Through freight train No. 97, headed for Kansas City, leaves Glenn Yards in Chicago after a light snowfall.

AZALEA TRAIL FESTIVAL COINCIDES WITH MARDI GRAS IN MOBILE

The 1954 Azalea Trail festival in Mobile officially opened Sunday, February 7th, with the peak in brilliance of the flowers expected to coincide with Mardi Gras festivities beginning on February 18 to continue through March 2. A festival program of activities will continue through March 31.

Assisting in executing plans for a successful Azalea Trail Festival are several members of GM&O personnel, three of whom are also members of the Junior Chamber of Commerce, under whose auspices the Trail is conducted. Charles Burch, of the Operating Department is (Continued on Page 6)

Ernest D. Grinnell, N.O.G.N. Director, Passes

Ernest D. Grinnell, director of Gulf, Mobile and Ohio's subsidiary line, the New Orleans Great Northern Railroad, passed away in St. Louis on February 6th after a brief illness. Mr. Grinnell was general traffic manager of Gaylord Container Corporation and had been an NOGN director since July 27, 1949. He made his home in Webster Groves, Missouri.

Mr. Grinnell, before becoming associated with the Gaylord Company, was general freight agent for the Cotton Belt Railroad for fifteen years. Before that time he was traffic manager for the Buick Motor Co. He assumed the position of traffic manager for the Gaylord Container Corporation in 1946.

He served on committees of the National Industrial Traffic League, the National Freight Traffic Association, the Private Truck Council of America, the Pulp and Paper Traffic League, the Citrus Container Institute and the American Society of Traffic and Transportation, of which he was a founder-member.

Surviving Mr. Grinnell are his wife and two sons, Ernest D. Grinnell Jr. and David G. Grinnell.

Whitlow Is Elected To Bank's Directorate

C. B. Whitlow, GM&O assistant to the Chairman and president of Gulf Transport Co., was elected director of the First National Bank of Jackson, Tennessee, according to an announcement issued by that bank on January 12th. Mr. Whitlow is one of two directors elected to the bank’s board at the time, the other being Mr. Walter Barnes, who was elected vice-president and director.

The Jackson bank has been established since July 1, 1873 and has a twelve member directorate.

Mr. Whitlow has been active in numerous civic projects of Jackson including Boy Scouts, Community Chest, Red Cross and the Presbyterian Church.
DESTROYERS OF OUR HIGHWAYS

From Jackson, Miss., Daily News

At the special session of the legislature in December Mr. Carruth offered in the House a resolution asking that the special study committee investigate the subject of freight truck transportation in this state and ascertain why those common carriers are not bearing their just share of the burden of state government.

The resolution is still timely. Common carriers domiciled outside the state do not pay ad valorem taxes of any sort on their physical property operated within the state. They are even exempt from assessment on the value of the franchises they hold.

It is much worse than that. The people of Mississippi have poured out multiplied millions of dollars to build paved highways now being torn to pieces by heavy trucks, and yet there is no provision in our laws requiring these common carriers to pay a privilege tax as is required of all other public service concerns.

Exemption from ad valorem taxes, exemption from privilege taxes, exemption from franchise taxes make the big trucking concerns the fair-haired favorites in Mississippi—favorities despite the fact they are destroying what within a very short time must be replaced at the expenditure of many more millions of dollars.

The truck lines assume very little of the duties and responsibilities of citizen-ship in Mississippi as compared with other common carriers. Their heavy trucks of box-car size, laden with merchandise of all kinds, roar up and down our highways from border to border and their owners contribute only trivial sums for the support of our schools, for the maintenance of roads, for sustenance of state-supported institutions, and other functions of state government.

Gentlemen of the legislature, it is high time to be up and doing on this highly important subject.

All common carriers, the railroads, the telegraph, telephone, electric, natural gas corporations, are paying their just share of what it costs to keep government properly going in Mississippi but the sums that come from the pockets of the big freight truck lines are only meagre crumbs from the table.

And, while they are being thus highly favored, these truck lines have the sublimated gall and triple plated audacity to ask this legislature to increase the load limit by thousands of pounds in order that they may do much more damage to our highways while at the same time fattening their purses.

Justice, common sense, the public welfare, and the rule of reason all demand that the legislature give this subject prompt and intelligent consideration.

What is happening in Mississippi is happening in all parts of the nation.

Highway use has become highway abuse.

Through no fault of its own, but largely because of heavy truck traffic, our Highway Commission has not been able to keep its promises to people for a system of secondary roads.

The picture in our state is no better than in some of the others, even though we were one of the last states in the nation to build a system of trunk-line roads. We are still far behind in getting the roads that we need and we are still digging deeply and diligently into our pocketbooks to pay for expenditure of many more million dollars each year in a frantic effort to repair out trunk line roads as fast as the heavy trucks tear them to pieces.

The Daily News has a lot of faith in this legislature. We believe it is composed of alert, intelligent, high-minded and progressive members who will look this problem squarely in the face and will not be swayed by the lobbyists of the wealthy and powerful truck lines who are as thick as flies around the New Capitol and are busy buzzing the ears of lawmakers with specious plea for even more favoritism than they are now receiving.

ROTARY-GM&O CONTEST IN MISSOURI TEACHES YOUTH HOME-IMPROVEMENT

In Howard County, farm boys and girls have indicated their enthusiasm for a room of their own thru a county-wide 4-H Club room-improvement contest. Pictured here are winners of this contest, Jenny Westhues, Glasgow, and Stacy Scott, Armstrong. Stacy, only boy in the contest, had a dimly lighted room with only a line for hanging his clothes. Now he has a bright, colorful room with new closet and built-in storage, fold-away desk, bookcase-headboard for his bed, and appropriate room decorations indicating his hobby and interests.

Jenny repainted some old furniture, covered the face of the church clock with a mattress and cloth cover to make a king-size hassock, added new furniture to make a combination study, living and bedroom.

The contest, which had 17 entries and $100 in prize money, was sponsored by the Gulf Mobile and Ohio Railroad and the Glasgow and Fayette Rotary clubs. — The Missouri Ruralist. Photos by Cordell Tindall.
Collection Of Railroad Lore
Contains Historical Nuggets Of GM&O

"The biggest cargo of High Iron lore and legend—authentic railroaders—ever hauled in one load" according to Crown Publishers, Inc., was released recently in a book entitled A TREASURY OF RAILROAD FOLKLORE. Included in this compilation of stories, traditions, tall tales and history are numerous references to the GM&O and its antecedent lines. The following excerpts are from A TREASURY OF RAILROAD FOLKLORE, edited by B. A. Botkin and Alvin F. Harlow. Copyright, 1933, by B. A. Botkin and Alvin F. Harlow. Used by permission of Crown Publishers, Inc.

Sleeping Car and Parlor Car Naming

When Pullman remodelled a Chicago & Alton coach into its first sleeping car in 1896, he gave no thought to the matter of how his cars were to be designated, and just let that one remain under its old Alton number 9. When he built the first one from rail to roof in 1895, he thought of it as Car A, but called it informally the PIONEER. Greatly underestimating the growth of his business, he began lettering his cars, A, B, C, but found that he would soon be down to Z, with nowhere else to go, and so turned to numbers. But this interfered with the railroad's coach numbers, so he was driven to using names.

The first dining car—Pullman built—appeared on the Chicago and Alton in 1898, and of course was named DEL-MONICO, that being the ne plus ultra in restaurants in the American mind of those days.

There is a pleasantly old-South, small-town touch in the Gulf, Mobile and Ohio's Judge Milton Brown.

GM&O's Show Me is of course a reference to the road's trackage in Missouri.

Racing Again

A favorite (Mobile and Ohio) pastime was racing engines with men of the New Orleans & North Eastern (now in the Southern system), whose tracks paralleled those of the M&O for several miles through Mississippi cotton fields in the vicinity of Meridian. This sport was finally halted by the General Manager, who posted a bulletin forbidding such practice.

Shortly after his announcement an M&O runner received a challenge from an NO&NE man, which for the sake of his honor he would not refuse. When the two enginemen approached

ed Enterprise, the first station south, the M&O hogger pulled into the lead, becoming the victor. His exultation was short-lived, however. On arriving at the next station he met the General Manager, who, unknown to the engine, had boarded the train at Meridian. The GM strode forward, demanding: "Been racin' agin, haven't you?"

The offender, recalling that the warning had threatened dismissal for all violators, quaked as he replied, "Yes, sir." He was greatly relieved to hear the brass hat comment:

"Well, I won't penalize you this time, seeing that you won, but if you had let that son of a biscuit on the NO&NE get ahead of you, there's no telling what I might do."

Railroaders

The Alton, now taken into the Gulf, Mobile and Ohio, has long had an Abraham Lincoln and an Ann Rutledge.

* * *

Speaking of name-trains, the Chicago and Alton started one known as the Hummer—Chicago to Kansas City—in 1880, and ran it for half a century before its passing; and in 1889 the grand old Alton put on its Alton Limited—Chicago-St. Louis—which it frankly admitted was the handsomest train in the world, and maybe it was. It still around, though others have long since challenged its magnificence.

The Gulf, Mobile and Ohio's rash naming of a train the Rebel proved highly controversial. The management feebly tried to deny that it referred to one of those gray-coated soldiers of the "War Between the States, but, as might be expected, convinced nobody.

A. Lincoln Asks for a Pass

Some seventy years ago Abraham Lincoln, in need of a new annual railroad pass, wrote an official of the Chicago and Alton at Bloomington, Illinois, according to a story in the Bloomington PANTAGRAPH which was reproduced in the CHICAGO RAILWAY REVIEW of December 28, 1878. The letter, which was at that time in the files of the superintendent's office at Bloomington, was as follows:

Springfield, Feb. 13, 1858.

P. R. Morgan, Supt. C&A R.—Dr. Sir: Says Sam to John, "Here's your old rotten wheelbarrow. I've broke it usin' on it. I wish you would take it and mend it, 'ca' se I shall want to borrow it this afternoon." Acting on this as a precedent, here's your old "chalked bat" (pass). I wish you would take it and send me a new one. 'ca' se I shall need to use it the first of March. Yours truly, A. Lincoln
USA VEHICLE STORAGE BRANCH IS ON GM&O IN MISSISSIPPI

In Mid-Mississippi, nine miles from Aberdeen, there extends over three thousand acres the USAF Vehicle Storage Branch, where Air Force vehicles are processed, stored and shipped. The facility, located on GM&O, operates three and a half miles of track of its own, connecting with the GM&O line at Prairie, Mississippi.

Industrial activity at this site had boomed since the early forties when the Gulf Ordnance Shell Loading Plant moved there, covering several thousand acres, and employing workers from the surrounding territory to a distance of fifty miles. This plant was closed at the end of hostilities of World War II, and in its place was opened an industrial training school, operated by Mississippi State College of nearby Starkville. Residents of the surrounding area and returning GI's took advantage of this training until 1951, when the USAF Vehicle Storage Branch moved to the Prairie site, giving employment to many of these industrially trained students in the 3,000 acre plant.

The operation moved to Mississippi after an extensive search for a suitable location within a four hundred mile radius of the ports of Mobile or New Orleans. C. J. Dickson, president of the Machine Products Co. of Kansas City, which had a contract with the Air Force for operating the facility, contacted GM&O Vice-President T. T. Martin early in 1951, asking him to help seek a prospective site on any railroad. Among the sites investigated was Prairie.

In September of that year Machine Products Co. began operation in Prairie of the USAF Vehicle Storage Branch.

As many as 20,000 units at a time are concentrated at the facility, the largest such base in the country. Four hundred different types of vehicles—jeeps, ambulances, snow plows, stone crushers, fire fighting equipment, etc.—are processed and shipped in and out. Largest is the stone crusher, which, when dismantled, requires fourteen railroad cars for shipping. Average size of vehicles permits loading two to a car.

Processing consists of undercoating, painting scratches, “fogging down” engines, and spraying tires with plastic coating. Overseas shipments must be processed differently from those remaining in the States, in order to prevent salt water damage.

The Branch is under monitorship of the Air Force in the person of Major E. M. Egle, a veteran of overseas service during the War, and a participant in the Berlin Airlift.

MORE THAN TRANSPORTATION

The Gulf, Mobile and Ohio Railroad is now running a series of advertisements in this paper in which this good road expresses a desire to accept and fulfill all its community obligations in the towns through which it passes.

Throughout the years the G. M. & O. Railroad has ever taken much interest in the territory it covers and has been of great aid in helping locate industries, encouraging agricultural development and fostering good citizenship in general.

This good road continues to make the towns and cities along its lines better places in which to live and work. The G. M. & O. offers more than just transportation.

—From the Clarke County Tribune, Quitman, Miss.

GT Safety Awards

During the month of January the following Gulf Transport Operators were presented with safety awards:

Bus Operators Bill Atchison and Clyde Newton, two year awards; Bus Operator Roman Novack, three year award.

Truck Operator J. T. Aycock, eleven year award; Truck Operator Ben Clayton, ten year award; and Truck Operator J. B. Herring, three year award.

Major E. M. Egle of the U. S. Air Force (left) inspects twenty-four ply tire which has been coated with plastic for storage. He is accompanied by GM&O Division Freight Traffic Agent H. D. Marshall (center) of Louisville, Mississippi, in whose territory the plant lies, and Machine Products Co. President C. J. Dickson. Dickson's company operates the base under Government contract.
ALTON STATION WAS BUILT TO REPRESENT LOCOMOTIVE

(The following article was written by Peggy Gallagher of West Junior High School, Alton, Illinois, and appeared in the January issue of the Illinois Junior Historian, a monthly magazine sponsored by the Illinois State Historical Society. The drawing of the old Union Depot designed to represent a locomotive was done by Judy Humphrey, eighth grade, West Junior High School, Alton.)

Almost a hundred years of change have transformed a busy depot, where more than sixty passenger trains arrived and departed daily, into a “Teen Town,” where peace and quiet are undisturbed except by the teenagers of Alton. The city government enacted an ordinance on August 24, 1866, granting permission to the Chicago and Alton Railroad Company and the St. Louis, Alton and Terre Haute Railroad Company to erect and maintain a union station to provide better and more permanent facilities for passengers. The railroads built a two-story brick structure, designed to represent a locomotive. The lower floor was used as a station and dining room, the second floor was a hotel for transients. The hotel was under the management of Richard Neece. Following his death, Mr. and Mrs. T. E. Gallagher took over management in 1889. Their two daughters still reside there.

Since Alton was an important railroad center, the railroads were probably the leading factor in the business, social, and industrial life of the city. It was the Union Depot where news was likely to break—news of nearby towns, of trade and development. Before the coming of automobiles, trucks, buses, and interurban trolley lines, the depot was the focus of activities.

The arrival and departure of trains were important events in Alton. Many people drove to the depot in their two-seated carriages behind spirited horses to meet incoming relatives, to see someone off on a long journey, or just for sight-seeing. The station was also a popular gathering place for politicians and businessmen. The summer season at Piasa Chautauqua brought to the depot many St. Louisans who waited for the Bluff Line train that took them the rest of the way. But as the automobile took away more and more passenger business from the railroads, the number of trains running through the city gradually decreased.

In 1928 a new depot was built on College Avenue and the old Union Depot was turned over to the city. For a number of years several labor unions rented the building from the city for a meeting hall. Recently it has been rented to the teenagers of the community and converted into a lively “Teen Town.” Thus for almost a century Alton’s historic Union Depot has been serving a useful purpose, and for the time being at least will not be demolished to make way for a parking lot.

OLD TIMER RECALLS EARLY M&O DAYS
Public Relations Department
GM&O Railroad

The M&O was built on the East boundary of my grandfather’s (Gideon Howell Bransford) farm. This farm extended from the Ky. line South to Reelfoot Creek. My father was a boy and told me about the building of the railroad.

There was a wash hole in Reelfoot Creek near the new railroad. My father and his gang were in washing one Sunday when a rival gang headed by the Kelleys and other Irish stole their clothes and aired out down this railroad bed. There were bolts and nuts on the floor plates scattered all along. My father’s gang lit out after them and threw them and bolts and made the Kelley gang drop their clothes. The boys didn’t have swimming pools and bathing suits. Wash was in the wash hole.

I was born on 75 acres on the north side of Toof St. and east of the M&O. When I was a kid I used to watch Bud Baily go by with the 106 which had a unique whistle. Jake Rush and the 107 had a big boat whistle. Will Chilton on the 22 had a shrill whistle, etc.

I was time inspector from about 1907 to 1918 and rode the local to Jackson every until and inspected all the watches from here to Jackson. I rode with Tiffany, John Gregory, McGrath as engineers, and Leslie Wright, Coke Nichols, Hare, Garrison, etc. as conductors. Pat Foster and I were schoolmates when we were kids.

Union City will celebrate her centennial this year and the M&O played a big part in the history of Union City.

I remember when J. C. Clark and Mr. Russell were presidents, Red Rogers trainmaster, etc. I remember J. C. Reynolds, conductor, when he rode the Green line from here to Columbus, Ky. before he went with the M&O . . . .

Howell Bransford
Union City, Tennessee

WISHING WILL MAKE IT SO
Mr. P. B. Bridges, Genl. Suupt.,
Gulf, Mobile & Ohio Railroad Co.,

In the latter part of November 1953 I was one of a group of women using your lines between Chicago and Mobile in connection with a district meet of the NATIONAL ASSOCIATION OF RAILWAY BUSINESS WOMEN of which I am the Immediate Past President.

Our experience on your railroad was such a happy one that I feel sure your company would be interested to hear of it. From the time we left Chicago on November 29th we were favorably impressed by the attitude of the train crew and the stewardess was a delightful person. We were also honored to have Mrs. Vera Elver making the trip with us from St. Louis and, of course, her unfailing courtesy did much to add to the spirit of good will that prevailed.

All the above might perhaps have been expected—but the final and culminating act that endeared the GM&O to us was on the part of the Flagman Mobile to Meridian on our return November 22nd. Investigation has developed that his name is—Mr. P. H. Treadaway, of Meridian, Miss. Some of us expressed a desire to purchase some oranges. Mr. Treadaway heard the conversation and volunteered to take his car and get the oranges for us as the train stopped at Meridian 25 minutes. We had some delicious oranges and a pleasant memory of a courteous southern gentleman who was willing to do the kindly act “beyond the call of duty.”

Very truly yours,
Sarah E. Barker
Minneapolis, Minn.
Old South Lives Again
In Columbus Pilgrimage

—By Rachel Shute

The outstanding events of a town are always of major importance to the railroads which serve it, and the progress of Columbus, Mississippi, and the G. M. & O. Railroad has been interwoven since 1890.

In that year the track of the old Mobile and Ohio Railroad was completed to the Mississippi city and put in use to carry the Confederate troops to the battle front. From that time on the town and the railroad have been the most co-operative of friends in every enterprise either has undertaken.

The annual Spring pilgrimage to antebellum homes is no exception and this year again, from March 26 to 28, historic old houses of the city will be opened to thousands of visitors.

The Columbus pilgrimage prides itself on being the most hospitable of any similar event featured in other towns of the state. The houses are not museums of treasures which are remote and unfamiliar, but homes which are lived in every day of the year.

They are warm and welcoming because the majority of them have been in the same family for several generations and are not "restored" residences. Many of the hoopskirted hostesses are not "costumed" but are wearing dresses in which great-grandmother married, became engaged or had in her trousseau. Not only that, but somewhere in the house may be a portrait of the designated ancestress wearing the same gown.

All of these things make visitors feel that time has really turned backward and they are a part of the Old South— that fabled region of romance and chivalry.

More tangible than the atmosphere induced however, are the aged relics of yesteryear—the beautiful furniture, china and silver, and the perfect architecture of these cottages and mansions, which were built in the early and middle 1800's.

DECEASED

Carman John Elvis Poole, Tamms, Illinois, on January 12, 1954. Mr. Poole entered the service on January 3, 1916 and is survived by his widow and children.

Agent-Telegrapher J. L. Ramsey, Gills, Missouri, on February 6, 1954. Mr. Ramsey entered the service on June 1, 1910 and last worked in 1949, having been off on account of physical disability. He is survived by his wife.

Retired Engineer W. P. Bales, Slater, Missouri, on February 1, 1954 in Marshall, Missouri. Mr. Bales began his career as a fireman in 1910 and was promoted to engineer in 1917. He retired on February 4, 1953. He is survived by his wife.

Yard Engineer R. L. Quinn, Kansas City, Missouri, on January 10, 1954 at Kansas City. Mr. Quinn entered the employ of the railroad on January 13, 1943 and was promoted to yard engineer on March 13, 1953. He is survived by his wife.

Retired Engineer L. A. Goodman, Slater, Missouri, on February 2, 1954 at Marshall, Missouri. Mr. Goodman entered service on Feb. 17, 1910, but had not worked in many years due to ill health.

Retired Engineer W. L. Fitzgerald on December 25, 1953 at St. Louis, Missouri. Mr. Fitzgerald was in the employ of this company for 43 years, starting as a fireman in 1906. Prior to his retirement in 1951 he was passenger engineer on Trains 15 and 16.

Passenger Conductor C. E. Davis, East St. Louis, Ill., on December 12, 1953. Mr. Davis became a brakeman for the M&O on Oct. 13, 1896 and was promoted to freight conductor in 1901 and passenger conductor in 1914. He was a 50 year member of the ORC.

AZALEA TRAIL FESTIVAL

(Continued from Page 1)

on the membership committee; Alfred England of Engineering on the Planting Program Committee; Charles Lombard of Traffic. Photography Chairman and Ed Zimlich of Traffic Department on Motorcade Committee.

The 1954 celebration will have many attractions including the crowning of Evelyn Margaret Ay, Miss America of 1954, as Azalea Trail queen on March 7th; Agnes Moorhead in "Sorry, Wrong Number" on March 8th; Motor Boat races on the river on February 24th; Ballet on February 24; Ed Sullivan's "Toast of the Town" on March 30, etc. There will be scores of other attractions.

Engineer's Daughter Is Good Citizenship Winner

Mary Katherine Mitchell, daughter of GM&O Engineer W. F. Mitchell, Tamms, Illinois is one of nine girls from various accredited public high schools in this vicinity to be chosen to receive the D.A.R. Award this year.

The winners are selected from the senior class of their school, are voted upon by the students and then selected by the faculty. The awards are given for the following qualities which makes for good citizenship: dependability, truthfulness, honesty and punctuality; service, cooperation, courtesy, and consideration for others; leadership, personality, self control, initiative and ability to assume responsibility; patriotism, unselfish interest in family, school and unselfish loyalty to American ideals.

The aim of this project sponsored by the D. A. R. is to build youthful character and to call attention to thus qualities which are desirable to Good Citizens.

Mrs. James S. Billups, right, chairman of the Columbus Pilgrimage Association, will receive with her daughter, Miss Marcelle Billups, at the coming pilgrimage in Columbus, Miss., March 27-28 and 29th. Fifteen historic antebellum homes will be included on the three-day tours. Mrs. Billups and her daughter will be hostesses at their ancestral home, "Homewood."
HOSPITAL HAS WORSHIP SERVICES FOR PATIENTS

"Let's everyone who has something to be thankful for, say 'I,'" said Director Bill Weston to the audience assembled in an improvised chapel. And from the group there came a resounding "I." So began the Sunday worship service at MoPac Hospital in St. Louis last Sunday.

At first glance, the audience might seem to have small cause for thanksgiving. Some arrived by wheelchair or crutches; some faced surgery the following day; one had a neck brace; and many were not well enough to dress, but had come in robe and slippers. Here and there was a checked nurse, or a gloved wife or mother. One doctor looked in.

But the group of railroad men from different lines, most of whom were strangers to one another, were united in genuine amusement as the musical director led them in a light chorus in which each shook his neighbor's hand, and from there in reverence to hear the age-old words of comfort and assurance "The Lord is my shepherd . . ."

Sunday worship services have been conducted in MoPac Hospital since November. It was shortly before this that Locomotive Engineer Edward Barrett of the Manufacturer's Railroad spent a few days as a patient in the hospital, and inquired on Sunday if it would be possible to attend a religious service. Finding none available, he took the problem to Director Bill Weston of the local Youth for Christ movement in St. Louis, in which Barrett was also a participant. The two talked with Supt. Mohler of the hospital, who offered complete cooperation in beginning an early service, inter-denominational, for any who might wish to attend. Participants in the program volunteered their services without charge.

No amateur performance, the service features regularly vocal selections by Miss Gene Comfort, guest artist of the St. Louis Symphony, and renditions on the marimba by Jack Connor, one of the world's greatest marimbists and vibraphonists. Connor, who was formerly featured in Xavier Cugat's band, is associate director of Youth for Christ in St. Louis. Also a member of the regular team is Mrs. Doris Griffith, pianist and veteran accompanist. (The hospital purchased a piano especially for the services.) Other musical talent is brought from time to time, one worthy of mention being 17 years old Charles Dennis, who plays the trumpet and accordion, and is assistant leader of a band. After a musical program and group singing, a short inspirational devotion service is led by Engineer Barrett, who is volunteer chaplain for the hospital.

The first Sunday found sixty-five in attendance, and the meeting soon grew so large that it was necessary to move to another room. Both Weston and Barrett are available for personal counseling for patients who are unable to attend services or desire individual help.

Each Sunday a large group of GM&O people is in attendance at the service.

ALONG THE LINE

Mobile, Alabama — A wedding of much interest in the General Office was that of Miss Mae Lourl, secretary in the Passenger and Station Accounting Department, to Mr. G. A. Rush, auditor of passenger and station accounts. The couple were married on January 16th at Bogalusa, Louisiana.

Jackson, Tennessee — Timekeeper Joe Baker in the Master Mechanic's office is passing out cigars on the arrival of son Bruce, who was born on December 30, 1953.

Mobile, Alabama — Mr. and Mrs. E. P. Way have welcomed a baby daughter, Paula Sue, born on December 19, 1953. Mr. Way is a key punch operator in the Station Accounts Bureau.

Waynesboro, Mississippi — Extra Dispatcher and Operator V. S. Dees was married on December 4th to Mrs. Evelyn Bender of Okolona, Mississippi. The couple will make their home in Okolona.

Mobile, Alabama — Mr. Donald Maurice Parker, key punch operator, was married to Miss Eva Beatrice Smith on January 16th.

Mobile, Alabama — Mr. and Mrs. Russell Hendrix are being congratulated on the arrival of a son, Russell David, born on January 22.

Jackson, Tennessee — Chief Special Agent E. Mason Brown was married on January 14th to Mrs. Minnie Maia Hickey of Jonesboro, Arkansas. The wedding was held in Forrest City, Arkansas, with a reception immediately following at the home of the sister of the bride. Mr. and Mrs. Brown are making their home in Jackson.

Mobile, Alabama — Mr. and Mrs. Russell Gardner have a baby daughter born on January 4, 1953, when they have named Juliana Rosanne.

It's off for Mexico for a winter vacation with Engineer Sam Craig of Bloomington, Illinois. Mr. Craig has visited Mexico each winter for two years past, and is shown leaving Union Station in St. Louis to board a train for his third trip there.
USO celebrated its thirteenth anniversary with open house at Union Station in St. Louis on Sunday, February 7, 1954. The station USO lounge and recreation room for service men had more than its usual complement of men enjoying a home atmosphere between trains. Volunteer Worker Bea Smith (left) and Captain Matilda Cohn of Union Station USO serve coffee to some early comers on Sunday morning.

HE HIRED SPECIAL TRAIN FOR $1.50

—By David E. Guyton.

BLUE MOUNTAIN, Miss., Feb. 8. — The Saga of the Evolution of the Gulf Mobile & Ohio R. R., as told by Pres. I. B. Tigrett of Jackson, Tenn., has brought to light many amusing little bits of humor, calculated to evoke a little chuckle if not a good loud laugh.

One of the constituent parts of this great railway system, one of the A. Grade Systems of the nation, was the Doodlebug R. R., built back in the seventies by Col. W. C. Falkner, author of the The White Rose of Memphis and great-grand-father of William Falkner of Oxford, recent winner of the Nobel Prize for Literature. The Doodlebug had a total length of some 25 miles between Ripley, Miss., and Middleton, Tenn. At first, the Doodlebug locomotives were two tiny little puffing billies, familiarly known in these parts as Dolly and Tangleleg. The Doodlebug made a round-trip three days in each week.

In September, 1878, Col. J. H. Gibson, a well-known attorney of DeWitt, Ark., came to Blue Mountain, bringing one of his four daughters to enter Blue Mountain Female Institute, established here in 1873 by Gen. Mark Perrin Lowrey, Fighting Parson of the Army of Tennessee and pioneer Mississippi Baptist parson and educator.

Pleased with the little boarding school for girls, Col. Gibson left Miss Sallie with Gen. Lowrey, driving up to Ripley, the southern terminal of the Doodlebug, to hurry back to his law practice in DeWitt. A young man, then living with Gen. Lowrey, by the name of D. I. Hardin, drove up to Ripley with Col. Gibson to take the Doodlebug to Middleton, Tenn., where it intersected the old Memphis & Charleston R. R.

Reaching Ripley, a distance of six miles, after a drive of an hour or more over the almost impassable roads of that time, Col. Gibson found to his great chagrin that the Doodlebug would not make its regular run till the following day. Col. Gibson had to get to Middleton to get a train to Memphis because he had a big lawsuit to handle that next day in DeWitt.

Acustomed to finding a way out of any and all sorts of difficulties, Col. Gibson went to Capt. C. Lee Harris in Ripley, one of the magnates of the Doodlebug R. R. After presenting his predicament to Capt. Harris, Col. Gibson was delighted when the obliging captain agreed to run a special train from Ripley to Middle-

RETIREMENTS

Engine Foreman J. M. Conerly, Tuscaloosa, Alabama, retired on January 21, 1954. He was employed by this company as switchman on April 28, 1918.

Conductor A. W. Hoffman, Jackson, Tennessee, retired on January 1, 1954. Mr. Hoffman entered service of this company on July 12, 1908 and was promoted to conductor on May 26, 1911.

Mechanical Foreman John L. Malone, Jackson, Tennessee, retired on January 1, 1954. Mr. Malone entered the service of the former Mobile and Ohio as machinist apprentice at Whistler, Ala. in 1909. He became a machinist in 1906 and was promoted to machine shop foreman and roundhouse foreman at Whistler in 1911. He was promoted to machine shop foreman at Jackson, Tenn. in 1926. Mr. and Mrs. Malone are now making their home in Mobile.

Third Track Telegrapher J. W. Yost, Laddonia, Missouri, retired on January 1, 1954 after being in company service since September 11, 1916.

Conductor Lloyd Dunaven, Roodhouse, Illinois, retired on January 27, 1954. Mr. Dunaven was born on Nov. 4, 1886 and entered service as a telegraph lineman in August 1908. He transferred to position of brakeman in 1909 and was promoted to freight conductor in 1909 and passenger conductor in 1937.

Mrs. Lavinia R. Jetten, clerk at Jackson, Tennessee, retired on January 20, 1954 after being with the company since July 18, 1918.

Engineer H. A. Smith, East St. Louis, Illinois, retired on January 11, 1954 from company service.

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Talented Singer Is Operator's Son

The talent of 11-year-old George Conway as a soprano singer of classical and church music has been significantly recognized in recent months in Mobile, and is a source of pride to his mother, Mrs. J. W. Conway Jr. Mrs. Conway is GM&O's telegraph operator at the terminal in Mobile.

George sang the "Ave Maria" in Latin in Spring Hill Chapel for a wedding in August. He has appeared in Burnham Hall and sings regularly in the choir at All Saints Episcopal Church. He is frequently invited to appear in other churches, most recent of which was the Government St. Methodist where he sang "Jesu Bambino" as the offertory solo.

George studies voice with Miss Margaretta Kuppersmith and attends Lienkauf School, where he is in the fifth grade.

Recalled To Life

From Files Of The Illinois State Journal 100 Years Ago—1884.

The Chicago & Mississippi, Illinois Central, and Chicago & Aurora railroads have completed their connections, and offer to the traveling public a safe and pleasant route from St. Louis, Alton, Springfield, Bloomington, Peoria and La Salle to Chicago via Aurora. The road is laid with heavy compound of continuous T rail, and is the straightest and most level road in the west. "Passengers by this route will have the benefit of new, roomy, patent ventilated cars, gentlemanly and obliging conductors, and careful and attentive baggage masters."

—Clipped By K. W. Vanderpool, Agent, White Hall, Ill.

GEN. ROAD FOREMAN OF ENGINES LIKES WHEELS

J. N. Sanders of Meridian, Mississippi always "liked anything that had wheels." Today, as GM&O's general road foreman of engines, he supervises engineers and helps keep wheels rolling throughout the system. To arrive at his present position, Sanders has spent years in railroad service and studied related industries in his spare time.

His father had operated a sawmill and grist mill in which Sanders worked as he grew up. When his father sold the lumber business, his son went to work running a locomotive in a logging operation. With that, he said, locomotives "got in his blood."

In 1906 this interest took him to a railroad to look for a job and he was hired to work on its branch line near Meridian, but, says Sanders, "On that branch line they just didn't go fast enough."

In 1909 Mr. Sanders went to work for the former Mobile and Ohio as hostler, working under W. Q. Daugherty, who was then roundhouse foreman at Meridian. In 1913 he was promoted to engineer, having a run between Meridian and Mobile.

"Many a trainload of lumber have I picked up," recalled Mr. Sanders. This was during the time when vast acres of virgin pine were being logged in South Alabama, and "it was a regular thing to get a trainload of lumber at Electric Mills and one at Quitman." Much of this lumber was being shipped to Mobile for export.

From engineer to road foreman of engines was a step which Sanders' ambition and self-education helped him realize. Once when on the extra-board he decided with a friend of his to go into the battery business. In the garage in his back yard they rigged a shop in which they made and sold batteries. This led to Sanders "tinkering with generators and motors," and he began and completed a correspondence course in electricity.

This workshop in the yard took the amateur electrician into a side business that was non-profit. Sanders' two sons were growing up and their daddy's tools so attracted the neighborhood Boy Scout troop that a second set of tools had to be bought for the Scouts. But the word had spread as to the adept job that could be had on toy repair down the street and in Sanders' shop there were sometimes as many battered toys as there were batteries.

Some time after this, when he was back on the locomotives as engineer, the Mobile and Ohio was merged with the Gulf, Mobile and Northern, and diesels were replacing the steam locomotives on the newly formed system. Sanders' knowledge of electricity and railroading combined gave him a keen interest in the new locomotives. In 1942 he was promoted from locomotive engineer to road foreman of engines on the Southern Division. For the next few years he was kept busy, he said, "looking for bugs in the new diesels."

In November 1946, he was promoted to general road foreman of engines, having supervision of eleven road foreman of engines. He has never found his job hard work, he says, for it is exactly what he likes to do.

His hardest job, he says, is to repair the electric household iron to suit his wife.
Commendations

Section Laborer Leonard Smith, Joffre, Alabama, was at his home when he saw Train 131 passing with a brake beam down. He flagged the train to notify the crew, preventing possible damage to the train.

Section Foreman T. Carmody, Springfield, Illinois, was enroute from Springfield to Ridgely roundhouse when he discovered a broken rail in a crossing and promptly called it to the attention of the yardmaster so that repairs could be made.

General Yardmaster J. P. Graham, Joliet, Illinois, received commendation from Gen. Supt. P. B. Bridge for his thorough and efficient handling of the distribution of the book TACT in his yard at South Joliet.

Truck Driver S. R. Powell, Gulf Transport Co., Mobile, was on duty as driver when Train 31 passed. Mr. Powell saw that brakes were sticking on four cars and that due to a heavy fog this condition could not be seen from either end of the trains. He signalled the conductor when the caboose passed and the train was stopped for the condition to be corrected.

Section Laborer J. B. Gray, Minier, Illinois, was commended by Supt. Conerly for discovering a hot box on a passing train and calling it to the attention of the crew.

Brakeman J. R. Wilkinson, Jackson, Tennessee, was riding trailing unit on Train 31 when he discovered that the engine had developed a bad knock which the engineer and fireman had not had opportunity to observe. Mr. Wilkinson notified them immediately so that engine could be shut down before damage occurred.

When off duty on Saturday, Bridge and Building Laborer Will Smith, Columbus, Mississippi, found a broken rail in the main line near Columbus. He contacted Section Foreman West and assisted him in changing out this broken rail.

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Helping Hands

The following have lent helping hands to GM&O during the past month.

City Policeman David Boswell of Trenton, Tennessee called the railroad office to advise that an automobile had run through the bannisters and off the overhead bridge at Dyer, Tennessee. The dispatcher was told of this fact and he notified the southbound freight in that vicinity to stop and see that the car was clear of the track. This is the second such service rendered the railroad by Mr. Boswell.

Night Policeman W. O. Hunt of Dyer, Tennessee has watched passing GM&O trains and exchanged signals with the crew on so many occasions that he is regarded by all trainmen as more or less a fixed signal, rendering a most helpful service to the line.

Mr. James Earl Lockhart, Duncanville, Alabama, found a broken rail near his home and immediately called GM&O dispatcher and notified the section foreman.

Mr. Burl Wheeler, Kane, Illinois, discovered that an automobile had run off the GM&O crossing and pushed the west rail of the main track out of line. Mr. Wheeler promptly notified the agent so that sectionmen could be called to make repairs.

Mrs. Thomas Hayes of Pinson, Tennessee noticed a hot box on a passing train and notified railroad authorities so that the dispatcher could be called and correction made.

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Our Freight Business

Revenue Car Loads Billed and Received on GM&O

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<th>Year</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUNE</th>
<th>JULY</th>
<th>AUG</th>
<th>SEPT</th>
<th>OCT</th>
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<td>1954</td>
<td>49,212</td>
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Comparison of the first months of the years .........

1953 53,871

1954 49,212