GM&O To Serve New Waterfront Property Being Developed At Mobile

GM&O rails will exclusively serve Mc- Duffie Island (No. 1) which is now being developed by the City of Mobile and the State of Alabama to house a new civic public utility facility and to provide four more miles of Mobile waterfront property for industrial expansion.

The island is adjacent to a heavy industrial area (Choctaw Point) which has been served by GM&O for many years. An earthen causeway (No. 2) has been constructed to connect the two and to provide transportation rights-of-way.

GM&O auxiliary freight yards are shown (No. 3) and (No. 4); GM&O Frascati Shops (No. 5); GM&O industrial locations site (No. 6) and GM&O Pier 4 (No. 10).

The National Gypsum Plant (No. 7) has just recently announced a large program of expansion. A portion of Brookley Field, Southeast Army Air Depot, is pictured (Nos. 14) and (No 15) is the new location ocean terminals.

Tanks of J. H. Leftwich and Company, molasses importers, are shown (No. 9); The Meyercord Compound Lumber Company (No. 11); Arkansas Fuel Oil Company (No. 12) and Republic Cresotting Company (No. 13).

The Texas Company has two plants (Nos. 14) and (No. 15) is the new location of the Shell Oil Company. (No. 16) is location of Southern Industries and (No. 17) Marine Bulk Handling Corporation Ore Terminal.

McDuffie Island is located at the mouth of Mobile Bay where it empties into Mobile Bay. A 32-mile dredged ship channel down the middle of the Bay, connects the busy seaport with the Gulf of Mexico.

GM&O Director Is Elected President of USC&I

A Boyd Campbell of Jackson, Mississippi, was elected president of the United States Chamber of Commerce on March 18. Mr. Campbell is chairman of the board of directors of the Mississippi School Supply Co. of Jackson and a director of the GM&O Railroad.

He succeeds Clem D. Johnston of Roanoke, Virginia, as U. S. C. of C. President, who becomes chairman of the board of directors of the organization.

G. D. McDonald New Head Communications Dept.; W. D. Archer Assistant

G. D. McDonald of Mobile has been promoted to the position of Superintendent of Communications of the Gulf Mobile and Ohio Railroad and W. D. Archer, also of Mobile, to Assistant Superintendent of Communications. The appointment of Mr. McDonald was announced on April 1, by Executive Vice-President and General Manager G. P. Brock and Mr. Archer's promotion was effective the same date. Headquarters of both will continue at Mobile.

The new Superintendent of Communications started with the Company as a Lineman in 1930 and was Supervisor of Communications, (appointed in 1947) at the time of his latest promotion. Other steps in his career with the Railroad in communications were: Telephone Maintainer, 1933; General Maintainer of Telephone and Signals, 1935; Assistant Telephone, Telegraph and Signal Engineer, 1940; Supervisor of Telephone, Telegraph and Signal Engineer, 1941 and Supervisor of Communications, 1947.

His Assistant began work with GM&O as a Student Engineer in 1936, was made Assistant Engineer in 1937; Assistant Telephone and Telegraph Engineer, 1940; Military service July 1, 1941-January 2, 1946; Supervisor of Telephone & Telegraph January 1, 1946 and Supervisor of Communications, 1947.

● 1 ●
HOUSTON 

had to

WAKE UP

or

DRY UP

"On February 4th or 5th of last year, four or five of us sent out a notice to the business people, and asked everyone who planned to stay in Houston to be at a meeting that night."

Ernest Harry Vickery stood in the neat paneled show room of the Ford Motor Co., which he manages, and told the story of how Houston, Mississippi, began to wake up. Leaning against an aqua sedan matching a pick-up truck nearby, he continued.

"Good families were moving away from Houston, Agriculture was all we had, with the exception of one textile company, which employs women. There were no new jobs for the men, and people were leaving town. The incomes of those who remained were not what we wished, and we were afraid we'd dry up and blow away."

In 1953 this state of affairs had prompted the organization of the Chickasaw Development Corporation, a non-profit organization to promote industry, agriculture, "or anything to help the area." Thirty-three members had agreed to pay monthly dues into the foundation for appropriate use, and a local merchant was elected president.

The organization floundered, and almost went under when its head moved away himself. "That's when we knew we had to do something," said former County Agent Vickery, who now runs the automobile agency.

"That night of the called meeting, we brought in Harry Clark of the Northeast Mississippi Development Association to tell us just how small we really were, and all the things wrong with us. We appointed six committees, two members to each. The next day we had ninety members instead of thirty-three." That night they also elected Harry Vickery, "who has his heart and soul in this town," said the chairman of the foundation.

As a result of this meeting, just a year ago, Houston, Mississippi, with a present population of less than two thousand people, has one new industry on the verge of beginning operations, and a second under construction. March eighth was a big day in Houston. On that day the M. P. Cotton Felt Co. unloaded its last carload of machinery, and the steel was raised for the Jackson Manufacturing Company's plant for making furniture. Between the two, Houston hopes eventually to derive jobs for nearly five hundred people, mostly men.

Houston's new industries are the result of effort on the part of many people, and the source of pride to all. "I've lived all over the country," said Executive Vice President John J. Bentz of the Jackson Co., "but I have never seen such a cooperative bunch of people."

The office of Chairman Harry Vickery, left, of the Chickasaw Foundation, Houston, is frequently the scene of ironing out of problems. Lee Watson, center, discusses construction of Jackson plant with Vice President John J. Bentz.

The Houston people were negotiating with Mr. Jackson, president of the Jackson Manufacturing Co., as to the possibility of bringing his new plant there, when the Felt Co. became interested in the city. It became apparent that a considerable sum of money was going to be needed for purchase of appropriate property and other expenditures.

The Chickasaw Development Foundation did not call on outside agencies. The officials passed the hat, and raised eleven thousand dollars the first day.

In addition to cash contributions, Houston men contributed other necessary items. J. H. Tabb, who runs a lumber business gave cross ties for a switch track; construction men gave of their time.
Steel goes up on the new Houston plant of Jackson Manufacturing Co., furniture makers.

GM&O Section Foreman D. M. Blanton, whose son is principal of the school, helped the industry in the construction of the track serving the plant, donating his time. "It's my home," said Blanton, "I'm as proud as anyone to get the industry."

Relief Section Foreman Marvin Dendy from left to right the Houston Agency Force: H. C. Wilson, Agent; J. R. Robertson, Operator; O. M. Wilkins, Clerk and Trainmaster W. E. Smith.

Lives in nearby Mantee, but he caught the spirit and managed to wangle a bulldozer from a friend for some construction work in off hours. He also donated his time.

"The GM&O came through best of all," said Vickery. "We always knew we had a good agent in Harry Wilson, and we used his know-how and telephone, but we couldn't have done without Division Freight Traffic Manager Dave Marshall and Freight Traffic Agent R. P. Grace of Louisville, or General Industrial Agent Bob Glynn of Mobile. Then there's Trainmaster W. E. Smith, and— in fact, this write-up ought to be about the GM&O."

But the task of selling Houston to the president of the Jackson Manufacturing Co., as the site for his factory was accomplished by the enthusiasm of the members of the Chickasaw Foundation. "Mr. Jackson visited various cities in Northeast Mississippi before he selected Houston as the site for his first plant in the state," said Vice President Bentz. This will be one of several factories which belong to the Jackson Co., and it will manufacture living room furniture. It is expected to cover approximately 70,000 square feet.

The Felt Co. extends over 17,000 square feet. The two new plants are in the vicinity of the Rice Stix of Mississippi dry goods manufacturing company, the three plants creating a little industrial area in the city.

But the Chickasaw Foundation is not satisfied. At the City Hall, a full time secretary is busily sending out letters to other prospective industries. At the Houston Hospital Dr. John Dyer, "who was born here and never expects to live anywhere else," keeps one hand on the pulse of his patients and the other on that of the Foundation. On the hospital wall hangs proof of Houston's doctors' belief in the city's future—the architect's drawing of a near-million dollar hospital soon to be constructed.

"We've built a lot of air castles since we started this," said Chairman Vickery. "We're not going to stop. We just want to get these started off first."

Dr. John Dyer keeps one hand on the pulse of his patient and the other on that of the City's Industrial Welfare.
GM&O Hostess Is Featured By Tennessee Paper

"Textiles to Trains is the route for Carolyn Moss, who is a hostess for Gulf, Mobile and Ohio Railroad Company," said the Knoxville, Tennessee NEWS SENTINEL on February 23.

The Tennessee paper described the work of Miss Moss, who is a native of Knoxville, and graduated from the University of Tennessee last June from the College of Home Economics with her major in Textiles. She was employed by GM&O last fall.

"Attractive Carolyn," continued the SENTINEL, "by nature a considerate person, has noted that people travel in joy and sorrow, and on workaday missions. She can spot the ones who need a reassuring word, and the ones who want to be left to their own thoughts . . .

"By this time, railroad timetables are no mystery to Carolyn. She knows the answer to most questions on routes — or can find them, pronto!"

"Friendliness — toward an average of 300 passengers to a train — is the theme of the hostess service . . .

"After each stop, she tries to get through as many as 15 passenger cars to see if anyone needs anything. Blind people are helped on the train, and to dinner, and later off the train and up the ramp to Travelers' Aid. Then a hostess watches over children traveling alone, the afflicted or elderly, and helps with baby-sitting. And she must greet special groups, convention delegates and traveling dignitaries."

Said Miss Moss to her home town paper: "No two days are alike, and the time passes quickly, you never realize you are on a train."

Winners To Be Named In Citizenship Program

Forty Future Farmers of America Chapters, embracing the 29 Counties through which GM&O operates in Illinois, are participating in the Citizenship Award contest sponsored by the Illinois Board of Vocational Education and the Gulf Mobile and Ohio. Winners are to be announced early next month.

The awards are offered as an encouragement to young men enrolled in Vocational Agriculture to participate in activities that will help them become efficient farmers with an appreciation of their citizenship obligations and opportunities, and in addition, to learn something regarding the relationships and importance of the railroad to agriculture and their communities.

Scouts Study Railroading

Railroading was the subject Boy Scout Troop 17 of Spring Hill selected as its subject in a big four-county exhibit held recently at Mobile. This was not too hard to understand for Steve Gillikin, son of Gulf Transport Vice President Jack Gillikin, is a member of the troop. When all of the various projects were judged, the Railroad exhibit, which incidentally had a model GM&O train in it among material from other Mobile lines, won a blue ribbon.

Modern Track Ballasting Regulator

Two modern track ballasting regulator machines have been purchased recently and are presently working on the south end of the Railroad. The machines spread out track ballast and facilitate efficient maintenance of the property.

American Council Of Railroad Women Hold First Meeting In St. Louis

Railroad women, representing 21 class-one carriers gathered in St. Louis for Spring Conference March 19-20, and devoted Saturday to a serious study of matters vitally affecting the industry.

Organized eleven years ago, the membership is comprised of women holding responsible railroad positions in the United States and Canada. The association's purpose is to provide a medium of exchange of ideas relative to their work, to discuss improvements and to plan for a better utilization of woman power in railroading.

Guests of the Council for the evening included seventy five rail officers and their wives from the various lines in St. Louis. Speakers and their subjects were: Flying the 3c mail, P. H. Galloway, Manager, Mail Baggage and Express, I. C. Railroad; A review of 1954 Railroad; A review of 1954 Rail Operations, L. J. Kreamer, Asso. of American Railroads; A review of 1954 Rail Legislation, L. J. Kreamer, Assn. of American Railroads; Mr. Charles Van Ravenswaay, Div. Missouri Historical Society; Progress of Women In Transportation, Miss Elizabeth Cullen; Librarian, Bureau of Economics, Assn. American Railroads and Dr. Edward R. Kramer, Kimball Foundation of Human Engineering.

Martha Moore, Director of Employees Clubs, Frisco, and Chairman of the Spring Meeting, was assisted by Cecelia Goetz, Editor Katy Magazine, and Vera Elvert, Director of Women Personnel for GM&O, in arranging and executing this program.

GT Safety Awards

Each month Gulf Transport Company presents safety awards to those bus and truck drivers who have driven a year without a chargeable accident.

This month's awards were presented to the following drivers for the period February 1954 through February, 1955.

Bus Operators
G. R. Schaack 9 yr. award
J. R. Tillman 4 yr. award

Truck Operators
J. R. Langley 9 yr. award
Donald Ritchart 3 yr. award
NEWS AT A GLANCE

PRIVATE AUTOS CARRY 86.1% OF ALL INTERCITY TRAVEL

The inherent urge of Americans to travel grows stronger year by year, but unfortunately for the railroads it appears the private automobile is the dominant choice in the fulfillment of this gypsy instinct.

Figures released by the I.C.C. Bureau of Economics for 1953 show that this personal mode of transportation accounted for 86.1 percent of all inter-city passenger traffic while the railroads handled only 5.6 percent, but still ahead of buses (5.1 percent) and the airways (3.0 percent). Railroads decreased from 9.6 in 1937, when statistics were first compiled, to 5.6 percent in 1953. The private auto showed an increase of from 85.1 percent in 1937 to 86.1 percent in 1953.

IMPROVEMENTS IN GM&O TRANSPORTATION PLANT

Last year GM&O spent approximately $12,5 million maintaining its transportation plant. These improvements and repairs covered, among others, such items as (1) Placement of 309,120 new grade treated ties (2) Laying of 23,07 miles of new 90 lb. rail and 34,71 miles of new 115 lb. rail, (3) Installation of detector devices to warn of dragging equipment, (4) Restoring of 50 miles of banks on each side of track to standard width and machine surfacing of 150 miles of track, (5) Replacement of approximately 1/4 mile of old trestles with culverts and fill.

BETTER COMMUNICATIONS BETWEEN TRAFFIC OFFICES

So that our customers can have faster and better information with regard to the movement of their shipments while on the railroad, widespread improvements were also made in our communications system last year.

Twenty-six offices over the system are now linked with teletype facilities, with a total of 4,650 miles of teletype circuits in operation. In addition, the railroad now has 6,935 miles of long distance carrier telephone circuits, which make possible telephone connections over our own network between all points on the system, except a few short branch lines.

225,000 MILES OF RAIL LINK AMERICA

Approximately 225,000 miles of railroad lines link American cities and villages and counting sidings, yard tracks, etc., the total mileage is almost 400,000. The railroads haul anything for anybody, anytime, and go anywhere.

Each day for every man, woman and child in the United States, the railroads haul freight equivalent to the movement of one ton 10 3/4 miles and the average amount received for hauling a ton of freight one mile in 1953 was less than 1 1/2 cents.

BROWN SHOE COMPANY OPENS LINE PLANT

Booneville, Mississippi welcomed its new $750,000 Brown Shoe Company plant with an all day celebration April 6. The plant will employ 500 persons when in peak production with an annual payroll of more than a million dollars.

The plant was opened for inspection during the day and banquet speakers that night included Mississippi Governor Hugh White; Atty. Gen. J. P. Coleman; M. E. Shoemaker, Vice-President of Brown Shoe Company, St. Louis; R. E. Jessup, Superintendent of the local plant and Booneville Mayor Marion Smith. General Industrial Agent J. R. Glynn of Mobile represented the Railroad along with retired General Industrial Agent E. L. Robison, who makes his home in Booneville.
Magazine Tells Of Postmobile History:

Gulf Transport Was First In Field

(Ed. Note: The pioneering role which GM&O played in the establishment of highway post offices is recounted in the story below taken from LINN'S WEEKLY STAMP NEWS.)

After the first few highway post office routes had been established in 1941, the Second World War curtailed any further development in this field for the duration. When the Post Office Department was ready to expand the highway post office service, it was decided to experiment with contract operation, instead of the previously used government owned and operated service. Under the contract plan of operation, the contractor, determined by competitive bidding, supplies the coach and driver, while the clerks are under supervision of the Post Office Department.

The first contract highway post office was the fourth highway post office in the nation’s history. The Gulf, Mobile & Ohio Railroad, through its subsidiary company, the Gulf Transport Company, which handles all of the railroad’s highway operations, was the lowest bidder on a route from Union, Mississippi to Mobile, Alabama. Service on this route was started on September 9, 1946, and continued for almost eight years, until the northern terminal of this route was changed from Union to Newton, Mississippi, in May 1954.

Today, the Newton & Mobile highway post office is carrying on the traditions established by the first contract highway post office.

Early in 1951 the Comptroller General ruled that it would be permissible for a railroad to provide highway post office service and to be paid for the mail carrying operations. Again, the Gulf, Mobile & Ohio was the first railroad to take advantage of this new ruling, and on November 11, 1951, the first postmobile (or RPO-Bus, as they are often called) was put into service.

This postmobile route was established along the route of the Jackson & Mobile R. P. O., but operated only between Jackson, Tennessee and Meridian, Mississippi.

These railroad highway post offices are not under the authority of the Highway Post Office Section of the Post Office Department’s Bureau of Transportation, and for that reason they retain the R. P. O. in the postmark, but do use TRIP instead of the standard TR, meaning train, for identifying the direction of the trips.

Otherwise, operation of these postmobiles is practically identical with regular contract highway post office operation, the contractor furnishes the coach and driver, the government the clerks.

However, it is interesting to note that the contractor is paid on the basis of the rail miles between towns, regardless of the actual number of highway miles traveled by the postmobile.

Early the following year, on February 1, 1952, the company inaugurated another postmobile route, this time in the state of Illinois, between Chicago and St. Louis, Missouri, a distance of 320 miles.

Another year passed, and in January 1953, the Gulf, Mobile & Ohio established another postmobile, the company’s third. This route, a distance of 292 miles, operates in four states, Missouri, Illinois, Kentucky and Tennessee.

On February 24, 1954, a postmobile was established between Middleton, Tennessee and Jackson, Mississippi. However, it was soon found that the northern terminal was unsatisfactory, as there were not overnight accommodations for either the driver or postal clerks. Thus, on March 6, the northern terminal was changed from Middleton, Tennessee to Corinth, Mississippi. And a new route, Corinth & Jackson, was finally established.

While the Gulf, Mobile & Ohio has pioneered postmobile operations, other railroads are emerging on the scene. Central of Georgia, the Seaboard Airline Railway, the Portland &aside Railroad, and the Santa Fe have already made contributions to the growing network of postmobiles throughout the nation. But the service is still growing, and an increasing large number of railroads can be expected to establish new routes in the future.

Arrival of Famous River Packet Model Momentarily Delayed

A model of the river packet Natchez, whose spectacular race with the Robert E. Lee on the Mississippi in 1870 highlighted this era of transportation, started a long trip on the Rebel which will terminate in the Marine Museum of Goteborg, Sweden.

The model was recently purchased by Wayne F. Palmer of Mobile who will personally present the model to the Museum this Spring. Mr. Palmer is President of Palmer and Baker, Inc., consulting engineers who specialize in the design of bridges and tunnels and his trip to Sweden is in connection with a tunnel project beneath the Goteborg Harbor; similar to one he built at the seaport of Mobile.

The replica of the famous boat took 27 months to construct and contains approximately 5,000 separate pieces. Placed aboard the streamliner in St. Louis, it is singular that an unexpected flash flood near Tupelo, Mississippi delayed the boat’s arrival in Mobile slightly.

On a previous visit to the Swedish port, the Mobile engineer noticed that all of the ship models in the Marine Museum, the early American river boat was not represented. The Natchez will correct this omission.
Five Steps To Safety

THE story of safety and of what safety can accomplish for humanity needs frequent repetition. It has been said many times that more injuries result from thoughtlessly unsafe acts than from any other factor. Accidents can be stopped if we THINK and follow these five steps:

Knowledge
Knowledge in safety is knowing the difference between right and wrong. Knowledge of the safety rules applicable to a job helps us to avoid confusion and heartaches. The rules are so important that we dare not violate them wilfully. If we do, a serious injury may befall us.

Attitude
Safety must be studied and lived. We must put feeling into our jobs if we hope to achieve success. We dare not become complacent in our thinking to the extent of disregarding safety rules and regulations.

Observation
Many people are seriously hurt each year because they fail to observe hazards. They don’t see the things they look at. Many of the hazards we do see may seem to be complicated, so we fail to correct them. Always remember that most big things have small beginnings.

Co-operation
The safety job cannot be done by a few people. Let’s never let it be said we put away our safety conscience in the locker or desk with our working tools. We cannot hope to correct railroad hazards without the co-operation of everyone.

Consideration
Give consideration to those you work with. Let’s give one another a helping hand in safety activity. Give warning of hazards we face from day to day before it is too late.

Those five points are tools for safety, but THINKING is the handle that fits them all.

—From SAFETY NEWS

Retirements
Section Foreman Martin Pollock, Elwood, Illinois, retired on April 1st, after 38 years of service. Mr. Pollock became Foreman on December 22, 1923.

Section Foreman Louie Mauro, Joliet, Illinois, who is retiring to spend his leisure years in Italy. Mr. Mauro has been with the Company since 1923.

Mrs. Letha McMahon, Wage Record Clerk in the Disbursement Department, (Mobile) retired from the service of the company on March 31st, 1955. After having completed twenty-five years of continuous service in the Accounting Department.

Retired Springfield Switchman Finds Cabinet Making An Interesting Hobby

Retired Springfield Switchman L. A. Clowers finds cabinet making an interesting hobby since leaving the railroad in 1949. Now living in San Francisco, where the California climate apparently agrees with him since he is now approaching his 73rd birthday, he made and tacked the GM&O emblem up in his garage-shop, “as a reminder of a railroad I’m proud to have been an employee.”

Mr. Clowers has collected many fine tools and spends much of his spare time in his shop, along with other activities such as long walks through Golden Gate Park. He wrote General Superintendent P. B. Bridges that he will soon pay a visit to GM&O’s San Francisco office. He likes the West Coast City where he resides with his wife, daughter and grandson.

Good Neighbors
A good neighbor of GM&O, Mr. Jodie B. Barnett, noticed a broken rail in the vicinity of Booneville, Mississippi, and called Agent McCullar to report it. Inspection by the section forces found the rail to be in bad shape and immediate repair was made.

“We want you to know that we appreciate your efforts on our behalf, and we are constantly reminded of the fact that we could not get along without our good neighbors,” Superintendent W. H. Forlines of Jackson, Tennessee wrote Mr. Barnett.

For literally giving us a lift, Mr. Larry Johnson and Mr. Buck Armstrong of Normal, Illinois, receive railroad thank you. On February 26 they transported in their automobile a knuckle which enabled crew of train having trouble to make repairs with a minimum of delay.

While a GM&O crew was switching the Lehon Company plant at Wilmington, Mr. John Donna noticed a broken rail and notified the engine force before the locomotive backed out over it. His alertness and cooperation saved a possible derailment.

Unknown Soldiers’ Graves Beside Right-of-way

This little cemetery, just South of Quitman, Mississippi, can be seen from the Rebel windows and always occasions comment. Its 200 or more graves are all marked unknown. Many years after the war between the states, a farmer plowing his field uncovered a handful of buttons from a confederate uniform. The ground was cleared and provided with headstones and an arch.

It is assumed that the soldiers buried here died in a field hospital after they had been wounded in various battles adjacent to the railroad.
Electronic Sleuth Inspecting Track
Of GM&O Between St. Louis And Cairo

A bright yellow self-propelled car is being seen daily now on the GM&O, in sharp contrast to its regular maroon colored equipment.

It’s the Sperry Detector Car, a unique electronic sleuth owned by Sperry Rail Service, and hired by GM&O regularly to test rails and locate for replacement those which have developed internal defects. The car, one of 17, is now working between Chicago, St. Louis and Cairo and will eventually cover the entire line.

Known as the “wizards of the rails”, they can spot fissures, cracks, or other faults inside the rails. They do this by means of the electronic equipment with which they’re crammed.

The railroads’ concern with safety has made rail travel reputedly the world’s safest form of transportation. The record shows that a passenger could cross the American continent 250,000 times without an accident of any kind. In fact, if doomed to accidental death on The Rails he could travel a thousand miles each day, yet reach the ripe old age of 4,000 before meeting his fate.

These $200,000 rolling laboratories utilize electric currents which are introduced into the rail and picked up again by recording devices.

Any defect or flaw in the rail causes a voltage drop which is immediately sensed. Delicate inked pens located in the operator’s compartment record the voltage dips on a continuously moving paper tape, thereby assuring a perpetual and reliable record of the types of defects found. Experience shows that the electronic sleuth is nearly 100 per cent efficient. To keep pace with this increased use of track, the Sperry organization maintains an active research program. Its object is to develop and test methods and equipment for improving the Detector cars.

Sperry Detector cars began operating in 1928. Before then, railroads could guard against defective rails only by mass and speculative rail replacement programs. This method was inefficient and expensive since some faulty rails were missed, and many perfectly good ones were wasted. Now, however, because of the Sperry Detector Car, only the potentially, or actually, defective rails are replaced. The 17 Sperry Detector cars annually survey about 160,000 miles of track, marking as defective some 60,000 rails.

Men on the Detector car have technical experience, long apprenticeship and proved ability to get along with others. Their knowledge and experience may span a quarter-century of work and include a dozen sciences. They both live and work aboard the cars which operate day and night, as required. Consequently, they often find themselves halted on a lonely spur, far from civilizing comforts. The cars, though crowded, are comfortable and complete.

Sometimes their work develops into a battle with the weather. One year while Americans were enjoying the last balmy days of Indian summer, a car and crew raced Old Man Winter down the tracks of the Quebec, North Shore, and Labrador, one of the world’s newest railroads. Track tested ran from iron mines in northern Labrador, which halt operations as the mercury approaches 50 below zero, southward to the terminal at Seven Island, Quebec, which ceases to be a seaport with an early freeze on the St. Lawrence River.
Mobile Symphony Makes First Road Tour Aboard Rebeliner

In every-day life they are Mobile doctors, teachers, secretaries, housewives, railroadmen and in fact represent almost every business profession, but they stepped out of these regular roles for a day on April 4 to tour aboard a Gulf Transport Bus—as the Mobile Symphony Orchestra.

Headed by President Clara Fields, the musicians, who practice twice a week and present six local concerts a year, made their first road trip to Atmore, Alabama and it was the first symphony concert for that neighboring city. The tour was sponsored by the Lions Club of Atmore and the orchestra played to “standing room.” “GM&O’er” W. A. Bollman (Traffic Department) is a violinist.

Earlier in the day the musicians had entertained 10,000 Mobile County Junior High School students assembled at Ladd Stadium in a mass movement of private automobiles and school buses. The Symphony is supported by public contributions and all concerts are free.

The Mail Train

Why Didn’t You Comb Her Hair?
Mr. T. G. Seese
Chicago, Illinois

Having for the time being forgotten about the taking of the train exhibit picture in the lobby of the Union Station, it certainly was a pleasant surprise to receive the mailing tube with the glossy print and copy of the GM&O NEWS. Both my wife and I wish to thank you very much. We both appreciate your having taken the time and trouble to send us the pictures. They will make interesting additions to our daughter, Kendall’s scrap book.

My wife’s reaction upon seeing the picture was quite typically feminine. Since she was absent at the time of picture taking, she wasn’t aware of the circumstances. Her first words were “Why didn’t you comb her hair?” That wasn’t bothering me, and I’m sure that Kendall didn’t give it a thought.

In addition to the picture of our daughter, I enjoyed reading the GM&O NEWS. As time permits, I am a model railroad enthusiast (no gauge), although for the last three years my line has been in inactivity. Raising babies has been the number one problem. However, there are big plans for the future.

Again, thank you for your thoughtfulness; we certainly did appreciate it.

Yours truly,
Howard C. Smith

Thank You

Just a word of thanks and appreciation for continuing to send me the “News” monthly. As an ex-Alton employee I find much news of interest in your little magazine, from time to time.

Mr. C. M. Ashworth, your present District Freight Agent at Indianapolis, Ind., started me on my railroad career at Bloomington, Ill. in 1927.

Sincerely,
E. W. Pietesch
Motorist Surprised

GM&O rails parallel major highways in several sections of our territory. But Motorist Irma Martin of Jackson, Mississippi was so surprised when a GM&O Locomotive engineer dimmed his headlight in answer to her downward beam, that she wrote the Reader's Digest about this "unexpected" courtesy.

The incident happened near Mathiston, Mississippi and the engineer was J. B. Williams, aboard Extra 1510 South. Although it is a habit with Tennessee Division engineers to observe this courtesy with travelers on the neighboring road, Superintendent Moore commended Engineer Williams for his thoughtfulness. "Courtesy is such an important thing . . . we are proud of our employees who remember," he wrote in appreciation.

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### OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received on GM&O

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Comparison of the first 3 months of the years

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<td>147,110</td>
<td>148,910</td>
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</tr>
<tr>
<td>148,825</td>
<td>148,925</td>
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</tbody>
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On March Ninth, a draw bar came out of a car of corn in train 33 at Springfield, Illinois, causing some corn to run out on the ground. Section Foremen L. C. Laffey and T. Carmsody got some lumber and put it in the end of the car to stop the flow of corn so that the Yardmaster could open up the southward main track, eliminating delay to yard engine and getting car to point of transfer.

Train No. 30 was passing Sparta one morning when Operator K. E. Wilson of Sparta, Illinois, detected an empty flat car on fire. This car stood just ahead of two cars of crested poles, and Mr. Wilson's action in stopping the train and taking a fire extinguisher from his automobile to put the fire out no doubt prevented serious damage.

Passenger Conductor A. J. Hansen, Chicago, Illinois, was commended by Supt. Connerly for reporting at Lincoln, Illinois, a pole on fire about two blocks north of the underpass at Athol. The section foreman was called and the fire was put out.

Brakeman H. A. Hopper of Slater discovered a break-beam down and notified crew so car could be made safe for movement.

When fuel oil spilled from a diesel and became ignited Bloomington Brakemen R. E. Peddicord and S. J. Groves, Jr., secured fire extinguishers and put out the blaze saving damage to the engine.

Watching Train No. 94 at Joliet, Joe Anrundi observed a brake beam down on a car and signaled the Conductor on the caboose. The train was stopped, repairs made and the car taken to Glenn for repairs.

Dominic De Ponte reported a defective car in Train No. 33 when it was passing Rockport. Signalling the Conductor on the rear end, the train was stopped and temporary repairs made.

Fireman O. T. Ferrill of East St. Louis made emergency repairs when his diesel developed fuel oil trouble and prevented a failure which would have resulted in the train having to reduce tonnage.