Passenger Department Announces Changes

Four changes were announced by the passenger department this month, according to Passenger Traffic Manager R. A. Pearce.

Upon the retirement of Division Passenger Agent T. P. Cumberland (see story on page 9) E. A. Chapman was named as his successor. Mr. Chapman, who has been with the GM&O 25 years, was formerly in New Orleans. Succeeding Mr. Chapman in New Orleans is Division Passenger Agent L. H. Nugent, formerly located in Kansas City.

District Passenger Agent J. R. Stevenson, formerly at Little Rock, has been named District Passenger Agent at Dallas, Texas. Both the office at Kansas City and the office at Little Rock have been abolished.

Mr. George Gerdies, formerly City Passenger Agent, St. Louis, has been named Traveling Passenger Agent in the same city.

New Tractors, Trailers Received By Gulf

Gulf Transport, GM&O's Highway subsidiary, recently added six new tractors and trailers to its fleet of trucks, making a total of 80 tractors and 122 trailers used by the highway carrier on its 2855-mile system.

The new equipment, which will be used at various points on the entire system, consists of 40.80 horsepower gasoline tractors and 32 ft. trailers. The trailers feature streamlined stainless steel sides and the new tandem construction (two axles). In addition to this new freight equipment, Gulf Transport has also recently received two new 41-passenger buses.

Unreasonable Profits?

Today the problem is not how to keep the railroads from making unreasonable profits but how to allow them to operate profitably enough to maintain the kind of transportation system our economy needs. The railroads are now so squeezed between government regulations, rising costs and competition with other forms of transportation that their future status is ever growing more perplexing.

Pearsa (III) Star.
December 20, 1948.

President I. B. Tigrett Dedicates Springfield Passenger Station

On January 26, President Tigrett dedicated our newly remodeled station at Springfield, Illinois with the unveiling of a bronze plaque which will hang permanently within the depot.

The plaque, bearing a head of Abraham Lincoln and with an inscription saying that the station was being dedicated to the use of the people of Springfield, was presented to Mr. S. A. Barker, representing the Chamber of Commerce.

The dedication ceremonies started with the arrival of the Alton Limited at 1:50 p.m. Hostesses held maroon and red ribbons across the track which the streamliner broke to officially start the program.

At noon, a Kiwanis luncheon, attended by the Presidents of all the various civic clubs and organizations of Springfield, was given for visiting GM&O personnel. From the luncheon, the entire group went to the station for the dedicatory ceremonies.

Mr. Louis Gillespie, a Springfield attorney and attorney for the Railroad there, was master of ceremonies.

In presenting the plaque to Mr. Barker, Mr. Tigrett said, "You have honored us greatly not only by your interest and your presence here today but by the good will which you have evidenced toward us ever since the GM&O came to Springfield. We are trying hard to be worthy of it for we are proud indeed of our citizenship among you.

"Assuredly we appreciate the patronage you give our passenger trains. We expect not only to maintain the quality of our service but even to add to it when we can do so. This station, our improved road bed, our modern trains running by here day (Continued on Page 6)
GM&O Special Agents Guard Railroad 
In 140 Investigation and Enforcement Fields

J. Edgar Hoover's G-Men have some 93 duties for which they are responsible, while E. Mason Brown's GM&O-men must answer for 140 different classifications of law enforcement and investigation on the railroad.

Not that our Special Agent's Force regards this as any discrimination against them for, after all, the Federal men must look out for all 48 states in the Union while our minions of the law have only a small segment of several to patrol. And, too, our Special Agent Force is frequently assisted by the F.B.I. and by all local protective organizations as well.

Lost Pocketbook

An excited lady passenger leaves her pocket-book in the seat of one of our stream-liners. It is returned to her on the next train. She probably didn't know it, but somewhere along the line of communication, which started with a Passenger Representative's Report of the missing article, the Special Agent's Force has been at work... for investigating matters of this nature is one of Mason Brown's 140 responsibilities.

Back not too many years ago, there was a band of "card Sharps" operating up and down the railroad victimizing unsuspecting passengers who were to eager for a "friendly game." While these losses and the gamblers' gains didn't come under the usual Lost and Found heading, there was, never-the-less, another one of Chief Brown's 140 classifications to take care of the incident and in short order the band was routed.

Protective Practices

But for every actual law violation that the GM&O-men handle there is a hundred or more protective practices to prevent crime. For instance in the Chicago area, our Railroad maintains a radio-equipped patrol car which is always on the move, examining car seats to see that they have not been broken and the contents stolen or damaged, guarding against trespassers who might tamper or suffer injuries in busy yards and keeping a watchful eye on Company property in general.

Chief Special Agent Mason Brown is a medium-sized well-dressed man whom you might mistake for any business man in his community. In fact, he started out in the Local Agency of the GM&O at Jackson, Tennessee in 1926 and had intended following this type of work as a career. However, approached by Chief Special Agent C. H. King (now retired) who needed assistance breaking up coal thefts in the immediate area... Mason decided to change jobs and has worked his way up to the head of the Department.

This is explainable when one checks the records and sees that during the first three months of work in his new field, he se-

E. Mason Brown

ured 144 arrests and convictions... to say nothing of 101 miscellaneous bruises and lacerations received in hand-to-hand conflict with the culprits.

First Big Case

Shortly after this Mason helped solve a real big-time case. The Railroad was losing thousands of dollars annually in damage claims through the theft of valuable merchandise from cars en route. In most cases, holes were cut in the top of the cars and the merchandise thrown out to waiting confederates at specified points along the way. Usually a crook has a Modus Operanda, but the last time such a practice as cutting holes in the tops of box cars had occurred was in 1912 and unfortunately the operator of this patricular mode was no longer a part of this World. This was very disconcerting and even now E. Mason Brown looks with disfavor on mentioning the "Hole in Car Top" incident for fear that somebody might get ideas. Ten robbers were convicted and are serving time today for this job.

Liquor Thefts

Liquor cars come in for the closest attention of our Special Agent's Force when they are en route on the GM&O... for Chief Brown says that there are persons who will steal whiskey when they won't steal anything else. Hard times, too, mean an increase in Railroad robberies and, incidentally, thefts on the Alton Route were higher last year than the two years just after the war. An Infantry Lieutenant Colonel during World War II and a National Guard officer today, Colonel Brown is convinced that a Special Agent must have the patience of Jobe, the wisdom of Solomon and the luck of Dick Tracy, and Chief Brown says he feels that GM&O Special Agent's combine these characteristics better than any in the nation.

Special Agent A. L. Blederman (in car) calls in his report over the radio phone in the GM&O scout car, while Special Agent L. P. Jensen (left), Work Checker W. A. Giblin (in doorway) and Car Foreman C. F. Steiner check one of the box cars in GlennYards.
Frank McKee Named
To Succeed R. P. Beacham

Mr. Frank McKee, formerly Agent at Meridian, Miss., was named Division Freight Traffic Manager at Cairo, succeeding R. P. Beacham, who passed away last month. (See News, January 18, 1949.)

Mr. McKee, who has been with the railroad since 1920, began his career as a clerk. He has been employed as a Yard Clerk, Station Accountant, and Chief Clerk. He was named to position of Agent, Meridian, on January 1, 1932.

During World War II, Mr. McKee was granted leave of absence to enter the Armed Forces, and returned to Meridian in 1945. During his Military Service, he saw duty in the Pacific and was separated with the rank of Lieutenant Colonel. He now holds a similar commission in the National Guard.

Lincoln Describes
Earning First Dollar

(This month we celebrate the birthday of Abraham Lincoln, the nation’s sixteenth president. Since the history of the GM&O is closely allied with Mr. Lincoln’s life and death, we reprint the following account of the president’s first dollar, from the Reading Railroad Magazine.)

Meeting one night in his Executive Chamber, Abraham Lincoln told how he earned his first dollar.

“I was about eighteen years old,” said Lincoln, “and we had succeeded, chiefly by my labor, in raising sufficient produce as I thought to justify me in taking it down the river to sell. After much persuasion, I got the consent of my mother to go. I was contemplating my new flatboat, and wondering whether I could make it any stronger or improve it in any particular, when two men came down to the shore in carriages with trunks and, looking at the different boats, singled out mine.

“When one of them asked who owned my boat, I readily told him that I did, and it was not long before I was lifting their heavy trunks aboard my boat preparatory to a trip to the awaiting steamer. It was then that I realized that they had forgotten to pay me. Each of them took a silver half dollar and threw it on the floor of my boat.

“I could scarcely believe my eyes,” Lincoln told his hearers. “You may think it a very small thing, but it was an important incident in my life. I could scarcely credit the fact that I, a poor boy, had earned a dollar in less than a day. The world seemed wider and fairer before me. I was a more confident and hopeful being from that time on.”

J. F. Brown Named
In Traffic Club Election

Chief Clerk J. F. Brown, Traffic Department, Kansas City, was recently named First Vice President of the Transportation Club of Kansas City.

One of the original organizers of the club, Jim has held an office every year since its organization, except for the time he served in the Navy.

A native Kansas City man, Jim has been with the railroad since his graduation from high school.

He is also president of the Kansas City Chapter of Delta Nu Alpha Transportation Fraternity, a member of the KC Passenger Agents Association, the American Association of Railroad Ticket Agents, a Scottish Rite Mason and a member of the Ararat Shrine.

Eleven Receive
GT Safety Awards

Eleven Gulf Transport Bus & Truck Operators became eligible for and received safety awards during the months of December and January.

These included:


4-Year Award—Hobson Glass, Truck Operator.

5-Year Award—Q. M. Fant, Truck Operator.

6-Year Award—J. T. Aycock, Truck Operator.

7-Year Award—A. G. Raley, Truck Operator.

At the Speaker’s Table of the forty-eighth annual meeting of the Bloomington Association of Commerce are (left to right): President Tigrett, Governor A. E. Stevenson, 1948 Association of Commerce President P. A. Washburn, Association of Commerce Executive Secretary Floyd Sperry, Vice President Alben W. Barkley, 1948 Association of Commerce President H. E. Walsh, Mrs. Aldai Stevenson, and Illinois Attorney General Ivan Elliott.
Springfield Dedication Recalls Early GM&O History

(The following article is reprinted from "Lighter Veil," a column by V. Y. Dallman in the Illinois State Register.)

As I stood in the ultra-modern new Gulf, Mobile and Ohio station in Springfield on the day of its dedication, a vivid panorama of war and peace was reflected into the mirror of my memory.

I saw presidents, princesses and potentates come and go. I saw regal women, teachers, opera stars, brilliant symbols of magnetic action in many fields. I saw mothers weeping as their sons went off to war. I saw soldiers returning in triumph and some who had paid the supreme sacrifice and were being received for transfer to the bivouac of the dead.

I saw gay honeymooners and paunchy politicians, statesmen, patriots, and circus clowns—a panorama which words cannot describe and the cinema cannot reproduce.

What a joy to behold this latest modern improvement of what we know familiarly as "the Alton road" and with my much-admired friend, President I. B. Tipton, of the G. M. & O., dedicating the new station to his high ideals relating to moral and spiritual values as well as to ideal transportation.

This colorful and significant drama turned the pages of history of the Alton railroad in a most fascinating manner. Let us hesitate a moment and glance at some of those pages.

WE SEE ON AN early page the story of the real beginning of the Alton, February 27, 1847, when the "Alton and Sangamon Railroad Company" was incorporated by special act of the Illinois General Assembly.

We note that before work actually began, the name was changed five years later to the Chicago and Mississippi Railroad. We read that Benjamin Godfrey of Alton was a dynamic force behind the construction of the railroad to Springfield. We note—and not without amazement—the bit of history that on October 6, 1852, Mr. Godfrey organized a great excursion in St. Louis. Some 400 people had been taken aboard the steamboat "Cemelia" at 6 a.m., floated to a special train at Alton and brought in triumph to Springfield at 3 p.m., to be greeted with exultation by smiling, laughing, shouting town folks. They were dreaming of being taken for a ride.

In a large building erected as a machine shop, an abundant dinner was served. A little later, the train chugged away to the South and by 9 p.m. the excursionists had returned to their homes. That epochal event marked the opening of a new direct communication of trade by rail between Springfield and our suburb to the south—St. Louis.

Photo at top left of this page shows the Alton Limited as it broke the ribbon held by Hostesses Mary Louise McClean and Margaret Hughes, marking the start of the dedication ceremonies. Top right is an exterior view of the newly remodeled structure. This building was originally constructed in 1895.

At left is shown the first Alton Route station in Springfield, built in 1855. This building first served as both freight and passenger depot, but was later converted entirely for passenger use, with the freight house moving to its present location one block away. This photo was taken from the collection of J. F. Lindley, Springfield florist, whose father was formerly Passenger Agent at this station.
THE ORIGINAL ALTON station on the present site was designed to accommodate a rapid increase in freight and passengers. The freighting business was soon transferred to the extensive building between Madison and Carpenter Streets. As the State Register of that day proclaimed "the present depot is to be used exclusively as a passenger house, although the arrangements are such as cannot fail to meet the views of our citizens and add materially to the comfort and convenience of the patrons of the road."

Not until 1865 did the Alton passenger station take its place prominently in the national picture framed in tragic events. On May 2, 1865, aboard a special Alton funeral train, the body of the beloved Abraham Lincoln was brought home to eternal rest. Members of Mr. Lincoln's immediate family were in the rear car of this train. It was one of the first three cars constructed by George Pullman in the Alton shops as early as 1868. It was burned in obscurity until brought into public limelight by President Lincoln's death.

As the story runs, Mrs. Lincoln, having seen the car on a previous trip to Illinois, requested its use when, worn and weary, she arrived in Chicago on the last lap of her sad journey from Washington with the remains of her beloved husband.

AS HISTORY REVEALS, when the Pullman car made the trip to Springfield, it was necessary to hurriedly narrow station platforms and widen bridges so the funeral train could pass. The old engine bell tolled dolefully as the train puffed through Sherman and the old town of Sangamon into the Springfield station, the focal point of this great drama.

FOR THIRTY YEARS Springfield passengers continued to use this old station before the spotlight of history was again focused upon it.

In the Gay Nineties, April 1, 1895, Chief Engineer Eldridge, dodging what were called "new-fangled electric automobiles," staked out the site of the big, tile-roofed castle-towered depot that Springfield residents were to know for so many years, and which was enlarged to extend all the way from Jefferson to Washington Streets.

This Alton station was built following the panic of 1893 and the serious railroad strike of 1894. The famous old Alton trains of that date were called the "Chicago Accommodation," the "Springfield and Peoria Accommodation," and the "Chicago and St. Louis Limited."

The "Palace Express" was the most impressive train of its day equipped with George Pullman's palaces sleeping cars and diners. Incidentally, the first dining car was built by Pullman in the Alton shops in Bloomington. It was named "The Dalmorino" after the eminent restaurateur and king of the cuisine. It was later put into service on the Chicago and Alton—"the guinea pig route for all of Pullman's experiments."

Thus dawned the modern era of rail transportation and out of Springfield, we will recall the big celebration at the Alton station when the streamlined "Abraham Lincoln" was christened in 1935 by Gov. Henry Horner who, in lieu of champagne, used a bottle of water taken from the Sangamon and Mississipi Rivers and Lake Springfield.

Thus the picturesque panorama of Alton transportation now bearing the luminous symbols of the G. M. & O. and the gracious figure of the great President Tigrett pass before our eyes, prophetic of a brilliant future.

Photo, top right, shows the speaker's table and guest table at the Kiwanis Club luncheon which took place prior to the dedication ceremonies, with President Tigrett as special guest. Back table, left to right: Mr. Tigrett; Reception Chairman Hoyt Dobbs; G&M&O Superintendent of Hostess Service Vera Elvert; Kiwanis Past President H. O. Klein. Manager, Peabody Coal Company; Kiwanis. Jack Gorman, Local Manager, Illinois Central; Major Roland Clark, Chaplain; Kiwanian Robert Stephens, Attorney; Kiwanis Vice President Dwight O'Keefe, President of the American Business Club.

Front Table, left to right: G&M&O Assistant Chief Special Agent W. B. Jess. Springfield; Gulf Transport President C. B. Whitlow, Jackson; G&M&O Superintendent B. V. Bodie, Bloomington; G&M&O Union Freight Traffic Manager E. H. Yarke, Springfield; G&M&O News Producer Bill Mayes, Mobile; G&M&O Passenger Traffic Manager R. A. Pearce, St. Louis; G&M&O Director of Publicity and Advertising B. M. Sheridan, Mobile; G&M&O Local Attorney Louis Gillespie, Springfield; and G&M&O Assistant Vice President R. E. Stevenson, St. Louis.

Center photo: A view of the ticket window in the modernized G&M&O passenger station.

Lower photo: A view of the station interior, with the lunch room in the background. Exit to the street and parking lot is at the left.
Machines Speed Track Replacement
As GM&O Improves Right of Way

In 1873, "Jawn" Henry met his end in a battle with machinery, and although the legendary track worker defeated the first power drill with his two twenty-pound hammers (one in each hand), the use of machines for track laying had come to stay.

Today, modern track equipment lays rail at a speed which would have astounded even "Jawn," for the man who "kept six men busy bringing him spikes" would find that air hammers, rail hoists and spike pullers have increased the replacement of rail three-fold.

Completely Mechanized

The process of replacing rail, which is now going on in various parts of the GM&O system, is almost completely mechanized, and the men who lay rail today can lay three lengths per man per day—or in most cases, a crew lays a mile in an eight-hour shift.

Approximately 100 miles of rail on the GM&O will be replaced in 1949, in nearly all cases with heavier rail than is now in use.

Laying of new rail on the Northern Region between St. Louis and Chicago has just about been completed and all of the 90-pound rail in this double-track district has been replaced with 112-pound steel, except a six-mile segment which is under construction now. Our Railroad has on order for 1949, 100 track miles of new rail and as much of this will be laid as is allotted.

On the South end, the rail laying crew is busy putting down new steel, too. This work was started at Citronelle in January.

First Step

As shown in the accompanying photographs, the first step in rail replacement is the removal of old bolts. Thoroughly mechanized, this operation is accomplished with a bolt remover which turns the bolts so that only a hammer tap is required to loosen them.

Following the bolt remover is the spike-pulling machine, which frees the old rail from its tie plates. Normal operation of the spike puller requires two men.

Third machine in the long line of equipment is the cribbing machine. This device levels the ballast between the ties, so that the slab will not dull the edges of the adzing machine which follows.

Adzing Machine

The adzing machine surfaces the ties so that the tie plates will fit snugly, and the plates are put in position.

Next step in the operation is the placing of the rail, which is accomplished by use of the power rail layer. A hoist picks up the rail and swings the heavy steel to its position on the plates.

Bolt Tightener

Angle bars are mounted on the rail and bolts attached by use of a bolt tightener. This is followed by the application of rust preventative to both the rail and the angle bars.

A special gauging device follows, which adjusts the distance between the rails to the exact gauge and the spikes are driven with air hammers. Finally, anti-creepers are applied and the new rail is ready for use.

On the opposite page are illustrated (top left) spike puller in operation, and (top right) cribbing machine levels roadbed. Center left, adzing machine smooths ties so that the tie plates will fit smoothly. Center right: Power hoist moves new rail into position.

Lower left: Bolt tightener applies bolts to the new rail. Lower right: Air compressor and spike drivers form the final link in the chain.

President Tigrett Dedicates
(Continued from Page 1)

and night—all are a reflection of that policy."

Continuing, our President stated, "If we were freed from the obligation to run any passenger trains, our financial condition would be much improved.

"But the mere fact that a railroad loses money on a particular service is not necessarily justification for eliminating it. The real need of the public must be met even at a loss, provided that loss does not jeopardize the permanent stability of the company which sustains it.

"The public welfare requires most of our trains, but there are some useless ones which we are forced to continue. To my mind a Public Service Commission representing the interests of the public should be zealous in trying to prohibit wasteful operations in public corporations. Certainly, any losing proposition—whether useful or wasteful—is reflected in the rates which the public must pay.

"As proud as we are of this new passenger station, we could not possibly justify it on a "dollars and cents" basis, but we have recognized the need here at Springfield for a facility more in keeping with the type of passenger trains we are striving to run, and more to the liking and convenience of those who travel to and from your City."

The station was remodeled by Hadley & Worthington, an architectural firm of Springfield.
Along the Line...

Mr. and Mrs. J. A. Dixon are the parents of a girl, born February 7. Mr. Dixon is in the Valuation Bureau of the Accounting Department, Mobile.

Gulf Transport Operator G. L. Tyler, Bloomington, was winner of the 10th Annual Bloomington Bowling Tournament. With his partner he scored a total of 1313 pins.

Chief Clerk H. C. Koberg, New Orleans, has been re-elected president of the Dixiana Stampers for the fourth time.

The News regrets to learn of the death of Miss Marie Breheeny (retired), Miss Breheeny, who was manager of the Reservation Bureau in Chicago Union Station, passed away on January 17. She began with the Chicago & Alton in 1917.

General Agent B. D. Casey was recently named a director in the Laurel, Miss., Chamber of Commerce.

Mr. W. G. Norman, Clerk, Gulf Transport Maintenance Department, has accepted a position in the Legal Department of the GM&O Railroad, effective Feb. 14.

Miss Joellen Hastings, Gulf Transport Operating Department, became the bride of Mr. John L. Bell on January 7.

Mr. and Mrs. J. T. Aycock became the parents of a girl on January 7. Mr. Aycock is a Truck Operator for Gulf Transport Company.

Clerk George G. Pagan, Disbursement Department, and Miss Doshie Brown, Interline Bureau Clerk, were married January 22.

Mr. and Mrs. R. C. Moore, Jr. are the parents of a girl, Janett, born January 14. The father is a Division Clerk in the Receipts Department.

Mr. and Mrs. Howard Cummins, Jr. are the parents of a girl, Carolyn Suzanne, born January 18. Mr. Cummins is employed in the Passenger Receipts Department, Mobile.

The NEWS regrets to learn of the death of General Steno-Clerk S. H. Johnson, Tolson. Mr. Johnson passed away on February 8. He had 32 years service with the GM&O.

The NEWS regrets to learn of the death of Rate Clerk R. E. Dodd, Tolson. Mr. Dodd had 42 years service at the time of his death on February 3.

L. F. Gillespie, local attorney at Springfield, who acted as master of ceremonies at the recent Station dedication there. Mr. Gillespie has represented the GM&O in the Illinois capital since 1928, and his firm has been attorney for the Railroad for 33 years.

New Orleans Offices
Hold Christmas Party

The first annual Christmas Party of GM&O's New Orleans office was held in December. Sponsored by a club of the employees, it is planned to make this an annual affair.

After the gifts had been presented, guests lined up for the picture at the right, which shows:

Front Row, left to right: General Freight Agent D. F. McCullough, Switch Board Operator Mrs. Virginia Jennings, General Freight Agent W. O. Lewis, Chief Clerk W. J. Kevin, Division Passenger Agent E. A. Chapman and Secretary Lily Grady.

Second Row: File Clerk Cecile Gritty, Assistant Chief Clerk Henry Koberg, Commercial Agent A. R. Walley, Statistical Clerk Marguerite Cooper, Clerk Joe Lee, Office Assistant R. C. Erath, Stenographer Beslee Raymond, and Secretary Mrs. Primrose Head.

Third Row: Chief Clerk to Local Freight Agent John Garitty, Commercial Agent R. F. Reynolds, Accountant Clerk T. Ricks and Local Freight Agent George Kaufman.

Back Row: Assistant General Freight Agent W. D. Hinkle, Rate Clerk J. P. Wheeler, Foreign Freight Agent W. A. Klien, Division Freight Agent A. C. Trice, and Cashier Nick Dorries, who also played the part of Santa Claus.
Why I Like to Work for the GM&O

By R. E. JENNINGS
Station Passenger Agent, St. Louis
Honorable Mention

To ally oneself with progress and to be conscious of that fact is always exhilarating. The great strides made by the railroad industry in the past two decades is in itself enough to make every railroad worker proud and to be part of an organization like the Gulf, Mobile and Ohio railroad is to be justifiably so.

From Chicago on the bustling shores of Lake Michigan through the stolid industry of Saint Louis, through the sleepy towns of the delta to the busy ports of New Orleans and Mobile, one is aware of a definiteness of purpose, a cohesion of operations and service that has made the name of the Gulf, Mobile and Ohio synonymous with friendly personalized service. The essence of success in any industry is teamwork—this fact is so well known that to state it is to repeat the obvious; in my estimation, our railroad goes beyond this requisite of success in that the passenger and the shipper is made to realize that his patronage means something—he is not just a factor in a huge, unreasoning, inevitable function. Trains come and go, merchandise is picked up and delivered—but how often are these functions individualized to the point where the passenger or shipper is made to feel that he and his business are vital reasons for this service?

A railroad can be no better than its employees—the finest equipment, the smoothest roadbed, the fastest schedule, count for naught when the employee does not measure up in a corresponding manner. On our railroad, the passenger knows immediately upon his first contact with the personnel of the Gulf, Mobile and Ohio that he is in careful, competent hands. These employees “belong”—the railroad is theirs.

R. E. Jennings Traces Rail, Army Career

I started with the old Alton railroad in the capacity of Station Passenger Agent on October 19, 1945—just ten days after my discharge from the Army. During my time in service, my job was that of an operations non-com in an infantry battalion headquarters—a job where close coordination and unit of effort and plans was essential to the successful accomplishment of the mission attempted; in other words, tying the ends when they wouldn’t meet! In this capacity, I became intensely interested in troop movements and the logistics of transportation—then and there, I decided that traffic was to be my field and with this thought in mind, I applied for the job that I now hold.

Prior to enlisting in the army, I was a violinist in the Decatur Symphony Orchestra, Decatur, Illinois—I had studied for years with the thought of making music my profession: like many another, however, the lure of traffic was too great when once I had become exposed to it by virtue of the fact that they have made it so through their efforts. The smiling porter who relieves you of your luggage, the charming Hostess who assists the harried mother with the care of a fractious child, the considerate Conductor, the Agent who fulfills your every wish and anticipates any difficulties you may encounter, the grinning, deft waiters, the smile of the section hand who waves in friendly fashion as you round the curve—these are all the things that make being part of such a railroad an honor and a responsibility: the responsibility to carry the traditions of service even further until the name of the Gulf, Mobile and Ohio will become a hallmark in American Railroad.

T. P. Cumberland Retires After 43 Years’ Service

Division Passenger Agent T. P. Cumberland, Mobile, retired on January 31, after more than 43 years’ service.

Mr. Cumberland, who began his rail career in 1907 as Ticket Clerk, sold the first ticket in the GM&O station at Mobile. An interesting sidelight in this incident occurred last year when the lady who purchased this first ticket called on the veteran passenger man 41 years later to remind him of the incident.

In commenting on his retirement, Vice President (Traffic) L. A. Tibor said, “In entering into this period of well-earned leisure Mr. Cumberland carries with him the affectionate regard and good wishes of his fellow officers and associates.”

When asked about his plans for the future, Mr. Cumberland merely pointed to the fly rod he received as a farewell gift and said, “I plan to use that.”

Upon the day of his retirement, Division Passenger Agent T. P. Cumberland was presented with a fly rod by his friends. Shown with Mr. Cumberland (center) are City Ticket Agent J. C. Midityette (left) and Division Passenger Agent E. A. Chapman.
Kansas City Representative Retires From Service

H. J. BROWN

Freight Traffic Agent H. J. Brown, Kansas City, retired from rail service on February 1, after 31 years of continuous service.

Mr. Brown began his career with the GM&O in 1888, working as operator and Ticket Agent on the Western Division. In 1907 he started with the Traffic Department, and in 1912 was named Soliciting Freight Agent. He was promoted to his present position in 1947.

At a luncheon given in his honor at the Kansas City Club January 31, he was presented with a watch from his associates by Assistant Vice President L. L. Lapp.

Concerning his plans for the future, Mr. Brown says he will “take it easy, try his luck at fishing, visit old friends and take an occasional trip over the railroad.”

Charles Benish Retires After 43 Years’ Service

Commercial Agent Charles Benish, Jackson, Miss., retired January 1, for reasons of health.

Mr. Benish began his rail career in 1906 as a steno-clerk on the M&J&KC (now part of the GM&O) at New Albany, Miss. In succeeding years he worked for other railroads, returning to the GM&O in 1926, as a Commercial Agent at Mobile. In 1927 he was transferred to Jackson, Tenn., and in 1939 to Jackson, Miss.

At the present time Mr. Benish is a patient at St. Dominics Hospital, Jackson, but will make his home in Memphis as soon as he is able to travel.

COMMENDATIONS...

Engineer J. T. Waller, Tolson, for his discovery of a broken rail on a nearby switch track.

D. G. Barnard Named To Head Passenger Group

General Agent, Passenger Department, Dan Barnard, St. Louis, was elected President of the City Passenger Agent’s Club of St. Louis at its last meeting.

Three of GM&O’s Ticket Agents in Springfield whose total services is more than 100 years. Left to right: H. W. Booth, 32 years; George Fleming, 30 years, and Fred H. Bergman, 38 years.

Czechoslovakian Rotarian Writes Letter About GM&O Forestry

Upon reading a recent article in the Rotarian Magazine concerning the GM&O’s forestry program, Leopold Vidlak wrote the following letter to Director of Agriculture and Forestry S. A. Roberts:

“I am a democratic Czech—refugee and have been sitting in a camp at Ludwigsburg since August, 1948.

“I had to leave at home my wife, family, all my property and my position, my library and now I have no money to buy a new one. But what is more worse the news from my country are such bad, that I must expect the worst.

“But yesterday I had a good day in my sad exile. I got from my friend Rotarian Va’chov Tmasek—governor of 86th district the August number of The Rotarian and I read with pleasure the very nice article “TIMBER” and then in the October Rotarian your commentary to it as well. I lived my whole life in the middle of the beautiful forests and I should like to work again and therefore I allow me to beg my services to your country.

“I had a bad idea about the American forestry because I thought you only cut down your woods and now I see from the pictures, you work in such similar way as we do.

“I allow me dear fellow, to give you some information about me and if you are interested more, I send you my “Curriculum vitae” immediately.

“I am 49 years old, but in very good health—married (widower? Divorced?)

“2. After examinations on the High Forest Institute at Hohn since 1898, for more estates-owners in Czechoslovakia and Austria, and the last 10 years I was the forest master and chief manager of two estates by the Count Leopold Sternberg, who is now in New York in exile, too.

“3. I have the state examination for forest economist and was since 1929 the examiner by these examinations for the cultivating of woods.

“4. Since 1947 I have been the member of Czechoslovakia Agriculture Academy (Forest Section) as the result of my merits and successes in the forestry.

“5. Since December 1947 I am the member of Rotary Club in Hranice Kr’alov’e for sawmill and forest industry. You will not find my name on the list, because our Secretary Josef Pilsaer forgot to report that, but I have a proof in my hands and can also send you certification about my membership, signed by Governor Va’chas Masak and past Governor Prof. Dr. Frantisek Goér, who are with me in exile, too.

“And now, being without money and any other means, I should like to accept any manual job in the forestry. I was promised by Ambassador in Canada Mr. Frank Nemec to get visa for the next Canada transport.

“Perhaps, dear fellow, you have a friend in Canada among the forest men there, who could help me, perhaps it will be possible to go later to your country, where I believe it. The forestry and foresters are on very high degree. And finally my language knowledges: Czech and German I speak, read and write quite fluently, English as you see but I learn very diligently now.

“I thank you before for any assistance and await your reply.

“I wish you dear fellow, the greatest success in your work for better future of the forests of your country, because only such a work can make a real forest man happy.

“With best regards to all Rotarians of your club and especially for your chairman.”

● 10 ●