWEATT

When the Miss. Power Co. chose a location on the GM&O for its new plant near Meridian, Miss., and named the plant Sweatt in honor of President L. P. Sweatt, members of our Industrial Engineering, and Shop depts. conferred to produce the novel station marker board shown above. They put Redi-Kilowatt to work on the railroad.

Col. Chas. King Dies

Col. Charles H. King, known along the line as "Col. Charlie," died at his home in Jackson, Tennessee on January 14, following a heart attack.

Col. King, for 24 years chief of special agents for the Gulf, Mobile and Ohio Railroad, had a colorful and interesting life. He was born in Jackson, Tenn., the son of Hamner King, who served as mayor of Jackson for several terms in the Reconstruction Era. He served as U. S. Marshal for eight years and was appointed a colonel on the staff of Governor Thomas Rye.

In an editorial on his passing, the JACkSON SUN says, "He was loyal and faithful to his friends and that made him strong with them. He had often said that he had never turned down a friend and had very few ever to turn him down.

Winner of the Bloomington outdoor Christmas decoration contest was Engineer Floyd Millinger, Normal, Ill. Santa's sleigh, pulled by nine deer instead of the traditional eight, was led by "Budolph, the Red-Nosed Reindeer," complete with a red light bulb for his nose. All the reindeer and the sleigh are made from plywood cutouts and required about three months of Mr. Millinger's spare time.

Mr. Millinger is widely known throughout the Bloomington area for the landscaping of his home, as is his son. Brakeman Leo Millinger, who lives next door. (NEWS, September, 1949.)
It's a Small World!

Mr. E. L. Robison

Dear Roby:

In going over the GM&O January House Organ the enclosed clipping recalled, what I think, was our association together nearly forty years ago when we were Market Agents for the Southern Railway and affiliated lines. I am sure you have rendered valuable service to your company during the interim and I wish in congratulating you upon the work you are doing in your chosen field.

If I have the wrong man in mind I wish you would ignore this letter but if on the other hand, you are my former associate I wish you would write me a note and tell me so.

With best wishes, I am.

Sincerely yours,

/s/ Marcus M. Emmert

Director of Traffic

The Coca-Cola Company

New York, New York

— O —

Dear Mr. Tigrett:

Enclosed is copy of a letter which I have written to Mr. Robison, General Industrial Agent for your line located at St. Louis. Unless this man has changed greatly, you probably have not a more loyal or finer character with the GM&O.

Incidentally, I read your editorial on the front page of this publication which greatly impressed me.

Let's get together at White Sulphur in June. With kindest wishes to you and Miss Mary Sue. I am.

Sincerely yours,

/s/ Marcus Emmert

— O —

At Mobile, Alabama

February 1, 1950

Dear Marcus:

All of us appreciate your letter to our Mr. E. L. Robison for whom we have such high esteem both for his character and for his fine service with this Railroad and the communities in which it operates.

I am hoping that Mary Sue and I will be able to attend the meeting at White Sulphur.

We both send you our regards and best wishes.

Sincerely yours,

/s/ I. B. Tigrett.

"’49 New Record Set; Make 1950 Safer Yet!’"

There it is—the keynote of the year’s drive for another new safety record on the railroads in 1940.

The success of the campaign for still greater safety on the railroads, and in railroad work, depends on you—on every individual member of the great railroad working family.

Last year, rail employees all over the nation cooperated to make 1948 the safest year in railroading history. The employ- ees of the Gulf, Mobile and Ohio Railroad contributed a substantial share toward this outstanding performance.

This year, the same teamwork among rail employees can set a new and better record. This year’s safety goal, set at the annual meeting of the Association of American Railroads in Chicago last fall, is a reduction in frequency of accidents and casualties by at least 15 per cent under 1948.

Notice that “at least.” It means that the figure, 15 per cent, is a minimum target. Vice President and General Manager Brock has expressed the opinion that the GM&O can accomplish this reduction, but knowing that we will not be satisfied with the minimum, he is appealing to every officer and employee to effect a greater reduction.

When you consider last year’s safety record, it may appear that the railroads have cut out a tough job for themselves in attempting to improve it. And it is true that the drive to improve safety in railroading requires a little more effort each year, as cooperation among employees makes working and traveling on the railroads more and more safe.

However, the job doesn’t seem so difficult in the light of previous gains in safety on our railroad and in railroad safety in general. Organized efforts to improve the safety record began twenty-five years ago. Between 1913 and 1923, during the first ten years of the railroad safety drive, the casualty rate per employees went down from 30.91 to 30.89 per million man-hours worked, a reduction of 20 per cent.

This was a great gain, but it wasn’t great enough to satisfy railroad workers. In 1924, a definite goal of a further reduction of 35 per cent by 1930 was set up—a goal which was passed in 1927 and practically doubled by 1930, with a reduction of 69.7 per cent from the 1923 figures. Not did 1930 mark the end of progress. By 1934, the end of the second decade of the movement, the casualty rate was down still further to 7.03 per million man-hours worked, a reduction of more than 81 per cent!

This achievement was matched by a similar gain in passenger safety—and both gains have been held, and even improved, in the years since 1934.

This record has been accomplished only through the wholehearted cooperation of everyone to reduce accidents.

This cooperation has produced three important elements of railroad safety—roadway, safe equipment, and safe workers.

And all these elements will continue to play a significant part in helping to reduce accidents during 1950, however, the safe worker is the most important factor in railroad safety, and the one most responsible for the striking gains in safety made during the last generation. This is why railroad employees can take such a pride of achievement in what has already been done to reduce accidents. And it is why further improvement in railroad safety depends upon each individual worker—for it is everybody’s job to make "1950 SAFER YET!"
Deceased...

The NEWS regrets the sudden death of Conductor W. D. Archer at Tupelo, Mississippi on January 27. Conductor Archer had been with the line for many years, having been employed as a brakeman on March 24, 1903. He was promoted to conductor in 1906, in which capacity he served until his death.

Funeral services were held in Meridian, Miss. on January 28. Mr. Archer is survived by his wife, one daughter, Mrs. Roy Carter and two sons, W. D. Archer, Jr. and Joplin Archer. Both of Mr. Archer's sons are employees of the GM&O, and to them, their father's many friends offer sincere sympathy.

Retired Engineer Ed Glover of the Tennessee Division died in Duarte, California on January 24, 1960. Engineer Glover is well remembered by his many friends on the line, who will regret to hear of his passing. The funeral was held at Temple Mortuary, Monrovia, California.

Mr. John Langham, Accounting Dept., Bloomington, died at Bloomington on Jan. 23, 1859. Mr. Langham had retired from active service on July 16, 1849 after thirty-one years with the company. He is survived by his wife, Mrs. Mary Lela Langham.

Yard Engineer H. M. Stubblefield died at his home at Lake Springfield, Illinois on January 24, 1950. Mr. Stubblefield was born on Dec. 27, 1887, and entered railroad service as yard fireman at Springfield on December 16, 1906. He was promoted to yard engineer on September 21, 1910. He is survived by his wife, who resides at Lake Springfield, and one daughter, Mrs. Maxine Bristow.

Retired Agent J. P. Jones of Pontotoc, Mississippi died on January 24, 1950. Mr. Jones was employed as agent at Pontotoc from June, 1907 until his retirement on May 7, 1943.

Mr. J. P. Downey, Carlisle, Illinois died at his home on Jan. 30, 1950. Mr. Downey had been in the employ of the company since March 18, 1919 when he became an operator. He has recently been located at Venice Junction.

### PRESIDENTIAL TRACKS

James Buchanan was president of the Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad in Pennsylvania, in the 1830's. This railroad is now a part of the main line of the Pennsylvania.

Abraham Lincoln was an attorney for the Illinois Central and Rock Island railroads in Illinois during the 1830's.

Harry S. Truman was a timekeeper on the construction of the Santa Fe Railway about 1901.

Andrew Jackson was the first President of the United States to ride on a railroad train. This event took place on June 8, 1833, on the Baltimore & Ohio between Ellicott's Mills and Baltimore, Maryland, a distance of 13 miles.

Martin Van Buren in 1838, signed the act establishing railway mail service.

William Henry Harrison was the first President for whom a funeral train was used, in April, 1841.

Taylor, in his annual message in December, 1849, first advocated the construction of a transcontinental railroad.

Millard Fillmore signed the first railroad land-grant act on September 29, 1850. He opened the first direct rail route from the Hudson River to Lake Erie, May 14-15, 1851.

Andrew Johnson, in 1866, was the first President to make a tour of the states by rail. This was the original "Swing Around the Circle."

Ulysses S. Grant signed a joint resolution of Congress on April 19,1868, designating the common terminus of the Union Pacific and Central Pacific railroads.

Rutherford B. Hayes was probably the only President of the United States who received news of his election while riding on a train, because formal declaration of his election had been delayed by the electoral college. This incident occurred on March 2, 1877, while Mr. Hayes was en route to Washington, D. C.

Chester A. Arthur participated in the opening of the first railroad to the Pacific Northwest on September 8, 1883.

Grover Cleveland signed the original "Act to Regulate Interstate Commerce" on February 4, 1887. He also appointed the first commission.

Benjamin Harrison, on April 29 and May 2, 1889, made a round-trip by rail to New York from Washington, D. C., for the centennial celebration of George Washington's inauguration. Harrison made the trip to New York in 11½ hours, while it took Washington seven days to make the journey.

William McKinley traveled more extensively by train than any other previous President, making more than 40 railroad journeys out of Washington, 1897-1899.

William H. H. Taff, famous for his 13,000-mile "Swing Around the Circle," traveled 114,559 miles by rail in one Presidential term.

### SAFETY CHAIRMEN'S TRAIN ACCIDENT HONOR ROLL FOR YEAR 1949

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### SAFETY CHAIRMEN'S PERSONAL INJURY HONOR ROLL FOR YEAR 1949

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Along the Line

Mobile, Alabama — Congratulations to Miss Porter Pope for her delightful and capable delivery of a speech over Radio Station WKRG about women in the railroad business. Miss Pope represented the American Association of University Women on the program, Club Time, over WKRG.

Springfield, Missouri—Division Passenger Agent Neil J. Souders was recently installed as marshal of the Anser Lodge of the Masonic Lodge in Springfield.

Chicago, Illinois—Storekeeper I. W. Wilkerson of Glenn Yards has just reason for pride. According to a recent issue of the Armour and Company STAR, James Wilkerson, son of Storekeeper Wilkerson, has been promoted from supervisory personnel manager in the Chicago Armour’s plant to assistant general plant superintendent in the Jersey City, N. J. plant.

According to the Star, Mr. Wilkerson, a graduate chemist, worked his way up from a laborer in the boild ham department to the plant supervisory personnel post.

Montgomery, Alabama — Mrs. Eloise Martin recently made a trip to St. Louis to be installed an officer in the Clerk’s Union.

Artesia, Mississippi—Conductor Dantzler, Montgomery Division, maintains he rides the nicest train into Montgomery, although it’s not the longest. His passengers agree, because Conductor Dantzler and his crew impress them with their friendliness and the way the train is kept.

Mobile, Alabama—At the annual meeting of the Mobile Area Council, Boy Scouts of America on Jan. 16, Mr. W. E. Kennedy (retired) of Foreign Freight Traffic Department, and W. G. Harrison of Transportation Department, were re-elected to membership and Mr. M. F. Wilhelm, Legal Dept., was elected a new member of the Executive Board of the Mobile Council. Mr. Kennedy has served about twenty years on this Board.

Memphis, Tenn.—Many friends along the railroad will be interested to hear that Mrs. Roberta Bell, formerly of the GM&O office in Memphis, has passed the University of Tennessee course in Real Estate Practices and is now a saleswoman with R. J. Stange & Co., a local Real Estate Firm.


CONGRATULATIONS FROM ACROSS THE SEA

Dear Mr. Tigrett:

I have just been reading the account in the “Railway Age” of the completion of the programme of conversion to diesels traction of your enlarged GM&O-Alton System.

This epoch making event seems to occasion a line of congratulations from us here, for it provides a landmark in the history of trunk line railways throughout the world.

I had promised myself the pleasure of visiting the GM&O on any visit I made to your railroads but my last one, in the fall, which was on the invitation of the A.A.R. and the Santa Fe, was so truly flying in character that I could not even touch at St. Louis, let alone get further south.

However, I hope for better luck next time: I have held this same appointment now 26 years and so far as I know, you and Dr. Parmelee are almost the only railway officers who can put my record to shame.

Yours sincerely,

C. E. B. Sherrington
Secretary
Railway Research Service
London, England

Mobile, Alabama—Friends of Mr. E. L. Morehead will be interested to know that he is back in Mobile after treatment in the Missouri Pacific Hospital in St. Louis. Mr. Morehead, who retired last summer from the Rate Department, has had thirty-seven years with the company.

At the January meeting of the Women’s Traffic Club of Metropolitan St. Louis, the photographer caught a picture of newly elected First Vice President, Hazel Murray, who is Chief Statistician Clerk in the freight department of Gulf, Mobile & Ohio R.R., second from left. Others in the group are from left to right: Mildred Walls, Traffic Assistant, Kroger Company; Estelle Hardy, Traffic Manager, Peck’s Produce Company; Vera Elwert, Supt. of Hostess Service, GM&O; Viola Shaneswine, Office Manager Gateway Transportation Company; Emma Orth, Freight Clerk, MK&T R.R.; Blanche Leise, Bookkeeper, Geo. R. Jansen Transfer Company; and Mabel Laub, Cashier, Missouri Steel & Wire Company. This Club has gone steadily forward since 1924, using the golden rule as a motto, and accomplishing much through welfare and other projects. Present membership is 234.
Commendations...

Section Foreman N. T. Parson, Godfrey, Illinois, was commended by Supt. B. V. Bodie for alertness in discovering a broken brake lever of a passing train and immediately notifying the dispatcher so that corrective measures could be taken.

Mr. Mac Noel, Ashland, Illinois, although not an employee of the GM&O, was thanked by Supt. B. V. Bodie for interest displayed in the railroad's welfare when, on finding a broken rail, he dispatched a truck to notify the operator in Ashland and personally remained at the crossing to flag an oncoming train so that it might proceed slowly.

Passenger Conductor C. R. Willard, Springfield, Illinois, received commendations from the management for detecting a broken rail and reporting it with dispatch.

Engineer C. W. Anderson and Fireman E. R. Sutherland of Bloomington, Illinois, received thanks for a "railroading job well done" on discovering angle bars on the track and seeing that they were promptly removed.

Supt. B. V. Bodie commended Conductor O. F. Reynolds and Engineer A. G. Davis for discovering a broken rail and notifying the dispatcher so that repairs could be promptly made.

Supt. of Terminals J. J. Hoeksema commended Engineer Ed Gabel, Beauregard Yard, Mobile for discovering and reporting a broken flange on a car that he was switching.

Brakeman E. Dilow, Venice, Illinois, received from Supt. Miller a letter conveying his gratitude for reporting a broken flange on a car which Brakeman Dilow's train was placing for loading.

Fireman L. Kunz, Bloomington, Ill., was commended for considerable assistance in rerailing a car which had derailed as a result of ice in Flangeways.

Supt. L. C. Spencer commended Engineer W. H. Horne, through whose efforts engine trouble on the train on which he was fireman was detected and repairs were made.

W. B. Dabare, Laurel, Mississippi for quick thinking and good judgment in time of emergency in regard to an accident when fore was piloting.

Fireman E. S. Kerr was commended for finding and making temporary repairs to a diesel so that it could continue on its run without delay.

Supt. W. H. Fordines expressed the appreciation of the management to Section Foreman J. S. Morris of Oakton, Kentucky for discovering a dragging brake beam and assisting, with his gang, in taking the beam down, thus saving time and delay to the train.

Engineer L. Trabue of Roodhouse, Illinois, was commended by Supt. B. V. Bodie for discovering a broken rail and promptness in notifying the dispatcher of it.

Retirements
(Continued from Page 4)

Mr. R. J. Garner, Agent at Artesia, Miss., retired on January 11, 1950. Mr. Garner was employed by the GM&O as operator on Feb. 21, 1906, and was made agent at Muldon, Miss., in 1916. From there he was transferred to Artesia in 1942.

Mr. G. E. Weeks, Operator-Leverman at Laurel, Miss., resigned from the service to retire on January 20, 1950. Mr. Weeks had been in the employ of the company since Dec. 2, 1920, and had been working at the Laurel Tower since April 1928.

Engineer L. D. Schackman, Springfield, Illinois, retired from C's service on January 25, 1950. Mr. Schackman entered the service as a yard fireman on August 12, 1913 and was promoted to yard engineer on Jan. 20, 1920.

Engineer J. J. Moews, Bloomington, Ill., retired from the service on January 30, 1950. He had been in the railroad service since June 1, 1902 when he became a locomotive fireman. He was promoted to engineer on Oct. 1, 1906.

Mr. R. J. Garner, the agent at Artesia, appeared to have a long and distinguished career with the GM&O. He started as an operator and rose to become an agent.

Mr. G. E. Weeks, another long-term employee, had a significant role as an operator-leverman and then retired from the service.

Mr. L. D. Schackman had a long tenure as a yard fireman, eventually rising to the position of yard engineer.

Mr. J. J. Moews, another experienced fireman, retired from the service after 48 years of service with the Gulf, Mobile and Ohio Railroad.