Delivery Begins On 200 Wide-Door Box Cars

Delivery has begun on the first of G-M&O’s 200 new “wide-door” box cars, ordered as a part of the equipment modernization program now in progress. These cars, which feature doors nearly twice the width of standard doors, are especially designed for the loading of shipments by the use of power loading equipment. The doors, 15 feet six inches in width, are sufficiently wide to permit the passage of forklifts and other power machinery to provide faster and more economical loading at the terminals. Completion of delivery on the 200-car order is expected in the early spring.

Trains Magazine Films Coach Travel Story

(Photos On Page 3)

A story informing the public of the economy, safety, comfort and convenience of rail coach travel, planned for the May issue of Trains magazine, was recently photographed on the G-M&O’s Ann Rutledge. Under the direction of W. V. Anderson, editor of the magazine, members of the Trains staff traveled from Chicago to St. Louis by coach and recorded the events photographically. Through this medium, it is intended to provide potential travelers with invaluable travel information which would be useful in planning their trips. Photographs on the trip were made by Staff Photographer Wallace W. Abbey, and Kalmbach Publications Director of Art and Photography Bill Akin and his family served as models.

Gulf Safety Awards

The following Gulf Transport Bus and Truck Operators became eligible for and received safety awards during the month of December 1950:

1-year award—Bus Opr. Glenn Elmore
2-Year awards—Bus Opr. J. W. Collins
Bus Opr. Rupert Wingert
7-year award—Trk. Opr. Q. M. Fant.

“Ham” Operators Furnish Communications For Southern Region During Big Freeze

When ice laden wires dropped down 212 poles between Corinth and Walnut, Miss., amateur radio operators throughout the southern half of the nation, particularly in Mississippi and Tennessee rushed to the aid of the railroads.

With the severed connections between Walnut and Corinth, plus 18 breaks in the wires between Corinth and Selmer, Tenn., dispatching of trains reached a standstill. During the first few hours of the big freeze, several trains on the various railroads were literally “lost.”

“Ham” To The Rescue

“Ham” operators rushed quickly to the rescue. Lonnie Blackwell and Milton Caylor, both of Jackson, Tenn., carried a portable unit to Corinth, and established communications with the Jackson stations. With the system in full operation, the “hams” began transmitting train orders, and trains which had not been able to move for seven to 12 hours were put into motion.

Train Service Restored

Through these efforts, train service on the Southern Region had been restored to normal in a few days. However, these operators planned to provide the communications service for the G-M&O until the repairs of the line could be completed.

Others who assisted in the dispatching of trains included Blake Williams, George Googe, Bobby Alper and James Thomas, all of Jackson, Tenn., and William C. Carter, Mobile. Mr. Carter, Mr. Williams and Mr. Googe are employed in the Communications department of the G-M&O.

Public Service

All these operators donate their time and equipment strictly as a public serv...
"Ham" Operators
(Continued from Page 1)

ice. They are neither allowed nor do they wish to charge for their services. To these men go the grateful thanks of the GM&O management and of the passengers who were saved additional delays due to the storm.

T. M. GALLEN DIES IN TAMPA FLORIDA

District Freight Agent T. M. Gallen, Tampa, passed away on November 15. Mr. Gallen had served the GM&O for 28 years as a traffic employe.

Replacing Mr. Gallen at Tampa is newly-appointed District Freight Agent Fernando Castro, Jr., formerly Commercial Agent at Miami. Effective with Mr. Castro’s transfer, the Miami office has been closed.

Mr. J. A. Crawford was also appointed Commercial Agent at the Tampa office.

RUSHES TO SEE TRAIN, CUTS ARM

A recent letter from Publisher Loring C. Merwin of the Bloomington Pantagraph encloses a clipping regarding an injury sustained by 3½ year old Randall Whitehead of that city.

Randall, who made a practice of rushing to the window to watch GM&O trains pass, failed to apply the brakes soon enough and crunched into the window, suffering cuts on his arm. Authorities at the hospital said his condition isn’t critical.

Early GM&O Train Made Aviation History As "Navigator" For Cross-Country Flight

Special Agent George Callen of Kansas City told an interesting story recently of how an early Alton Route train guided the first trans-continental plane on one leg of its epoch making flight. The story was published in the Mexico, Mo., Evening Gazette and quotes several GM&O employees.

It seems that the Hearst newspapers had offered a $50,000.00 cash prize to any person who would fly from the Atlantic Ocean to the Pacific Ocean, across the United States, in the brief period of thirty days. As the Gazette pointed out, at that time, the "flying machine" was generally considered a dangerous contrivance, and an attempt to fly across the entire United States in any period of time, foolishly.

Tempted by the reward both in fame and money, however, an early flying enthusiast named Calbraith P. Rodgers decided to undertake the project, financed by a Chicago firm seeking publicity for a new product. Mr. Rodgers placed an order with the Wright Brothers for a plane to be designed suitable for the transcontinental flight. Orville Wright did not hesitate to declare such a flying feat as impossible, stating that an engine to endure such strain had never been built.

However, he finally agreed to build the best plane for the purpose possible, and the result was the Wright Bros. Model EX, the only plane of its kind ever built.

Plane Takes Railroad Route

With no instruments to rely upon, the aviator’s next problem was to devise a system whereby his position might be determined at all times by checking with an ordinary map. With this in mind, it was eventually decided that the surest and most practical method would be to follow the routes of trunk line railroads across the continent.

“The Erie Railroad was selected as the most favorable line to follow from New York to Chicago, thence the line of the Chicago & Alton Railroad (GM&O) from Chicago to Kansas City. From the latter point the rails of the MK&T railroad were to direct the flight to Fort Worth, Texas, from where the line of the Southern Pacific would be followed to the goal in California.”

A special train was chartered to operate over the chosen lines and act as guide for the flyer.

Large pieces of white canvas were fastened on top of the coaches of this pilot train to distinguish it from other trains, so that the aviator could easily recognize his pilot train from the air. Aboard the train were members of Rodgers’ family, newspapermen, mechanics and equipment.

On September 17, 1911, amid great fanfare, plane and train left New York. The first hundred and four air miles went in virtually the same number of minutes. Elated, the next morning “Cal”, as he had (Continued on Page 5)
Venice Employe Aids Salvation Army Work

All philanthropists are not millionaires, nor is every donation to a good cause in dollars. Proof of this lies in the work of R. C. Thornton, who receives considerable satisfaction from the fact that he was at least partially responsible for the helping of 450 needy families during the Christmas season. Mr. Thornton, a member of GM&O’s force at Venice, Ill., is active in the Salvation Army in St. Louis, and the “Army” helped provide Christmas for those families.

Although he drives a bus for the Gulf, Mobile and Ohio most of the day, transporting the operating crews from East St. Louis to the Venice yards, Mr. Thornton is never too tired to drive the Salvation Army bus, without pay, in his off hours, making regular trips on Sunday, and other trips when necessary. During the holiday season, when working hours were over, he had a station in front of one of the St. Louis stores, guarding the familiar kettle. “Although it got cold,” he said, “I stayed with it.”

Not only is Mr. Thornton interested in going to work, he naturally followed in his father’s footsteps, coming to work with the company in 1911.

For the last twenty-two years of his service, he has driven a bus between East St. Louis and the Venice yards, bringing the operating crews to their jobs, and delivering the mail from one office to the other. During all this time, through snow and fog, over icy curves, he has never so much as scratched his bus.

Dear Mr. Tigrett

Am retired engineer of the New York Central RR, residence Mt. Carmel, Ill. Just returned from round trip to Jackson, Miss. via St. Louis, Mo. and your lines, for which myself and wife were very thankful for the pleasant trip, as your engineers handled the train very smoothly, and brakemen and conductors were very friendly and courteous, which makes us very grateful for a trip like this, and in the future we both will be looking for business for the GM&O and hope to make the trip again sometime.

Yours, respectfully,

J. W. Anders
Mt. Carmel, Ill.

Two Neighbor Railroads Celebrate 100th Anniversaries

As an old friend and neighbor, GM&O is pleased to offer congratulations to the Illinois Central and Louisville and Nashville Railroads on their One Hundredth Anniversaries. It should be a source of deep satisfaction to both railroads that they have played such important parts in the development of their respective territories and at the same time have created strong efficient transportation agencies to adequately service them.

“Sky Pilot Of The Rails Interred In Columbus, Miss.”

Rev. R. I. Bell, known as the “hobo preacher of the South” died in Bogalusa on December 31. Reverend Bell, who held passes on all of the southern railroads was well known all along the GM&O for his evangelistic work. He contacted runaway boys and girls, gathered around the campfires with hoboes and carried the word of God to those he considered needed it most.
Handy Man To Travelers—
GM&O's Passenger Agent

Are you familiar with a "connection report"? A "Tel Autograph Telescriber"? Have you wondered why there always seems to be a wheel chair to meet an incoming train passenger who may need one—or even a stretcher if need be? These are familiar parts of the day's work of a city passenger agent, or passenger representative.

Pass. Rep. C. L. Fuhr, of St. Louis, finds his job interesting, but in no way strange to him. With the help of the Telescriber, he knows as soon as a GM&O train passes the tower on which track it will enter the station. As the train passes the tower, it is assigned an arrival track, and the station master's office is notified by the Telescriber on which the information is relayed, teletype style. In this manner the agent is always on hand to meet incoming trains.

It is part of the day's work to receive the connection report from conductors of six trains from Texas. If these trains are running late, it must be decided whether GM&O's "Abe" and "Ann" and "Alton Limited" can be held to accommodate passengers destined for Chicago and other points on or beyond Gulf, Mobile and Ohio territory.

If the GM&O train does "hold" or wait for the transferring passengers, a GM&O representative is generally on hand to facilitate the transfer of the hurried people.

On the trains, if a person is ill or disabled, the hostess wires ahead for the necessary accommodations to be at the train on arrival, and the passenger is comfortably situated on arrival.

Occasionally the agent finds himself chaperoning someone who can speak no English. Generally such a person is from Mexico, or a displaced person who came through New Orleans. Whatever the need of a GM&O customer, one of GM&O's three passenger agents is always on hand at the station to be helpful — from the arrival of the earliest morning train to the departure of the midnight special.

Old Passes Recall
Early GM&O Days

General Agent J. J. Henry, Laurel, Mississippi owns two interesting passes issued to him by the Mobile, Jackson and Kansas City Railroad, one of the earliest of the companies merged to form the GM&O. One of the passes was issued to be good until December 31, 1907, or "sooner, if all numbers are cancelled". Around the edge of the card were numbers reading up to 60, evidently the number of trips allowed on the pass, one being punched with each trip made.

Mr. L. A. Tibor:
"I wish to take this opportunity to tell you the Brownsville High School Band, chaperones, and myself certainly enjoyed our Chicago trip, via your railroad, to the utmost. The service was extremely satisfactory to say the least.

"I wish to further commend you relative to your South Texas representative, Mr. Earl Marquette, who so graciously made the trip with us. His many suggestions and services were extremely helpful, not only en route but while we were in Chicago. I sincerely say that he was one of us, and we shall always consider him as such.

"If more people were concerned in creating good will, as Earl Marquette, it would be a better world in which to live."

James R. Murphy
Brownsville, Texas

When Red Skelton traveled from St. Louis to Chicago recently to make a personal appearance in connection with his new picture "Watch the Birdie", he chose GM&O for the trip. On his arrival in the Union Station he was greeted by several candidates for the title of "Miss Photo Flash", a contest sponsored by the Chicago Press Photographers Association.

Shown here as they met Skelton on the Midnight Special are (left to right) Jeanie Paradini, Ann Asplund, Peggy Moore, Becky Naylor, Betty Bates, Sherrill Windsor, also Mrs. Skelton and Red Skelton.
Aviation History

(Continued from Page 2)

become popularly known, started on his second day’s flight—to find his good fortune short-lived. In taking off, he crashed into a tree, badly damaging his plane, but leaving his confidence unshattered.

This was just the beginning of his hard luck, which continued until he reached Chicago 21 days later. He had crashed four times between New York and Chicago, and lost four time-eating days due to the high winds that made flying impossible.

GM&O Phase of Trip Successful

From Chicago to Kansas City, following the Extension, Rodgers had some difficulty in getting out of Chicago, perhaps the most successful phase of his adventure. Over this territory he smashed some of the aerial speed records of that period.

The Ledger gives the following description of the Chicago-Kansas City trip.

While the eyes of the public were focused wholly upon the daring pilot and all interest was drawn away, the thrilling circumstances which were constantly arising in connection with the operation of the pilot train below, were known and appreciated only by the railroadmen handling this train, either directly or indirectly, who realized the responsibility and the possibilities of human errors that would certainly result tragically.

The prime object of the pilot train was to keep up and stay under the plane at all times, as far as humanly possible, so that the aviator would be guided by the white canvas markers on the roofs of the coaches. At that time the speed of an airplane was reckoned generally as being “as fast as an express train.” This meant a mile-a-minute, or somewhere around 60 miles an hour, which was considered the same as travel speed.

When it is considered that the western portion of Missouri has a rolling, hilly terrain, and that the line of the old Alton railroad wound around hills and through valleys with sharp curves and heavy grades, it will be appreciated how the pilot-train’s operation became more and more difficult as the flight moved westward towards Kansas City.

As the task of operating the pilot-train became more difficult, the flying conditions continually improved and the pace grew faster and faster. This condition resulted in the making of speed records by the pilot-train which to this day probably have never been surpassed on this particular division of track.

Pilots & Train Play “Hide and Seek”

Time and again the aviator would drive his small biplane forward in bursts of speed, leaving the train far behind and out of sight. It had been previously agreed that whenever the engine crew lost sight of the plane that they were to come to a complete stop and remain standing until the plane reentered its course and circled over them. This maneuver completely baffled the pilot again and again in a new effort to keep under the machine flying above them.

A veteran conductor, now retired, recalled the pilots’ training as a very colorful episode of railroadroading that extended along the entire line.

“I was on one of the trains that were forced to wait at Centralla so long awaiting the arrival of the pilot train,” he explained recently. “When the ‘special’ finally came roaring into town and stopped in front of the station, ‘Charlie’ Boazler, the engineer, now deceased, climbed down off the engine and remarked, ‘No engineer ever born can keep up with that flying machine.’

“The pilot-train stood there in front of the station until the plane came back in sight, and then Boazler climbed back up in the engine cab, started away easily and before he was out of sight he had the throttle of that high-wheeled passenger engine set clear back against the pin. When he couldn’t get speed out of an engine, nobody could.”

It was not the intention of Rodgers to ‘play hide and seek’ with his pilot-train, but no doubt he regained much of his lost confidence and enthusiasm as flying conditions improved and perhaps there still lurked in his mind a remote hope that it was still possible to win the Hardest prize with a final burst of speed from the western states.

Retired Operator Recalls Celebration

Walter A. Yowell, a veteran telegraph operator of the Alton, now retired, was working at Marshall, Mo., the evening Rodgers landed there to spend the night. Recalling the incident, he said that the landing of the plane at Marshall caused probably the greatest excitement of any event in the history of the Missouri town.

“A large white tarpaulin was spread on the earth at the fair grounds to mark the landing field for the plane. Whistles were blowing, bells were ringing, and everybody was shouting and running pell-mell toward the fair grounds, watching and pointing toward the sky as the plane circled and maneuvered for its descent.

“The excitement was up a lot. That night a great civic banquet was given to Rodgers and his party and I don’t think that anybody went to bed until morning, unless it was the flyer. I left Marshall two days later for a vacation trip in California, traveling by rail, and I reached Los Angeles about three weeks after the plane.”

The distance from Slater, Mo., to Kansas City is 190 miles, almost completely bereft of grades and curves or track. The pilot-train was drawn over this stretch of track by an Atlantic type passenger locomotive, which made a remarkable record in keeping up with the plane.

Engineer W. E. Landman was at the throttle and his reminiscences of the trip are quite interesting. Mr. Landman is still in service and is well known at Missouri.

“We left Slater about four p.m.” said Landman, “and were given orders to run to Kansas City with right of way over all trains on the line, it being understood that we were to attempt to stay as close under the plane as possible.

“The train was late in arriving at Slater from the east, and as they changed engines there before proceeding, the plane had about a fifteen-minute lead on me when the engine coupled on the train. Twelve minutes later we were at Marshall, eleven miles west, where we caught up with the flyer as he was preparing to land and tie-up for the night.

The next morning at eight o’clock, we stood ready to go whenever we were assured that Rodgers was back in the air and headed for Kansas City. This arrangement gave the plane quite an advantage over us, but we kept in sight of it for the first half hour by running sixty miles an hour or more, until we came to Higginsville, where I was forced to stop for water.

“Rodgers circled over the town while we stood in the water tank, but he was at such a height of sight when we pulled out. I had orders to pick up some newspapermen from Kansas City at Odessa and I slowed the train down to about six miles an hour passing through there, so they could swing on. From there on to Blue Springs I had to run as fast as I could.

(Continued on Page 10)

One of the newly-completed flat cars, now under construction in the Bloomington shops. This photo, taken at night, vividly displays the new prismatic paint, which is being used on GM&O equipment. This paint, which reflects the light from motorists’ headlights, is regarded as one of the greatest safety factors in modern railroadroading.
Ripley Trade Day
By Toney Vartan
Tupelo Journal

Mississippi's version of the barter markets of Baghdad springs to life on the first Monday of every month during Trade Day at Ripley. But instead of robed Arabs hawking silks, spices and Oriental rugs, there are sun-baked farmers in overalls and felt hats matching wits over horses, dogs and guns.

Trade Day in March, when farmers around Ripley traditionally open their credit, is the year's biggest barter event.

For 353 days of every year, the people of Ripley—the seat of hilly Tippah County since 1836—behave like the inhabitants of other small Mississippi towns. They are proud of their new hospital, shiny parking meters and the factory going up on the edge of town near the GM&O tracks. But progress takes a back seat to good old-fashioned horse swapping on the other 12 days, known for more than half a century as "First Monday." On that day, more than a thousand farmers from Tippah and adjoining counties forget their corn and cotton to congregate on Ripley's "jockey yard," a sloping hillside near the center of town where a few stores and houses dot the empty lots.

The word jockey means "to outwit in a transaction" and the cropwise farmers, adhering to the term, are transformed as if by magic into ultra-cunning traders for the day.

They gravely inspect mules, finger knife blades, test horse collars and peer down rifle barrels.

Oldtimers claim that a farmer will exchange anything but his wife and children on Trade Day.

You can name the deal. Barter, swap or sell. Horse for mule. Dog for .22 rifle.

Comparing their black and tan hounds are George C. Morgan (left) of Booneville Rt. 3 and Hughey McNeal of New Albany Rt. 4.

A good mule for $40, or $30 and some heavy talking.

On Trade Day, the trek into Ripley begins about seven o'clock in the morning, as the roads leading into town are clogged with cars and pick-up trucks. Early arrivals pick out strategic spots in jockey yard. At first, the farmers greet old friends and talk leisurely. But the talk warms with the rising sun and by mid-morning the trading is going full blast.

When late afternoon comes, the farmers, replete with the spoils of their bartering skill, load up for the journey home. For another month, trader cunning will be submerged in the farmer working his crops.

Despite its Oriental overtones, Trade Day is geared to the cotton and corn economy of the Mississippi farmer. First Monday is a major event in September and October when the cash crop money starts to come in and farmers want to get rid of work stock before winter. In March, the same farmers flock to Ripley to open their credit and to obtain plow tools and stock for planting season.

The traditional monthly event has changed with time. O. W. Hodges, Tip- pah County surveyor, recalls First Monday at the turn of the century. "We travelled by wagon then," he says, "and you could hardly walk through town for all the horses and wagons.

"The biggest thing was trading horses and this country is still famous for its good horse swappers, you know.

"People would start into town on Sunday afternoon and stay over with relatives and friends here. Two to three thousand folks—men, women and children—would flock into town. Ripley then had a population of around 500 and was a town of wooden buildings set around the square. Now we have 2,400 people, paved streets and many new buildings."

Fifty years ago, First Monday was the heavy shopping day for the farm family's goods and groceries. Now the farmer's wife does her buying on Saturday and the family usually stays at home on Trade Day. All but the men, who come to try their hand at swapping.

Ripley's first Trade Day was held in June, 1893. It was an event designed to combine business with fellowship. The committee which worked out the original plan was composed of James Norris, Ripley merchant, and W. R. Rogers and B. W. Coley, prominent farmers of the area.

Merchants offered special First Monday bargains, piling their red-tagged clothes, cutlery and groceries on lawns in front of the stores. The board of supervisors accepted claims for road work and the sheriff agreed to hold his public sales on that day.

(Continued on Page 8)

H. M. Browning (right) of Riensel perches atop his pig-truck while J. F. Walker (left) of Falkner and Lee Wren of Riensel inspect the litter of feeder pigs under the slats.
ALONG THE LINE

Mobile, Alabama—Mr. Jack Philyaw, clerk in the Transportation Department and Miss Delores Griffin were married on December 6, 1960.

Meridian, Miss.—Engineer W. L. Fitzgerald retired from the service effective January 16, 1961. Mr. Fitzgerald was employed as engineer on Dec. 9, 1906.

Jackson, Miss.—Conductor J. A. Porter, Louisiana Division, retired from the service on January 4, 1931. He entered the service on July 6, 1917 and has been conductor since 1920.

Mobile, Alabama—Mr. John R. Bell, clerk, Receipts, and Miss Margie Little were married on December 29, 1960.

Mobile, Alabama—Master Sergeant Joseph M. Duralde, former rate clerk, and Mrs. Duralde are receiving congratulations on the arrival of a son, Gary Martin, on December 13.

Mobile, Alabama—Mr. and Mrs. Carol Helveston, Accounting Department are the parents of a daughter, Cynthia Laura, born on December 4, 1960.

Mobile, Alabama—Mr. Jimmie Sweat, Passenger Department, and Miss Mary Louise Hendry were married on December 29.

Mobile, Alabama—Mr. and Mrs. Clausen Schaeffer are the parents of a baby girl, Ellen DeNecn, born on November 22. Mr. Schaeffer is a traveling auditor.

Jackson, Tenn.—Mrs. Charles H. King, wife of the late Chief Special Agent C. H. King recently discovered an early railroad pass which was issued to Mr. King’s father, D. H. King in 1869.

New Orleans, La.—District Freight Agent A. C. Tricou was elected 1st Vice President of the New Orleans Chapter of the National Defense Transportation Association.

St. Louis, Mo.—Electrician D. S. Hendricks recently made his first trip south and visited Mobile.

Springfield, Ill.—Chapman’s Laundry recently designed a mailing piece which paid tribute to the GM&O service. The head of the advertisement read, “Both the Alton Route and Chapman’s have daily service.”

Kansas City, Mo.—Freight and Passenger Agent James F. Brown, retiring president of the Transportation Club of Kansas City was presented with a yellow gold wrist watch and band on January 27.

Kansas City, Mo.—Commercial Agent L. H. Poetig has served as president of the Kansas City Chapter of the National Defense Transportation Association for the past year and was reelected to serve as president for another term.

Kansas City, Mo.—Assistant Vice President L. L. Lapp has been named Chairman of the Speakers Committee of the Traffic Club of Kansas City. Mr. Lapp has extended an invitation to all “good public speakers who would like an opportunity to present an interesting and instructive subject before the traffic club.”

Inside the instruction car at Roodhouse are (left to right) General Road Foreman of Engines L. F. Stonesbury, Road Foreman of Engines L. P. Parker and Machinist W. J. Rees. Both photos were submitted by Engine House Foreman W. P. Casey, Roodhouse.

On a recent visit to the office of the superintendent at Venice, Illinois, the NEWS photographer found Chief Yard Clerk H. E. Gaven (seated) and Assistant Chief Yard Clerk G. H. Matthews discussing the day’s problems.

Miss Rhea Byrnes, car record clerk in the office at Venice, finds it hard to convince strangers that she had been with the company since 1918. Supt. Thomason maintains that she is the youngest looking employee on the line with more than thirty years service.

Members of the Roodhouse force, shown outside the station after attending the Alco Instruction class are (left to right) Road Foreman of Engines E. G. Smith, Trainmaster A. H. Burton, J. W. Hinkle, Stores Department. Engine House Foreman W. P. Casey, Engine House Foreman E. J. Szabados, General Engine House Foreman M. D. Mannaford, and Car Foreman C. E. Ruylo.

Mrs. J. B. Moore, secretary to the superintendent, Venice Ill., keeps busy not only with her secretarial duties, but finds time to give a cordial greeting to visitors in the office.
Commendations

Fireman George Cowan of Bloomington, Ill., by Supt. Bodie for capably taking charge of the situation when his train struck a truck injuring the engineer of the train. Fireman Cowan drained diesel and steam generators and got the train ready for movement when the other engine arrived.

Telegrapher Grover Hewlett, Kansas City, Mo., by Supt. Cook for help in time of emergency. When a train was derailed, it became necessary to detour it over another line for a distance. In order to save delay, Mr. Hewlett readily offered to use his automobile to go pick up the pilot crew, bringing it from the yard to the station.

Section Foreman William Morris, Vandalia, Mo., for noticing and reporting broken center sills.

Fireman T. N. Rice, Jackson, Tenn., for his interest and efficiency in locating trouble in the engine on which he was working, and effecting temporary repairs, making it possible for the train to be brought in without mishap.

Brakeman J. A. Coughlin, Jackson, Tenn., for discovering a pin lost from a car being picked up from another railroad, and for examining the car to discover the loss of coal from it before its delivery to our line.

Telegrapher D. R. Williams for noticing and reporting a bad order load on a passing train.

Mr. W. A. Cannon, Alton, Illinois was thanked by Supt. Bodie for discovering a broken rail and reporting this condition to the management of the railroad so that repairs could be made.

Fireman Fred Palmer, Jackson, Tenn., for preventing engine failure and train delay by making repairs to his engine en route.

Agent T. E. Hopkins, Humboldt, Tenn., by Supt. Forlines, for noticing a brake beam down on a passing train and advising the dispatcher.

OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

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Comparison of the first month of the years........

Ripley Trade Day
(Continued from Page 6)

The special inducement to farmers was the Trade Day feature. The Southern Sentinel, Ripley's weekly newspaper, commented on the opening Trade Day as an occasion during which:

"Every person who desires to trade or sell anything from a two-bit yearling to a good farm may come to town with some assurance of finding a purchaser or one who is willing to exchange or swap."

"If one has a horse that doesn't suit him, he can always trade him," the article continued, "and it is always considered a good time to meet friends and relatives and make purchases from the store."

Ripley got its inspiration for Trade Day from a similar custom in Tennessee and Kentucky. After First Monday became such a success at Ripley, other Mississippi towns snapped up the idea. But Trade Day in virtually all of them fell victim to the passing years and progress.

In Ripley, the event has survived, although emphasis has shifted from a merchants' sales day and legal transactions of the county to farmer-with-farmer swapping.

Like their forefathers, the hill country farmers around Ripley continue religiously to work their crops and then cluster Arab-like to Ripley for the monthly Trade Day.
Among the most unusual shipments carried by the GM&O, was this triple load, a giant pipe which required three flat cars for the movement, which was handled by the GM&O between Evanston, Ill., and Kansas City, Mo.

DECEASED

Agent T. T. Hall, Glasgow, Mo. on December 12, 1950. Mr. Hall died suddenly at work.

Assistant Road Foreman Thomas A. Simmons on January 14, 1951 in New Orleans, Louisiana. Mr. Simmons had been an employe of the GM&O since March 15, 1912, when he entered the service as a fireman. He was promoted to engineer on Oct. 10, 1929 and later became assistant road foreman. He is survived by his wife, who lives in Hoga- lusa, La.

Retired Engineer Alexander Clatts at Meridian, Mississippi on January 8, 1951. Mr. Clatts had been in the service of the Gulf, Mobile and Ohio for 45 years. Three years of this he served on the northern end of the line, but the remainder of the time was spent on the Southern Division. He was a member of the Methodist church, the Masonic lodge and the brotherhood of Locomotive Engineers. He is survived by his wife, one daughter and one son.

Conductor G. F. Fallow on January 19, 1951. Mr. Fallow was employed as conductor on the Montgomery District on December 23, 1912. He had retired on January 1, 1945. He was eighty years of age.

Retired Conductor Hugh Black on January 4, 1951 at the age of 79. Mr. Black was employed on the Southern Division on August 20, 1905. He retired from active service on March 11, 1946.

Retired Fireman Dee Allen on January 21, 1951 at the age of 75 years. He was employed as fireman on May 31, 1895. He retired on August 3, 1945.

Retired trucker Major Browder on December 11, 1950 at Jackson, Tenn. He entered the service in 1906, and retired on May 30, 1937.

Flower Show Set

For March in St. Louis

Carrying out the theme, Gardens and Arrangements, USA, a flower show is being held for six days in St. Louis at the beginning of Spring. From March 18 through 18, visitors will see a brilliant exposition of the latest developments in horticulture and replicas of gardens in the various sections of the United States. The show will be held at The Arena at 5700 Oakland Avenue.

Visitors from GM&O territory will see displays both of amateur and professional gardeners, landscape designs, bulb gardens, flower arrangements and many other phases of horticulture. The exposition is a civic non-profit show.

What Do You Know?

Test your knowledge of railroads and railroading. The answers will be found on page 8. If you answer 6 or 7, you are very good; if you answer 5, you are above average; if you answer all 6, you are a whiz.

1. In what state is the Cascade Tunnel located—Colorado, Massachusetts or Washington?

2. In railroad slang, what is meant by “bailing the jack”—(1) putting one’s pay in the bank, (2) taking back to the foreman, or (3) running fast?

3. What is conductor’s wheel report—(1) a report showing the origin, destination, and consist of each freight car, (2) a report covering car wheel inspections, or (3) a report indicating which freight cars need repairs?

4. In what year were the first common-carrier railroads opened in the United States—1820, 1830, 1840, or 1850?

5. What percentage of all troop movements did the railroads carry during World War II—(1) less than 75 per cent, (2) between 85 and 95 per cent, or (3) more than 95 per cent?

6. On what evening of the week is the Railroad Hour heard?

7. What is the average life of a treated crosstie—about 5, 10, or 20 years?

8. What part of the three-cent postage required to send a first-class letter from one city to another in the United States goes to the railroads—one fifth of a cent, one-half a cent, or one cent?

9. What is the standard gauge of railway track—4 ft. 8 ½ in., 4 ft. 8 ⅞ in., or 4 ft. 9 in.?

10. What famous railroad poem was written by Strickland Gillilan—(1) “What the Engines Said,” (2) “Finnegans to Flannigan,” or (3) “Riding on a Railroad Train”? 

● 9 ●
IN THE SERVICE OF THEIR COUNTRY
Lewie Woodruff Parker, Freight Receipts Department, Mobile, Alabama.
Tommie Jones, Freight Receipts Department, Mobile, Alabama.
Jerry M. Owen, Clerk, Northern Division, Booneville, Mississippi.
George Robison, Transportation Department, Mobile, Alabama.
George Keller, Transportation Department, Mobile, Alabama.
Jack Beck, Transportation Department, Mobile, Alabama.
Bobby Leggett, Transportation Department, Mobile, Alabama.
E. C. Tapia, Accounting Dept., Mobile, Alabama.
T. E. White, Accounting Dept., Mobile, Alabama.
J. B. Bell, Accounting Dept., Mobile, Alabama.
C. F. Kinnsul, Accounting Dept., Mobile, Alabama.
J. R. Jones, Accounting Dept., Mobile, Alabama.
C. E. Helveston, Accounting Dept., Mobile, Alabama.
T. B. McConnell, Accounting Dept., Mobile, Alabama.
Hugh Hays West, Legal Dept., Chickasaw.
Walter B. Mintus, Purchases and Stores, Bloomington, Ill.
William Bobby Boardman, Transportation Dept., Meehan, Miss.
Jack Edward Bradley, Transportation Department, Mobile, Ala.
Floyd M. Jordan, Transportation Dept., Princeton, Ala.
Edward Sigmund Wedic, Transportation Dept., Venice, Illinois.
Russell Eugene Carpenter, Transportation Dept., Bloomington, Ill.
William Francis Caskey, Transportation Dept., Meridian, Miss.
George A. Maly, Jr., Transportation Dept., Chicago, Ill.
Wilton Claudius, Transportation Dept., Maplesville, Alabama.
W. H. Davidson, Mechanical Dept., Coker, Alabama.
Robert Joseph Gooden, Mechanical Dept., Tuscaloosa, Ala.
James Cecil Patton, Mechanical Dept., Tuscaloosa, Alabama.
Bobby Lee Snyder, Mechanical Dept., Coker, Alabama.
Homer Albert Southard, Jr., Mechanical Dept., Collinsville, Ala.
Robert Henry Knight, Mechanical Dept., Tennesse.
Joseph John Leske, Mechanical Dept., Granite City, Ill.
James Edwards Powell, Mechanical Dept., Jackson, Tennessee.
Chester Lee Frazier, Mechanical Dept., Bloomington, Ill.
Richard Gene Dorman, Mechanical Dept., Bloomington, Ill.
Nelson S. Davis, Mechanical Dept., Mobile, Alabama.
Robert M. Oswald, Mechanical Dept., Mobile, Alabama.
Marshall T. Everett, Mechanical Dept., Whistler, Ala.
Ashbridge D. Gaine, Mechanical Dept., Dennis, Tennesse.
Norman Belden, Mechanical Dept., Brighton, Park, Ill.
Clyde E. Creemer, Railway Dept., Alton, Ill.
R. B. Crews, Railway Dept., Jackson, Tenn., Route 2.
Jeremiah Smith, Railway Dept., Ovett, Miss.
Wallace Jr. Shine, Railway Dept., Bayleys Harbor, Wis.
William Dewey Trotter, Jr., Railway Dept., Oakdale, Alabama.
Clarence J. Bahhert, Jr., Railway Dept., Bayleys Harbor, Wis.
George Thomas Jones, Railway Dept., Springfield, Ill.
Charles Wayne Smith, Railway Dept., Stanford, Ill.
Norman Charles Welin, Railway Dept., Varma, Ill.
Raben Bade, Railway Dept., Winona, Ill.

Aviation History
(Continued from Page 5)
to ride on a good engine and good track in order to keep in sight of the ferry.”

At points where the C&A crossed other railroads, stretches of white canvas were laid between the rails so that Rodgers would not get confused as to the line he was to follow.

Train Order Delivered To Speeding Train
Due to an unexpected emergency, it became necessary for the dispatcher to wire an order to the pilot-train at Grain Valley, 20 miles east of Kansas City, which is located on what has long been known as “fast track.” In that day of railroading, the more general rule required the stepping of trains for receiving orders, in the practice of “caulking them in a hoop,” the present custom.

It would have been a disheartening blow to Rodgers, in his plane overhead, as well as to the engineer and the crew of the pilot train, to have stopped that speeding beacon on the home stretch, to deliver that train order. Reaching this, the dispatcher directed that the order be handed up to the train as it passed through Grain Valley, without stopping. Enough time was required to change with its speed. This feat was accomplished by the operator, W. H. Grover, who remarked later, “I have never seen a train travel so fast as that one did when it passed through Grain Valley.”

“I don’t see how that engine and train crew ever managed to grab those order hoops, and I don’t know how I ever mustered enough courage to stand close enough to the track to hand the orders up to the passing trains.”

After Rodgers arrived at Kansas City he was forced to admit that he could not complete the flight in the time allotted, in order to win the Hearst prize, so he remained about Kansas City for a couple of days, but still determined to continue to the coast in order to complete the first tran-continental flight.

After mishaps and delays, the flyer finally landed in Pasadena California forty-nine days after his take-off from New York.

"Dear Mr. Pearce:
I had the pleasure of riding from St. Louis to Chicago last week on one of your trains and the added enjoyment of seeing a porter do an outstanding job of keeping his entire car full of passengers quite contented. But on the way to Chicago I had hour and forty-five minutes late. This particular boy, named Eddie Brown, told me he was studying psychology in Chicago during runs on your trains and, from what I saw, the course was certainly doing him a whale of a lot of good in that he knew how to apply it properly and at the right time.

"Due to the extremely severe weather, I made this trip last week by train, and I am forced to admit I rather enjoyed it mainly because your Eddie Brown did such an outstanding job of proving that rail travel could be desirable and enjoyable if the personnel all assumed his attitude that rail travelers are customers who, if treated as such, would undoubtedly patronise railroads to a much greater extent than they do today. In twenty years of travel I think this is the first time I have ever written a letter to a railroad congratulating them on the services of one of their individuals, but he was certainly entitled to everything I have said and more. I heartily and sincerely suggest that we study his methods and notice the favorable returns as the result of such services."

R. A. Sherer
Chicago, Ill.