Thirty-Four “Good Neighbors” Vacation
On Gulf Coast As Guests Of G M & O

Thirty-four top farmers and their wives, representing counties through
which the GM&O operates in Illinois and Missouri, were guests of the Rail-
road earlier this month on a five-day tour of the Deep South. The couples
were selected by their neighbors as the most outstanding farmers in their
respective counties in a program sponsored by the GM&O, and with the
co-operation of the Universities of Illinois and Missouri. (Award win-
ers names on Page 6).

Wearing corsages presented them by friends or local Home Bureau
units, the couples began boarding the Ann Rutledge at Chicago on March 9
and small groups were picked up at various stops enroute to St. Louis
where the entire party left that evening in three special Pullman cars at-
tached to the Gulf Coast Rebel. During the time between the Ann Rut-
ledge’s arrival and the departure of The Rebel, the Farm Family Award
winners visited the Greater St. Louis Flower Show and several of the coun-

Chicago Tribune Writer
Tells Readers of Trip South
With Alton Route Farmers

By RITA FITZPATRICK
(Chicago Tribune Press Service)

Mobile, Ala., March 13—A bit of Illinois and a handful of Missouri have mixed well
here with a corner of Alabama, a morsel of Mississippi, and the heart of Louisiana.

In fact, so well has this combination worked out that the 34 “farm families of the
year” from Illinois and Missouri, who have visited this southern rim of the na-
tion for the last three days, were reluctant to start homeward today, altho many were
worrying how their stock was faring in the cold weather “up north.”

Many of the “good neighbors” had never been on a train before, but going back to-
day on the GM&O’s streamliner, “The Rebel,” they were old hands at traveling.

Learns About Pullmans

“Why, when we came down I didn’t know how to get into the Pullman,” laugh-
ed one farmer.

One of the farmers had awakened his pullman car by hog calling in his sleep

(Continued on Page 4)

(Continued on Page 2)
and a farmer's wife had insisted sleepily but loudly that her husband put the cat out.

At the Bellingrath gardens, 20 miles west of Mobile, where more than 290,000 azalea plants and 2,000 special camellia bushes were in bloom over 60 acres, they were as silent as if they were in church. They had never seen anything to equal the beauty of the gardens with gray veils of delicate Spanish moss hanging down from great, live oaks to form canopies over the brilliant bushes.

"I hope when I get to heaven they have flowers as beautiful there," whispered one white-haired woman.

See Shrimp Fishermen

The drive along the Spanish trail to Biloxi, Miss., had them peering out the bus windows with the same look their children might have on Christmas. They watched the shrimp and oyster trawlers dragging laden nets, and knew themselves in another world.

"Looks pretty but I'll bet it's plenty work," said Emil Buescher, of Valley Park, St. Louis county, Missouri. "Guess I'd rather farm than fish."

In the beautiful southern mansion, Beauvoir house, in Biloxi, where Jefferson Davis, the president of the Confederacy, spent his declining years, they were just home folks visiting a neighbor's house.

"I got a coffee grinder like that and an old iron pot like that, too," said Mrs. H. M. Luebretch of Bowling Green, Pike county, Missouri, as she viewed the kitchen, housed in a log cabin beside the Davis mansion.

Tour French Quarter

Yesterday, as the farmers and their wives toured the French quarter in New Orleans they were a combination of wide-

Only One Couple Unable
To Make Farm Family Tour

Mr. and Mrs. Harold Stewart of Ashland, Illinois were the only Farm Family Award winners who were unable to make the trip.

Mr. Stewart had accompanied a sick neighbor East for medical attention and was unable to return in time to go with the party. Mr. and Mrs. Chester Thomason, first alternates, represented them.

eyed tourists, eager students, and critical home makers.

The women admired the delicate iron-work lacework that frames the galleries of the houses bordering the narrow streets. They rumaged in the novelty shops and bought hundreds of unnecessary trinkets.

The men remarked on the "sturdiness" of the houses, some of which date back to the 18th Century.

But they all stood with a patriotic reverence in the room where the Louisiana Purchase was signed in 1803 in the old cabildo, once the seat of the Spanish government in America and now a notable museum.

"You must be tired walking around the city," a woman guide remarked to one farmer.

"Shucks, this is a rest," he replied. "I walk three times as far on my farm in a day."

HERE'S THE DIFFERENCE

Many articles have been written pointing out the important differences between our American Way of Life and Communism.

There's one big difference between these two systems that can't be repeated too often. It's this fact:

That, under our democracy, each of us can pick our own job—but, under Communism, the government picks your job for you.

That's something to think about. Under our freedom way, we are masters of our own destinies. We decide what we want to do and then do it. If we want a particular type of work or profession we can usually work it out for ourselves.

But, under Communism, people have no such freedom in deciding their careers. Because, under Communism, the government runs everything, it even decides what type of work each person is to do.

Despite all the Communists may say to the contrary, under any system where tremendous power and authority are turned over to the central government the people in that country have practically no freedom—and, eventually, become slaves of their political masters.
Harry S. Plattner Wins GM&O Soy Bean Award

Harry S. Plattner, Saline County, Missouri, farmer, was recently awarded a gold medal by the GM&O for his outstanding soy bean production.

The award, made annually in Pike, Ralls, Audrain and Saline Counties, is made to farmers who produce more than 30 bushels an acre on a 10-acre test farm. Mr. Plattner's yield was an average of 36.7 bushels on a 50-acre tract.

In 1947, the most recent award year, the average yield was 12 bushels per acre, due to bad weather and a late planting season. Normal years produce a yield of 18 bushels.

The award was made to the Saline winner over a field of 200 entrants.

Claim Clerk D. G. Ford Retires After 37 Years

D. G. Ford, one of the oldest employees at Jackson, Miss., retired this month after 37 years of railroad service, of which 21 were with this company.

In the modern repair shop of the Gulf Transport in Mobile C. M. Pettis works on the engine of one of the Rebe line buses. In the background can be seen the Highway Post Office bus which runs from Mobile to Union. This G. T. Bus is the first of its kind in the nation. C. B. Bea rd has just been named Superintendent of Maintenance of the line.

J. L. Marquette, Oldest Conductor In U.S., Retires After 68 Years of Service

By JOHN HALL
Marshall Democrat News.
Marshall, Mo.

When vigorous Julius L. Marquette, 85-year-old Gulf, Mobile and Ohio conductor, went through Marshall, Mo., Sunday, February 22, on his last trip before retirement after 68 years of railroad service, he was greeted at the station by students of Missouri Valley College whose parents also are employees of the GM&O. The students congratulated the veteran conductor on his long, active life and many years of railroad service, which began on the Chicago & Northwestern but mainly was with the Chicago & Alton until the latter road was acquired by the GM&O. Mr. Marquette is believed to have been at the time of his retirement the oldest employed conductor in the United States both in age and in years of service.

Missouri Valley College is the home of the Vikings, a football team which leads the nation with 31 straight victories, the last two being bowl games, one at Abilene, Tex., and the other at Tampa, Fla.

Left to right: Joel Ecton, son of C. B. Ecton, conductor, and Mrs. Ecton, of Slater; Mr. Marquette; Miss Anna Marie Julian, daughter of C. P. Julian, crew dispatcher at Slater, and Mrs. Julian.
THROUGH THE DEEP SOUTH...

ABOUT THE PICTURES (Top)

Top Left: The colorful patios of New Orleans French Quarter were given careful study by the groups.

Top Left. Center: In the lounge car of the Rebel they assemble for a song-fest as they begin the first leg of their journey.

Top Right, Center: The entire party poses for a picture on the steps of Beauvoir home of Jefferson Davis. In the photo are shown Major Strong and Colonel Henry, both employees of the GM&O, who are also on the Board of Directors of Beauvoir.

Top Right: In small groups they tour the romantic French quarter of New Orleans.

Center: President Tigrett and Editor John Collins of the Kansas City Star compare notes at the barbecue.

(Continued from Page 1)

is the head, the project was instituted to better acquaint the farmers and their new Railroad with each other and to promote agricultural good will and mutual understanding between mid-western and southern farmers. Farmers were nominated by their neighbors for the Farm Family Award and the winners were selected because they were judged the "best farmers, best neighbors and best homemakers."

Southbound on The Rebel the group held a "community sing" in the lounge car and became acquainted with each other. Arriving in Mobile the following morning the party boarded three Gulf Transport buses for a sight-seeing tour of Historic Old Mobile, its beautiful Azalea Trail and its modern state-owned ocean-terminals.

Luncheon was at the Battle House, famous Mobile Hotel, and after a trip through Bell-
ingrath Gaddens, 20 miles from Mobile, the party was the guest of President and Mrs. Tigrett at a barbecue on Isle-Aux-Oies (Fowl) River. There they met members of the Railroad's official family. Following the barbecue the party drove 60 miles down the Mississippi Gulf Coast to spend the night at the White House Hotel which overlooks the blue waters of the Gulf of Mexico.

The next day the party saw the Biloxi seafood canning industry and toured Beauvoir, the post-war home of Jefferson Davis which is now a Shrine to his name. Following lunch on the Coast at Angelo's, the party drove into New Orleans for dinner at Arnaud's, famous French restaurant. The next day they saw New Orleans' Vieux Carre or Old Quarter and following a river boat trip in the afternoon had dinner at the Court of the Two Sisters. Lunch was at Patio Royal.

Leaving the next day the party returned to Mobile aboard the Gulf Transport buses and boarded The Rebel for the return trip.

ABOUT THE PICTURES (Bottom)

Lower Left: Center: GM&O personnel who made the trip were (left to right): Division Passenger Agent Roy Fischer, Publicity Director Barney Sheridan, Agricultural Agent A. F. Stephens, GM&O News Editor Bill Mayes Superintendent of Hostesses Vera Elvert, GT Mechanic Walter White, Bus Operators John Mothershead, A. L. Halbert and John Chapman and GT General Superintendent Harold Wilson.

Lower Left: Members of the press who made the trip with the Award winners were left to right: Hadly Read, University of Illinois Extension Editor: Art Page, Prairie Farmer; Rita Fitzpatrick, Chicago Tribune; John Collins, Kansas City Star; Bob Hereford. St. Louis Globe - Democrat; George Thiem, Chicago Daily News.

Lower Right: Center: Couples enjoy a real old-fashioned southern barbecue on the shores of Isle-Aux-Oies (Fowl) River.

Lower Right: In Mobile winners toured the Alabama State Docks, many of them viewing ocean-going ships for the first time.
Farm Family Award Winners

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<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>ENTRAIN</th>
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<tbody>
<tr>
<td>Mr. and Mrs. Martin C. Meyer</td>
<td>Arlington Heights, Ill.</td>
<td>Chicago</td>
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<td>Mr. and Mrs. Henry Harper</td>
<td>Morris, Ill.</td>
<td>Joliet</td>
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<tr>
<td>Mr. and Mrs. F. D. Hartman</td>
<td>Plainfield, Ill.</td>
<td>Joliet</td>
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<tr>
<td>Mr. and Mrs. Frank Keller</td>
<td>R. 1, Streator, Ill.</td>
<td>Dwight</td>
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<tr>
<td>Mr. and Mrs. Clarence Bennett</td>
<td>Chatsworth, Ill.</td>
<td>Pontiac</td>
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<tr>
<td>Mr. and Mrs. C. Leland Monier</td>
<td>Sparland, Ill.</td>
<td>Bloomington</td>
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<tr>
<td>Mr. and Mrs. A. Morris</td>
<td>Eden, Ill.</td>
<td>Bloomington</td>
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<tr>
<td>Mr. and Mrs. Howell Elder</td>
<td>Lexington, Ill.</td>
<td>Bloomington</td>
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<tr>
<td>Mr. and Mrs. E. Kline</td>
<td>Carlock, Ill.</td>
<td>Bloomington</td>
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<tr>
<td>Mr. and Mrs. Charles E. Fink</td>
<td>Beason, Ill.</td>
<td>Lincoln</td>
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<tr>
<td>Mr. and Mrs. J. Howard Stone</td>
<td>Mason City, Ill.</td>
<td>Lincoln</td>
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<tr>
<td>Mr. and Mrs. Everett E. Boyer</td>
<td>Green Valley, Ill.</td>
<td>Lincoln</td>
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<tr>
<td>Mr. and Mrs. Floyd M. Leonhard</td>
<td>R. 2, Virginia City, Ill.</td>
<td>Springfield</td>
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<tr>
<td>Mr. and Mrs. John Richter</td>
<td>Athens, Ill.</td>
<td>Springfield</td>
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<tr>
<td>Mr. and Mrs. Harold Stewart*</td>
<td>Ashland, Ill.</td>
<td>Springfield</td>
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<tr>
<td>Mr. and Mrs. Glenn V. Riley</td>
<td>Griggsville, Ill.</td>
<td>Springfield</td>
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<tr>
<td>Mr. and Mrs. E. W. Lowery</td>
<td>Sherman, Ill.</td>
<td>Springfield</td>
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<tr>
<td>Mr. and Mrs. Geo. Krusa</td>
<td>Naples, Ill.</td>
<td>Springfield</td>
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<tr>
<td>Mr. and Mrs. Claude E. Wheeler</td>
<td>Carlinville, Ill.</td>
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<td>Mr. and Mrs. Everett Byrd</td>
<td>Hamburg, Ill.</td>
<td>Alton</td>
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<td>Mr. and Mrs. Stuart Parsell</td>
<td>R. 1, Jerseyville, Ill.</td>
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<tr>
<td>Mr. and Mrs. Cletus Reynolds</td>
<td>Whitehall, Ill.</td>
<td>Alton</td>
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<tr>
<td>Mr. and Mrs. Emil Ruescher</td>
<td>R. 1, Valley Park, Mo.</td>
<td>St. Louis</td>
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<td>Mr. and Mrs. Louis G. Steiner</td>
<td>Pocahontas, Ill.</td>
<td>East St. Louis</td>
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<tr>
<td>Mr. and Mrs. Herman G. Heberer</td>
<td>R. 1, Belleville, Ill.</td>
<td>East St. Louis</td>
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<td>Mr. and Mrs. Elmer Schewe</td>
<td>R. 2, Waterloo, Ill.</td>
<td>East St. Louis</td>
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<tr>
<td>Mr. and Mrs. Floyd Meyer</td>
<td>Walsh, Ill.</td>
<td>Sparta</td>
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<td>Mr. and Mrs. Frank Jacquot</td>
<td>DeSoto, Ill.</td>
<td>Murphysboro</td>
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<tr>
<td>Mr. and Mrs. Ben Dexter</td>
<td>Ullin, Ill.</td>
<td>Jonesboro</td>
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<tr>
<td>Mr. and Mrs. Dan R. Davie</td>
<td>R. 2, Jonesboro, Ill.</td>
<td>Jonesboro</td>
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<tr>
<td>Mr. and Mrs. Frank Wilfley</td>
<td>Laddonia, Mo.</td>
<td>Mexico</td>
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<tr>
<td>Mr. and Mrs. Lester Peery</td>
<td>Wellsville, Mo.</td>
<td>Mexico</td>
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<tr>
<td>Mr. and Mrs. Nicholas S. Hilt</td>
<td>R. 2, New London, Mo.</td>
<td>Hannibal</td>
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<tr>
<td>Mr. and Mrs. H. M. Luebecth</td>
<td>Bowling Green, Mo.</td>
<td>Louisiana</td>
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*Unable to make Tour—Replaced by Mr. and Mrs. Chester Thomas.

PRESS AND RADIO

- Mrs. Rita Fitpatrick
- Mr. George Theim
- Mr. John Collins
- Mr. Bob Hereford
- Mr. and Mrs. Arthur C. Page
- Mr. and Mrs. Hadley Read
- Mr. and Mrs. S. A. Robert
- Mr. A F. Stephens
- Mrs. Vera Elvert
- Mr. Roy Fischer
- Mrs. J. C. Rice
- Mr. Berney Sheridan
- Mr. Bill Mayes

- Chicago Tribune
- Chicago Daily News
- Kansas City Star
- St. Louis Globe Democrat
- Prairie Farmer
- Extension Editor, College of Agriculture, University of Illinois
- Bloomington Director, Agriculture and Forestry, GM&O
- Agriculture Agent, GM&O
- Superintendent, Hostess Service, GM&O
- Division Passenger Agent, GM&O
- Publicity and Advertising Director, GM&O
- Editor, GM&O News

Hostess and Conductor

Thanked By Passenger

We are in receipt of the following letter from Mrs. B. A. Maclin, Chicago, Illinois:

"I received my purse which was lost in Washington Avenue Station February 12: also money that was in the purse.

"I am enclosing my ticket from St. Louis to Chicago which was in the purse.

"The train I was returning to Chicago on was No. 18, 'The Ann Rutledge.' I would like to give much praise to Mr. H. L. Hull and Miss Boykin, conductor and hostess. They were both very courteous and helpful in every way in locating the purse for me.

"I have been a passenger of the Alton Line many times, and have always enjoyed the wonderful service."

Conductor Benning Praised

By Minnesota Passenger

Following a recent trip between St. Louis and Chicago, Mr. Lon Fields, Pine River, Minn., wrote the following letter to Conductor Ed Benning:

"This letter is an appreciation of your hospitality shown me on your beautiful train between St. Louis and Chicago. I will never forget you and that evening. To have a nice visit with a real man like you was a great inspiration to me. I do want you to look me up when you come to this country and again I want to thank you."

SCRAP METAL IS PRECIOUS METAL

Railroads must have more iron and steel for cars, rails, castings, parts.

Foundries and steel mills need more scrap to make the steel the nation needs.

Railroads are the nation's best source of scrap metal...

So—Everybody Gather it up... Get it in... NOW... and get it all.
“Service Stations” Replace Old-Time Maintenance Methods On Railroad

As the old-time steam locomotive retires from the GM&O rails, so the old-time methods of servicing the power units fade into the past to be replaced by modern “service stations” for the fast new diesels.

Using assembly line methods, the Diesels first pass the sanding tower, where the sand boxes are filled. In one mechanical operation the sand is funneled into the boxes from an overhead bin.

Next step is the washing of the big engines, which consists of a thorough scrubbing of all exterior surfaces, with particular attention to the glass.

From there the locomotive is moved, under its own power, to the fueling station, where the fuel oil is pumped into the tanks. A single freight unit has a capacity of 1200 gallons.

Like An Auto Grease Rack

For its mechanical check-up, the unit is run on rails very similar to the grease rack in an automobile service station. In this position, maintenance personnel can walk under the locomotive and check it thoroughly for mechanical perfection.

In the event any mechanical defects should be found in the trucks or undercarriage of the powerful unit, it is then moved to the hoist.

Easy Lift Does It

This hoist, which has a capacity of 15 tons, lifts the body of the locomotive with the same ease with which you pick up a pencil on your desk. With the locomotive clear, the trucks can be removed in much the same manner as a motorist changing a tire. The old trucks are pulled out to an auxiliary track where the new sets are waiting. Then the new units are moved into position and attached.

The entire operation is completed in two or three hours and the completely serviced locomotive pulls out to return its work.

LOYALTY IN WORK

“If you work for a man, in Heaven’s name WORK FOR HIM! If he pays you wages that supply you your bread and butter, WORK FOR HIM — SPEAK WELL OF HIM, THINK WELL OF HIM, STAND BY HIM, AND STAND BY THE INSTITUTION HE REPRESENTS.”

This motto was sent in by a longtime employe of this Company who fully complies with the sentiment expressed herein.
Along the Line

Dispatcher J. L. Gates, New Albany, Miss., who has served with the GM&O for 31 years. He is now regularly assigned as second trick dispatcher.

Mr. and Mrs. Charles Caruso of Bloomington spent their vacation in New Orleans and Baton Rouge. While in New Orleans they witnessed the Mardi Gras Parades and attended a few of the Balls. Mr. Caruso is clerk to the Chief Dispatcher and Mrs. Caruso is a stenographer in the Engineering Department.

Mr. and Mrs. D. A. Currie, Mobile, announce the arrival of a daughter. Mr. Currie is an employee in the office of the Superintendent of Transportation.

Miss Virginia Hall and Mr. Howard McFarlane, Mobile, were married January 26.

Mr. and Mrs. James Lowery announce the arrival of a son. Mr. Lowery is employed in the office of the Superintendent of Transportation.

The News regrets to learn of the death of Rate Clerk Reese R. Murphy, Mobile, who died suddenly February 3. He had served with railroads for 42 years.

Rae Ann Roberts, seventeen-year-old daughter of Machinist Ray Roberts, Bloomington, boasts a dancing class of 155 students. Starting when she was 12, with only one student, the high school senior has built up a large following. Despite her full schedule, she manages to keep her grades above a "B" average.

The News regrets to learn of the death of Conductor Robert Lee Roberts (retired) of the Alabama Division on February 13. Mr. Roberts retired on December 20, 1931.

Miss Mable Norton and Mr. Joe Schemensky, both former Alton employees were married February 7.

Miss Gloria Steiner and Mr. John Ellis were married January 27.

Commendations

Brakeman P. D. Coffman for his discovery and temporary repair of a leaking outlet valve.

Brakeman F. R. Anson for his discovery of a broken rail.

Operator W. J. Oney for his discovery of a dragging brake beam in a passing train.

Section Foreman E. V. Sims for his report of a hot box on a passing train.

Brakeman W. C. Thompson for his discovery of a defective car.

Fireman W. P. Lancaster for his efforts to keep a locomotive running although he was not on duty on the train.

Brakeman K. L. Jackson for his discovery of a defective brake beam.

Clerk L. G. Clark for his prevention of a probable claim through his discovery of an error in weighing.

Switchman A. J. Carlander for his discovery of a broken rail.

Conductor C. S. Vinyard for his personal interest in stopping a train which was approaching a bad slide on Verona Hill.

Conductor R. W. Etherton for his prevention of a possible claim through his discovery of an open door on a car.

Operator W. H. Cawthon for his prompt action in calling the attention of a train crew to sticking brakes.

Engineer W. Haxel for his quick action in making emergency repairs on a locomotive.

Charter Bus Passenger Compliments Operator

I have just returned from a week's trip through the South sponsored by the American Express on which we used one of your buses. Like most busy business people, I am too seldom take the time to write letters of appreciation and commendation.

However, I certainly wished you to know how greatly your driver, John W. Mothershead, added to our enjoyment of the trip. He showed himself to be an expert operator—safe, cautious and reliable. On such a motor trip it is very relaxing to have the absolute confidence in the driver that we did in Mr. Mothershead. Besides this he was at all times immaculately groomed, friendly and courteous.

I don't know whether others on the trip will take the time to write but I know I express the thought of all of us that the Gulf Transport Company is fortunate in having such men as Mr. Mothershead to represent it.

Very truly yours,

(MISS) MARGARET B. COCHRAN.

"Our new starter used to be with the railroad."