RAILROAD MOURNS DEATH OF VICE PRESIDENT CULVER WHITE

Finance Officer
Dies In Tucson:
Only 40 Years Old

The death of Vice President Culver White in Tucson on January 30 shocked his host of associates and friends on the Railroad and in business circles in many cities of the United States.

Culver White was able, courageous, generous, sympathetic and of unquestionable integrity.
He was one of my boys and I loved him as such.

— I. B. Tigrett.

Just 40 years of age, his passing cut short a spectacular career in business finance which was begun shortly after he graduated from the University of Alabama with a law degree in 1933. At the time of his death, he was making his home in Tucson, spending as much time as his Railroad business would permit there in the dry climate, which seemed beneficial to his condition.

While suffering almost constantly for the past ten years from an arthritic condition, he died after a sudden illness of only three days' duration.

His value to the Company was immeasurable and the Railroad will keenly feel the loss of him. Gifted with a flair for figures, he was also an ardent student of finance and spent many night-time hours in research labors. His first connection with the Railroad was in 1936 as Attorney at Jackson, Tenn. He was later made Assistant to the President, and in 1945 was elected to the Office of Vice President, Finance. During his college days he worked for a time for the Southern Bell Telephone and Tel-

Business Leaders Express Grief
Over Loss of Culver White

The following are excerpts from wires and letters of condolence sent Mr. Tigrett upon the death of Culver White.

"I don't know of anyone who endeared himself more to all of the Burlington Officers with whom he came in contact than Culver, and we mourn with you the loss of a dear friend." - Ralph Budd, President, Chicago, Burlington and Quincy Railroad.

"He was certainly a grand fellow and a great and able personality in your railroad system... I know what a loss his death will mean to you and your organization." - Morton G. Bogie, Beekman and Bogie, New York.

"I know that you and your organization will miss Culver terribly. He was too young to go." - Eugene Holland, GM&O Director and President of Masonite Corporation, Chicago.

"Please accept my deepest sympathy in the death of our very dear friend Culver. We have suffered a terrible loss." - Spencer L. Hart, Vice President, Continental Illinois National Bank and Trust Company, Chicago.

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Expressions of Sympathy From All Parts The United States

"He was such a wonderful character and one whom we quickly learned to respect and admire. I know we have lost a real friend." A. B. Eisenhower, Executive Vice President, Commerce Trust Company, Kansas City, Mo.

"Culver's passing is indeed a severe blow to me and certainly a great loss to you." Holly Stover, Holley Stover, Inc., Washington, D. C.

"Those of us who had the privilege of working with him held him in the highest esteem for his ability and character and his personal charm endeared him to us." J. C. James, General Counsel, Burlington Lines, Chicago.

"Am deeply shocked at death of Culver White as I know you are. Please accept for yourself and express to his family my deepest sympathy." Frank M. Mayfield, G & M & O Director and President, Scruggs, Vandervoort and Barney, St. Louis.

"We are all shocked to learn of the passing away of W. Culver White. To you, his associates and members of his family we offer our sincerest sympathy." E. J. Jennett, Vice President, The First National Bank of Chicago.

"Culver was a very great man in my opinion and a tremendous credit to your fine Company ... I had the greatest respect in the world for Culver and cannot tell you how deeply affected I am on the news of his passing away." A. W. Whittlesley, Vice President, The Pennsylvania Company, Philadelphia.

"... I extend to you on behalf of myself and associates our deepest sympathy. I know how fond you were of him personally and also how you regarded his very capable qualities. We here had a very high regard for him also." H. L. Stuart, Holley Stuart and Co., Inc., Chicago.

"I deeply appreciate your thoughtfulness in wiring me the sad news about Culver White. It came as quite a shock. While my contact with him was limited entirely to our Board Meetings, I had nevertheless come to have an unusually warm regard for him, and therefore grieve at his untimely passing." William J. Rushon, G & M & O Director and President of Protective Life Insurance Company, Birmingham, Ala.

"I know just how much you thought of him and how much he will be missed. He was a wonderful man, and you and his family have our sincerest sympathy." S. M. Fleming, Vice President, Third National Bank, Nashville.

"In my limited association with him I saw a man of great character and ability. All of us can get solace in the thought of what a fine person he was." W. M. Dutton, Vice President and General Manager, Mississippi Export Railroad Company.

"Inexpressibly shocked to learn of Culver White's death and ask you to convey to his family and associates my deep sympathy." Frank E. Spain, Gillon, Grooms and Young, Birmingham.

"I realize that the loss of such a friend and business associate will be irreparable and I wish to express to you my deepest sympathy." W. Harry Johnson, Former Owner of Southern Bus Lines, Shreveport, La.

"Am greatly grieved and shocked to learn of Culver's passing." Boyd Campbell, G & M & O Director and President of Mississippi School Supply Company.

"He was capable and fine in every way and aside from the respect we had for his ability I had a sincere affection for him." H. C. Murphy, Vice President, Burlington Lines, Chicago.

"... Everyone was very fond of him personally and I feel that his death is a real loss to your railroad." G & M & O Director W. H. Bixby, Partner, G. H. Walker & Co., St. Louis.

"He was not only a very likeable gentleman but also clearly a most capable man and I know you will feel his loss greatly." L. R. Capron, Vice President, Burlington Lines, Chicago.

"While Mrs. Chambers and myself are not now actively engaged in the work of "The Road of Service", being on the retired list, we feel keenly the loss of any member of the management. Mr. White was a valuable associate in your office." A. B. Chambers, Retired G & M & O Agent, Friendship, Tenn.


"He certainly was an outstanding man, and it is sad that he had to pass on so young." E. L. Shaw, Vilas & Hickey, New York.

"I don't recall ever having met Culver White, and yet I heard so much about him that somehow I feel that I really knew him. All of us of course know how much he meant to you, hence I am writing to tell you how grieved I was to hear of his untimely passing." J. T. Brown, President Capital National Bank and G & M & O Attorney, Jackson, Miss.

"I was indeed sorry to learn of the death of Culver White. Although I had never had the pleasure of meeting him personally, I knew through mutual friends that he was an outstanding person." A. C. Kines, Vilas & Hickey, New York.

(Continued on Page 3)
GM&O Citizen Friend Tells Of Experiences

The GM&O is sorry to learn that an old friend and neighbor is moving away from its tracks after 41 years of mutual cooperation.

A recent letter from Mr. Wesley Alexander of Trenton, Tenn., informs us that he is leaving his trackside farm home of many years, to live elsewhere.

Mr. Alexander has been of service countless times to the Railroad. He has put out fires that endangered our property; he has reported broken rails that prevented accidents and he has been a good neighbor. We of the GM&O hate to see him leave.

He says in his letter, "We will miss the friendliness of those associated with the Company. However, we will not forget them."

Good luck Friend Alexanders and hurry back to the GM&O.

Business Leaders Express Grief...

"I know you all have lost a great and good friend and there is nothing I can say that amounts to anything in the face of that." Arthur W. Baum, Associate Editor, Saturday Evening Post, Perkasie, Wash.

"Culver was greatly beloved by those who knew him, and his passing will be keenly felt by all of us." Gilbert H. Perkins, Vice President, Chemical Bank and Trust Company, New York.

"I have just learned that you have suffered a great personal loss, both from the standpoint of the railroad and from personal association, in the passing of Culver White and I am sure you will miss him very much. Please accept my deepest sympathy. I think his father also was associated with you and that he passed on not too long ago."

Norman C. Naylor, Vice President, American Locomotive Company, New York.

"He was a man of great charm, a keen intellect, and an absolute integrity." Harold T. Jolley, President, The Boatman's National Bank of St. Louis, St. Louis.

"While I have only known Mr. White for the past couple of years I admired him very much for his kind personality, his brilliant mind and honesty." Frank J. Smyth, One Wall Street, New York.

"With me he was 'tops' as a gentleman and an exceptionally able man of affairs." E. L. Robison, General Industrial Agent, GM&O, St. Louis.

Tucson Newspaper Pays Tribute To Culver White

Following is an Editorial from the Tucson "Citizen":

"Tucson has lost its most farseeing citizen in the passing of Culver White, president of the Tucson Rapid Transit Company.

"Few people here knew Mr. White well. We, ourselves, were almost strangers to him. Yet to meet him was a rare privilege. Ill as he was, he sparked enthusiasm; declined to worry over small things; recognized bigness as a necessary concomitant to living.

"True, he neglected his own health and well-being in his expansion of the enterprises in which he was interested. All men of Mr. White's caliber and abilities can't help it. Enthusiastic slavery to growth is the narcotic that dulls physical pains and makes men unaware of their existence.

"But with his passion for business growth, Mr. White equally had a passion for organization. It is a way with progressive men. And for this Tucson can be thankful."
ALABAMA CAPITAL IS IMPORTANT GM&O TERMINAL

Top left: Air view of the Alabama Capital city, showing the downtown area. Top right: Personnel of the Local Freight Office. Left to right, (standing) Chief Clerk C. O. Jones, Messenger Mamon Till, Rate Clerk H. Sullivan, Special Agent E. C. Allen and Clerk C. W. Williams. Seated are: Agent W. W. Tolson, Cashier W. S. Carr, Secretary Pat Chester, Clerk Bill Huey (behind Mrs. Chester) and Bill Clerk Jim Carr. Lower left: Commercial Agent Maurice Rucker and Secretary Mrs. Eloise Martin. Lower right: Terminal Trainmaster W. C. O’Donnell, Yard Clerk J. H. Myers, Clerk T. S. Matthews, Operator L. W. Cottle and Chief Clerk B. A. Maxey.

Not shown in these pictures is Division Freight Agent J. V. Kinard, who was out of town at the time they were made.

Montgomery, Major Southern City, Has Interesting Historical Background

Montgomery, one of the most interesting cities in southern history, is located in central Alabama on the GM&O.

The capital of Alabama, also one-time capital of the Confederacy, is now a thriving city of some 100,000 persons. It serves as a terminal for the GM&O and is also served by five other main line railways. Its industries number 183 and employ more than 6500 persons.

Major festive occasion in the Alabama capital is the annual Blue and Gray Football Championship game, when the best in the North meet the pick of the Southern college players. This event usually takes place the last week in December.

During the war, and even today, Montgomery has contributed its part to national defense with its three military posts. Today, one of these posts, Maxwell Field, is the present home of the Air Force’s University of the Air.

The agricultural area surrounding the city is rapidly becoming well-known as one of the South’s largest cattle producing regions, and large quantities of other farm products are grown in the area.

Division Freight Traffic Manager C. E. Thomas is in charge of the Montgomery office. Mr. Thomas has been in the capital city since September 1.
“JUST TELL THE PASSENGERS”

From the editorial page of Collier’s Magazine of February seventh we quote:

“JUST TELL THE PASSENGERS: U. S. Railroads are making all sorts of efforts to improve passenger service and attract more public good will. Fine; and we think we can suggest one service improvement which wouldn’t cost any railroad a dime and would make a big hit with the traveling public. Here it is:

“Whenever a train is materially delayed in the daytime or at any waking hour of the night, why not have the conductor announce the reason for the delay and the best available guess as to how much time the train is going to lose altogether.

Let us renew again the request that our employees—particularly our Hostesses, who perhaps have more time than other train employees—answer as satisfactorily as possible all inquiries pertaining to the operation of this Railroad.

The least we can do when a train is late, for instance, is furnish passengers a full explanation and notify their people at destination if such a service is desired.

Why this practice has never been universally adopted on American railroads, we don’t know; but it never has. The usual procedure is for the trainmen to let the passengers guess what’s holding things up, and to tell them nothing specific. Result in each instance; a trainload of people fuming and silently cursing the railroad. We can detect no gain in public good will there.

“No charge to the rails for this tip. We’ll feel more than compensated if they’ll just pick up the tip and put it into effect.”

39 Years On One Job, Meridan Clerk Retires

Claim Clerk P. H. Miller, Meridian, retired January 10, after over 39 years of service with the Meridian office.

Mr. Miller, who was born October 25, 1875, began work for the old M&O in 1909 and has held that position since, under four different agents.

The 72-year-old veteran is a Past Master of King Solomon Lodge Masons, a 32 degree mason and a member of the Hamasa Shrine Temple.

In commenting on his retirement, Agent Frank McKee said:

“We would like to commend you on your long and faithful service, your loyalty and unselfish devotion to your job. All of us extend to you our very best wishes for many happy days . . .”

Present Accounting Revue At Mobile Marine Hospital

Members of the Accounting Department’s “Rebel Revue” presented their program to patients at Mobile’s Marine Hospital on January 28.

Threat of Socialization

—From an address by Raymond J. Morfa, Chairman of the Board, Missouri-Kansas-Texas Lines, before the Wichita Traffic Club.

The point I wish to make is the fact that the future of private enterprise in this country depends to a very great extent upon the treatment given the railroad industry. If the railroads are not properly compensated for the services they perform they will not be able to maintain the vigor to resist the encroachment of socialization that is a real threat confronting us today.

It is incredible to think that the public seems not fully aware of this great danger even though we are now witnessing the socialization of the railroads and other public utilities in Great Britain. Nationalization of any industry is alien to the democratic principles which have made our country the greatest and strongest in the world, and we all know that nationalization of the railroad industry would be only the first step to nationalization of other basic industries, and such a tragedy is not a remote and mythical threat for some time in the far distant future—it is here upon us, and there is need for definite and positive action.

Socialization Isn’t Answer

If there is anyone among you who might be of the opinion that socialization of the railroads is a logical answer, I have only to tell you of the experience of government operation of the railroads in the first World War. The result was that taxpayers had to make up a deficit of nearly $2,000,000,000 a day in operating costs. On the other hand, in the second World War, the railroads continued under private operation—and they paid nearly $4,000,000 a day in taxes—a difference of $6,000,000 a day to the taxpayers.

Rails Must Have Support

Therefore, it behooves all of you men who are closely related to the railroad industry to help to solve the dire problems confronting the railroad industry. We must have support in our efforts to improve and modernize our plant and facilities; we must be assured of adequate earnings, through adequate rates, in return for which the railroad management will continue the technical advances and prudent leadership that have given the greatest, most efficient and cheapest rail transportation that exists any place in the world.
‘It Happens In Greece, Too’
Prince Peter Says

When Prince Peter and his wife Princess Irene had occasion to ride the Alton Limited recently they encountered the five-above-zero weather that struck Chicago.

Due to the cold weather operation many difficulties were encountered with heating the cars, and Passenger Traffic Manager R. A. Pearce explained that the situation was very unusual.

The Prince replied that he was very much pleased with the trip despite the cold weather and said, “Things like this happen in Greece, also!”

Traveler Expresses Gratitude For Courtesy of R. E. Jennings

A recent letter by W. M. Roberts, Citronelle, Ala., said:

“A month ago I was traveling from Chicago to Citronelle, after spending several weeks in the hospital. Upon arrival in St. Louis I was somewhat exhausted and sought permission from your agent there, Mr. R. E. Jennings, to board No. 15 before the gates were open to be assured of a seat in the coach. He was very courteous and kind in assisting me to the proper coach and a gentleman in making me comfortable; in offering him a tip, he refused to accept it with the remark, ‘It’s just a part of the service.’ ”

“Such performance is a credit to the individual and the company he represents.”

Claim Prevention Committee Commends Actions Of Two

Recently the G M & O organized Freight Claim Prevention Committees at all principal terminals with the view towards reducing the amount of revenue lost through loss and damage claims and to further the good will of our patrons by seeing that less goods are damaged.

At a recent meeting of the Mobile committee, of which Superintendent of Terminals J. J. Hoeksema is chairman, two persons were cited for their efforts in preventing loss or damage. These were:

Engine Foreman J. R. Britain, who discovered an open door on a car of cereal. As it was raining at the time, his action in seeing that repairs were made prevented damage to the contents.

Yard Clerk W. H. Watson, who discovered an error in the weighing of a car and had it re-weighed, thus preventing a loss in revenue and a probable claim.

Brother Railroad Commends GM&O Operator For Alertness

Operator R. V. Leake, Laurel, Mississippi, recently received a letter of appreciation from Southern Railway’s Superintendent R. C. Wilson for his discovery and report of a car of poles with broken braces which was passing his station on that railroad.

Superintendent Wilson’s letter said in part:

“This action on your part doubtless averted a serious accident.”

The interesting view at the left shows one of the GM&O’s new cabooses as seen through the observation platform of a passing train. In the background can be seen the yards at Tolson, Ill.
NEW TELETYPYE SYSTEM INSTALLED ON GM&O

Modernization Program Includes Speeding of Communications To Patrons

Another step in the building of a bigger and better GM&O has recently been completed with the installation of a new telephone, teletype system between all major towns and cities along the line.

These new facilities utilize the same pair of wires that are in use on the dispatcher circuit, but due to their supersonic signals they do not disturb the circuits which existed previously.

The teletype circuit will speed the transmission of line wires to such an extent that it is expected to relieve some of the congestion which previously slowed down the telephone service and will afford improved car service reports to our patrons. Utilizing a transmitter which is very similar to an ordinary typewriter, this equipment will print the message simultaneously at both the sending and receiving stations. The rate of transmissions is approximately 60 words a minute.

According to Supervisor of Communications W. D. Archer, Jr., who supervised the installation of the system, it would have been necessary to add 12 wires between Mobile and Chicago to accomplish the same service through the use of the old type circuits.

While at the present time installation of the new system has not been completed at all points, the teletype is already in use between the major cities on the main line, and in the near future should be in use between all points.

The new system was installed under the direction of Superintendent of Communications K. P. Goodwin by C. H. Knight, Cortez Fowler and J. M. Battiste.

Railroad Credit Necessary To Maintain Facilities

Experience during the war showed that essential railroad facilities cannot be created overnight. Emergency transportation needs can be met only from existing facilities. This requires the continued maintenance at all times of adequate facilities. In my opinion, this cannot be done under private ownership unless the carriers are able to obtain, at a reasonable cost, the funds necessary to finance their needs. The availability of funds at a reasonable cost is dependent upon restoration of credit. Unless the credit standing of the railroads is properly restored and maintained, it is my judgment that transportation service may reasonably be expected to suffer.

—Harry C. Hagerly, Vice President and Treasurer, Metropolitan Life Insurance Co.

Left: Superintendent of Communications K. P. Goodwin tests telephone reception along the line from the new teletype room in the general offices at Mobile. (Lower left) Telephone Maintainer Cortez Fowler sends test message over one of the new teletype machines, while Operator Godell takes a regular line message over another machine. (Lower right) Supervisor of Communications W. D. Archer, Jr., “plugs in” a signal on the telephone carrier circuit.
Culver White
(Continued From Page 1)

egraph Company, and upon graduation began the practice of law at Sheffield, Alabama. It was from Sheffield that he went to Jackson and his first job with the Railroad, employed by President Tigrett, who recognized his ability then.

At the time of his death, Mr. White was, also, President of The Tucson Rapid Transit Company (City bus line) and The Battle House Corporation (Mobile hotel company).

To some of his friends and to most all of his Mobile schoolmates, Culver was affectionately known as “Red”. A tall, conservatively dressed, ex-high school and college athlete, his slow smile and ready wit attracted people to him, and his unassuming air added to his greatness.

He was never too busy to listen to the problems of his associates to whom he gave generously of his warm fellowship and wise counsel. He genuinely loved his friends and was happiest when he was helping them.

Strong of character and keen of mind, Culver White was one of the most promising young railroad men of the present era. His death is a terrible loss to the Railroad.

We extend our deepest sympathy to his widow, Mrs. W. C. White; his daughter, Peggy, a student at the University of Arizona; a young son, W. C., Jr.; his mother, Mrs. G. M. White, of Mobile and widow of the late G. M. White, Treasurer of this Company; a sister, Mrs. Henry McPhillips, of Mobile; and other relatives.

1889 Newspaper Ad Features Alton Service

A copy of “The Black Range” for October 25, 1889 features an advertisement of the early days of the Chicago & Alton Railroad.

The ad, published at Chloride, N.M., was forwarded to us by Mr. Wade H. Williams, of El Paso, Texas.

Feated in the ad are such statements as:

“no other line runs Palace Dining Cars. Meals equal to those served in any First-Class hotel, only 75¢ each,”

and “The finest Palace Reclining Chair Cars in the world are run on all through trains.”

Shipper’s Greetings
Arouse Wide Comment

Lacrosse Lumber Company Manager John Bollinger, Pearl, Ill., uses a really personal greeting for his Christmas Cards. Known for his beautiful, precise penmanship, the Illinois lumberman writes each of his cards personally. The result is a truly effective greeting, as we can testify from the card forwarded to us by Agent J. L. Beasley.

Conductor E. A. Barenburg for his efficiency in handling transfer of passengers.

Operator C. C. Craig for his discovery and reporting of a hot box on a passing train.


Brake Man R. M. Weber for his discovery of a defective rail.

Operator I. M. Hampton for his discovery of a hot box.

Conductor R. U. Moses for his assistance in bringing a train which had been stranded by sleet into the terminal.

Yard Clerk John Macaufski for his discovery of an object dragging under a passing train.


Agent W. R. Lewis for his service during the period when a snow and sleet storm delayed the movement of trains.

Operator J. L. Beasley for his service during the period of bad weather.


Operator C. C. Craig, Agent J. J. Sommers, Operator C. W. Fray, Operator M. E. Ash, Operator J. E. Bumgarner, Operator E. K. Crow, Agent R. Barton, Operator D. R. Williams for their efficient handling of the communications during the period when sleet and snow delayed the movement of trains.


Operator P. B. Marsh for his discovery of an open door on a passing livestock car.
Youth Gets New Chance
Thanks to GM&O Official

The 13-year-old boy hadn’t had much of a chance in his short life. His father was a penitentiary inmate, and his mother did not care too much about him.

But in his home town there were people who wanted to see the young man get a fair chance in life. A local club arranged for him to go to Boys’ Town, and the first part of his trip was to be on the GM&O.

One of our Supervisory Officials saw to it that the GM&O did its part in starting this young man on his new life. He called Superintendent of Hostess Service Vera Elvert so that she could have Hostess Betty Jones ready with a warm and homely greeting when he boarded the train, and his breakfast was a complimentary one in the diner, which caused the young traveler to remark, “It would have cost me 60¢ back home.”

When it was evident that he would miss his connection for Omaha, Hostess Superintendent Elvert took the boy in her care, and after a tour of Union Station and an inspection of the dial telephone—the first he had ever seen —Mrs. Elvert’s assistant took him to the picture show and afterwards placed him in charge of the Conductor of the Missouri-Pacific for the next step of his journey.

If the GM&O’s efforts help to make a better life for just one such boy, it will be sufficient re-payment.

Shipper Suggests Appeal Found In GM&O Initials

Mr. Harry Winer, New York, has suggested the following use of the letters GM&O for shipping appeal:

G (Get)
M (Most)
O (Out of your transportation or traffic) dollars,
RIDE via GM&O
SHIP

Mr. Winer was for many years a resident of Chattanooga and during this period was closely associated with the Railroad as a shipper.

Most Of Every Dollar Spent Comes Back To You

THE BIGGEST PART of the cost of anything you buy is the wages and salaries of the people who made it and delivered it to you. The biggest part of the price of what you make is the wage you and other workers earn. From 1929 to 1946, 63.3% of the entire national income went for wages and salaries. Only 4.6% was profit to corporations. Most of the rest went for taxes. And of that profit, only a small part was paid to investors as dividends. The rest had to be kept in the company to finance future growth and jobs.

If there were no profits—if the 140 billions of dollars invested in equipment, earned no return—no new companies would be formed, no new jobs would be created, present companies and jobs would shrink and finally disappear.

Therefore, when people denounce profit, they are really denouncing jobs—your job and your opportunity.

The above is reprinted from the Missouri Pacific Lines, which states it is “reproduced through the courtesy of Warner & Swasey Machine Tool Company of Cleveland, Ohio, who published them originally as advertisements in national magazines. They express simply but effectively some basic American principles.”

Freight Tonnage Gained By Special Alertness

Yard Clerk W. D. Hancox and Cashier C. C. Smith, alert to their duties and in an effort to give the typical GM&O service to shippers, recently obtained additional freight for the Railroad when they obtained a shipment of an agricultural commodity.

This extra effort not only gained additional revenue for the Railroad, but gained another satisfied shipper.
Key Punch Operator James P. Tillman, Receipts Department, Mobile, and Miss Patricia C. Gillette were married December 28 at Lucedale, Miss.

The News regrets to learn of the death of Mrs. Alice Miller, wife of Freight Traffic Agent L. F. Miller, Chicago, after a long illness.

Mr. and Mrs. James M. Helland, Mobile, are the parents of a baby boy. The boy, named James Michael, was born January 1.

Miss Kay Calvert, secretary to Deputy Comptroller J. S. Gibson, became the bride of Otto Earnest Simon, student at the University of Alabama, on December 30.

Newest addition to GM&O’s hostess staff is Miss Catherine Ahearne of Carruthersville, Mo. A graduate of Marquette, Miss Ahearne was formerly a hostess on the Chicago and Southern Airlines and has served as a Red Cross social worker. She will act as secretary to Mrs. Elvert and serve as relief hostess.

Assistant General Passenger Agent N. J. Souders has recently been appointed as the new Outer Guard of the Ansar Shrine, Springfield.

Sorter Carlos F. Munger, Receipts Department, and Miss Joyce Heubaek were married on December 31, in Mobile.

From Operator M. L. Higgs, Ponoroc, Miss., comes this suggestion for a slogan for the Railroad: “THOSE WHO KNOW SHIP AND GO GM&O”

The News regrets to learn of the death of Chief Clerk F. D. Newsome, Mobile. He is survived by his wife and one daughter, Mrs. Glenn Landis, San Diego, Calif.

Lt. Col. Hayes Hoover, son of Commercial Agent Sherman Hoover, has recently been named acting regimental commander of the Memphis ROTC regiment.

Miss Maida Toenes and Arthur Clark, both of Mobile Traffic Department, became engaged on December 24.