Chief Engineer Begins 3,000-Mile Safety Drive

Speaking at a 48-mile-an-hour clip seems like pretty fast talking, but to Chief Engineer W. W. Greiner and Assistant Chief Engineer J. V. Johnston it's just another step to give GM&O a perfect safety record.

Starting on April 3, the two engineering officials hope to instruct each one of GM&O's 400 bridge and section crews on the entire 3,000-mile system. Forty-five crews received instructions during the first week.

"I figure that we'll be moving at about 40 miles an hour in addition to speaking to accomplish the program", Mr. Greiner said. "This will give us sufficient time to instruct each of the crews in the proper methods of accident prevention."

Instruction is presented to the men in groups of four or five crews at central

(Continued on Page 3)

Board Of Directors Tour Southern End Of System

In order to become better acquainted with the Railroad, the territory it serves and to meet some of its patrons, GM&O directors made a get-acquainted trip on the southern end of the Line on April 14-15.

Traveling aboard a five-car special train and accompanied by staff officers of the railroad, the directors visited Meridian, Laurel, Jackson, West Columbia, Bogalusa and New Orleans. Brief stops were made at these points for an inspection of physical properties of the railroad and for the party to meet civic leaders and key railroad personnel.

On Friday, April 14, the board meeting was held in New Orleans honoring the new director, Mr. A. B. Paterson, President of the New Orleans Public Service, Inc.

(Continued on Page 3)

R. E. Stevenson Elected Vice President Of Company

R. E. Stevenson, Assistant Vice-President of St. Louis, was elected to the office of Vice-President by the Board of Directors in New Orleans on April 14.

R. E. STEVENSON

An experienced railroad executive and highly regarded by his fellow railroad associates, Mr. Stevenson's promotion is enthusiastically received over the entire system.

Mr. Stevenson came to the railroad in 1928 as a young man just out of Washington and Lee University. His first job was secretary to General Passenger Agent G. M. White at Mobile. After five years in this capacity he was selected by the Freight Traffic Department for a Commercial Agent's job in New Orleans.

In 1939 he was promoted to Division Freight Traffic Manager in Jackson, Tennessee, his native home. Four years later he was appointed Executive Assistant and two years later became Assistant to the President.

In 1946 he was transferred to St. Louis as Executive General Agent being pro...

(Continued on Page 3)
Major Locomotive Repair
For Eastern Division
To Be Handled In Shop

New diesel shop facilities, recently completed at Bloomington, Ill., will soon become the center of major overhaul activities on the Eastern Division.

The shops, housed in the building formerly occupied by the boiler shops, have been completely remodeled and refitted. Radiant heat, using nearly three miles of pipe under the new concrete floor, keeps the building warm in even the coldest weather. New sanding and fueling stations, to be completed this month, will be available for routine servicing of locomotives.

Contrasting with the new diesel facilities is the dismantling program which is underway in another part of the yards. Here the once-proud members of GM&O'S steam fleet are being cut into scrap. A similar program has been in progress at Jackson, Tenn., since the completion of the railroad's dieselization program.

First on the program at the Bloomington diesel shops is the overhaul of eight of GM&O'S 2500 h.p. passenger diesels. These units, which will be handled in rotation, will be completely overhauled to assure the maximum in passenger power equipment. In addition to this program, a continuing maintenance program will be conducted for freight and switch locomotives.

Trouble! Trouble! Trouble!

On March 30, GM&O Engineer N. L. Ricks probably felt that everything happens to him. His list of misfortunes in the handling of a gondola which caught fire were so numerous that the Associated Press carried the story and Arthur Godfrey mentioned it on his radio program.

On approaching Mobile, Mr. Ricks discovered a blaze in a gondola of pine stumps which his train was carrying. He hurried the train over to a nearby water tank. On reaching the tank, however, the blaze was at its peak, and threatened to burn the tank also.

Mobile Firemen had, in the meantime, been called. As they were attempting to quench the fire with water from a 2½ inch hose, a freight car on a nearby track ran over the hose and severed it.

Finally the fire was extinguished, with the help of four Mobile fire companies. The only damage was to the gondola, the wood, the hose—and Engineer Ricks' disposition.
GM&O Employee Raises 
"Future Fur Coats"

When Car Inspector I. R. Alexander of Corinth, Mississippi retires in May, he will have a job in his own back yard. In fact, it is a job at which he is now working in his spare time—the job of raising minks. Some time ago, Mr. Alexander and his son, Mr. J. R. Alexander of Corinth, became interested in minks from reading magazine articles. Mr. J. R. Alexander ordered two minks at fifty dollars each. The arrival of the two so excited the father and son, that they decided to go into business in a small way.

Ordering minks in several groups, the Alexanders brought their herd up to 91. They have eight different types of minks which include Soo-White, Noble Taylor White, Silverbu Platinum, Elu Frost (or Silver Sable) Yukons, Halfblood Silver Sable and Breath of Spring Platinum.

CAGED SEPARATELY

The minks are kept in separate cages. They are mean little animals and will fight and even eat one another. The cages are made of one-inch mesh wire and are five feet long and about two feet high and elevated 18 inches from the ground and have a nest box on the back of each cage. This makes it easy to keep the cages clean. The water cups in the cages must also be kept clean and filled daily with fresh water.

The Alexanders feed their minks fresh horse meat, cereal, skin milk, bone meal, dried eggs, fresh or canned tomatoes. To improve the fur, they change the diet at intervals and feed the minks fish, vegetables, minerals and vitamins.

FIVE IN A LITTER

There are usually five kittens in a litter. They are very small, about the size of your finger. A mother mink acts very

In Russia—48-Week Shifts

In Russia, according to the British Sunday Express, as quoted in the Railway Gazette: Each long-distance train has three crews, and sleeping cars for their use are attached to the engines. But do not imagine that these fortunate Communist engine drivers are whisked back home after a shift on the footplate. Far from it. The three crews stay with their engine for 48 weeks at a stretch, then have a four weeks' rest. And during their 11-month shift they must maintain their engine as well as drive it. They have an incentive. For if there is a breakdown they get no pay. "—From Railway Age.

Safety Drive

(Continued from Page 1)

points along the line, and the officials plan to average 20 crews daily.

On the first week's tour, 11 points on the Montgomery District and on the Meridian Division as far north as Artesia received instructions. Speaking at their present rate the two engineering officials hope to cover the entire 3,000-mile system by May 4. The only flaw in the perfect schedule is one matter that was overlooked when the program was planned.

"We forgot to allow time for lunch," Mr. Greiner said, "so we have to sandwich in a sandwich whenever the time allows."

R. E. Stevenson

(Continued from Page 1)

promoted to Assistant Vice President in May, 1948.

The NEWS joins Mr. Stevenson's many friends in congratulating him upon his new position as a corporate officer of the company.

Vice President Martin

Addresses Rail Groups

Vice-President (Industrial) T. T. Martin was recently a speaker before the twenty-seventh annual meeting of the Railway Development Association of the Southeast. The meeting was held at High Point, North Carolina on March 30, 31, with Mr. Martin speaking on the second day.

The subject of Mr. Martin's address was "Natural Resources and their Relation to Industrial Development." He discussed his subject with particular emphasis on the industrial development of the South.

At the meeting Mr. Martin was also appointed chairman of the committee on Relations with Other Organizations for the association.

New Equipment Ordered

Our railroad will purchase twelve new diesel locomotive units and delivery will begin in June on 100 new 70-ton hopper-type freight cars. This information was announced following authorization of the two projects by the Board in New Orleans last Friday.

The new diesel locomotives will further round out the railroad's program of complete dieselization and the additional power will afford a necessary reservoir in case of sudden motive power emergencies.

Board Of Directors

(Continued from Page 1)

who has just recently joined the directorate.

President Tigrett said that similar trips would be made until the entire 3,000-mile system had been covered. Next month's issue of the NEWS will have a more detailed account and pictures of the inspection tour.
Thousands of school children from Illinois and parts of Missouri will travel to Springfield, Ill., on the GM&O this Spring to learn more about America's history and the democratic processes.

The promotion plan was conceived by Assistant Passenger Traffic Manager R. B. Weaver, St. Louis, to give the students a close-to-home lesson in the democratic processes.

"Many of our citizens have felt that they must travel to distant points to learn of the history and methods of our government", Weaver said. "We feel that the Illinois capital provides a wealth of this information, and is only a few hours from their homes."

In the Illinois capital they will find many fields of study plus a wealth of information on the life of Abraham Lincoln. Travelling in groups of approximately 100, the students will visit the capitol building and the state museum. In the museum are exhibits which cover the history of the capital city from its settlement in 1818, and relics of every important phase of America’s history.

Youthful visitors to this shrine to the thirteenth president usually ride the GM&O, which was closely allied with the life of Lincoln. It was over the GM&O (then the Alton) that the body of the president was returned to Springfield, and over the tracks of this system two passenger trains bear the name of the president and his childhood sweetheart, Ann Rutledge. The GM&O schedule allows groups to travel to Springfield, spend several hours in touring the capital, and return home the same day.

The life of Lincoln, closely allied with the history of Springfield and Illinois, is graphically exhibited in all parts of the capital city. One of the most interesting of these is the Lincoln home, reputed to be the only home that the nation's thirteenth president ever owned. This large house, purchased by Lincoln in 1844, has been completely restored and is furnished with furniture and fixtures that were in use in the president's day.

(Continued on Page 5)
Springfield

(Continued from Page 4)

At the Lincoln Tomb, located in Oak Ridge Cemetery, the youthful visitor will see the final resting place of the Great Emancipator and his family. Mrs. Lincoln and three of the four children are buried in this tomb with the president, and the fourth is in Arlington National Cemetery. Eight periods of the life of Lincoln are commemorated by four-foot statues in niches around the hallway. Four bronze tablets give a brief sketch of his life, the farewell address, the Gettysburg speech and part of his second inaugural address. State flags where generations of the Lincoln family lived are at the back of the cenotaph.

Life of the American family of the early nineteenth century passes before the youthful eyes as they see the restoration of New Salem village, 22 miles from Springfield. Here the students will see cabins, taverns, blacksmith shops, stores, doctor's offices and grist mills, all authentically furnished with the equipment typical of the period.

The entire village, which fell into decay around the middle of the last century, has been faithfully restored by the State of Illinois as a memorial to Lincoln, and to provide an authentic example of the way of life of the early settlers.

It was to New Salem that young Abraham Lincoln first came when he settled in Illinois, and where he studied law. In one of the restored buildings was located the Lincoln-Berry store, where Lincoln made his first attempt to enter commercial life. Some six years after his arrival in New Salem, which was also the home of Ann Rutledge, Lincoln moved to Springfield and began his law practice.

Military School Commandant Has Rare Gun Collection At Western Academy

The other day in Alton, Illinois with passenger-men Bruce Pate and Roy Fischer we went by the Western Military Academy, whose students for many years have been patrons of our road in their trips to and from this venerable old military school.

Commandant C. H. Moore, at the insistence of his guests, showed us his rare collection of old firearms which have attracted national attention among collectors. Oldest gun in the interesting racks and cabinets which line his office overlooking the parade grounds at Western, is a pikebuttered flintlock made in France in 1740. Most valuable is an army rifle, one of 1,000 guns which went to Mexico with Zachary Taylor in 1847. Of these 1,000 only 56 have been recovered.

Commandant Moore started his hobby in 1920 when he organized a rifle team at Western. His boys practiced at first on what Col. Moore calls "clinking targets," meaning cans and glass bottles and learned their trade so well that they went on to win many important national shooting trophies.

Practically all of the guns in the collection can be fired and Col. Moore keeps them shiny and efficient-looking in their cases. He prides a cheaply and fast made gun manufactured for use by resistance movements in occupied countries during World War II. A single-shot affair, the one he has was smuggled into the Philippines by submarine.
President Tigrett was on hand to greet Mississippi's "Miss Hospitality", Miss Jane Gillispie, last month when she rode the Rebel. Miss Gillispie was on her way to Detroit to represent the state of Mississippi at the annual travel show.

Railroad Wife Praises GM&O Service. Courtesy
Dear Mr. Tigrett:
I thought perhaps you might like to hear a few nice remarks about our Railroad. I say "our" because Mr. Deetz has been on the Alton GM&O 46 years in October and we do feel a part of it. We still own our home in Bloomington, so go back quite often. and from my observations, I want to say how much the service has improved. The crews are very courteous and the hostesses are helpful and lovely.

We have a friend in the service who has been all over Europe as well as U. S. . . . and he cannot say enough nice things about our Ann Rutledge and Abe Lincoln, and the service . . .
Mrs. William C. Deetz.
Joliet, Illinois.

Retired Engineer Recalls Early Days Of GM&O

Retired Engineer C. F. McKeough has twice seen a silver spike celebration in Tuscolosa to mark GM&O's entrance there.

He was present in 1898 when the GM&O (then Mobile and Ohio) first entered Tuscaloosa, and he witnessed in 1948 the golden anniversary of GM&O's entry into the city.

Mr. McKeough has been associated with the GM&O since 1897, when Col. Russell sent him with four other young men to Tuscaloosa to build the Roundhouse there. At 19 years, he was an adventurous young engineer and welcomed the opportunity to become a part of the growing Mobile and Ohio Railroad.

He recalls that when he first reached his destination, he found a comfortable boarding place where he obtained three meals a day and sleeping quarters for the price of fifty cents. During these early days, he piloted an engine between Tuscaloosa and Columbus, often taking three days to make the sixty mile run.

Cave-ins were frequent. As the train inched along its way over new track, water would sometimes, after hard rains, flood down hills in torrents, taking the track with it. This necessitated painful rebuilding with better ballast.

Mr. McKeough ran an engine for forty-five years, and found conditions better for the railroad employee in the last years before his retirement than ever before. He wears a forty year pin which he received several years before his retirement in 1944. With him, he retired his tools which had served him so many years, and he says his greatest pleasure is to get them out and polish them up a bit, remembering the interesting times they have had together.

C. F. McKEOUGH

Mr. and Mrs. G. W. Lee, Louisville, Miss., who celebrated their Golden Wedding Anniversary on March 4. Mr. Lee has been an employee of the GM&O since 1923, and is presently employed as a wrecker foreman.

TRANSPORTATION BY TAXATION

Speaking before the Western Railway Club in Chicago recently, Andrew H. Phelps, vice-president, Westinghouse Electric Corporation, said unfair competition "can ruin the railroads but not replace them."

"Subsidies", he said "in one form or another and in varying degrees of amount and importance" are provided highway, water and air carriers, and that because they transfer to the taxpayers a part of the real cost of providing those services "they amount to transportation by taxation."

Other types of carriers, he declared, are diverting a large volume of traffic from the rails. "Unless this situation is remedied before materially greater damage is done, there is a grave threat to the continuation of rail transportation as a private enterprise."

"We must depend upon the railroads to help hold the frontline trenches of industry against nationalization."

Agency Changes Announced
At 7 GM&O Stations

Seven agency changes have been announced in a recent bulletin by Auditor of Receipts F. N. Johnson. New agents are: Braidwood, Ill., R. F. Magee; Columbus, Miss., W. A. Burris; Falkner, Miss., M. J. McWhorter; Franklinton, La., L. H. Butler; Rio, La., K. J. P. Knight; Walnut, Miss., C. C. Thornton, and Williamsville, Ill., A. T. Peters.

Gulf Transport Superintendent Killed In Auto Accident

Gulf Transport Superintendent D. A. Dubois, Waterloo, was killed in an auto accident near Columbus, Ill., last month. His son Herbert, 14, was also critically injured, but has made a full recovery.

Mr. Dubois had been with Gulf Transport since 1941, when he joined the company as general supervisor. He was later named superintendent of the southern division, and in 1947 was transferred to Waterloo to assume charge of the northern division.

He is survived by his wife, one son, his mother two brothers and a sister.
Hobo Basket' Travels Via GM&O From Kansas City To Chicago

Conductor Gilbert Winn, Kansas City, accepted the "Hobo Basket" from Agent R. T. Kingman carefully, and the basket began its GM&O run from Kansas City to Chicago.

The subject of this careful attention is being shipped across the country by rail, receiving donations for the National Foundation for Infantile Paralysis.

This is the third year the basket has been used by many of the railroads as a means of soliciting contributions. In past years the basket has averaged more than 10,000 miles annually and contributions for the two years have totalled more than $45,000.

The basket arrived in Kansas City over the Frisco and was handed to Assistant Vice President L. L. Lapp and Mr. Kingman for handling by the GM&O. The basket contains a crew book which shows the names and the route taken by crews and carriers, and a scroll book which lists the total contributions of each of the participating railroads.

Money pledged in the crew book, and any cash contributions made to the fund, are removed from the basket in the county in which the contribution is made so that the county will receive credit for the contribution.

Retired Switchman Writes From California Vacationland

Retired Switchman L. A. Clowers, formerly of Springfield, recently wrote the News from his home in Sausalito, Calif., where he has been living since his retirement in January.

Mr. Clowers has been railroading for more than 42 years at the time of his retirement, and 31 years of that time had been with the GM&O. His present home is just across the bay from San Francisco.

Agent R. T. Kingman, Kansas City, delivers the "Hobo Basket" to Conductor Gilbert Winn. This basket will travel to Chicago over the GM&O to solicit contributions for the National Foundation for Infantile Paralysis.

Agent Kingman, passing the basket to Conductor Winn, wears a "Centennial Beard" in honor of the Kansas City Centennial. Prizes are to be awarded in June to the Kansas City Citizen who displays the most impressive growth.

Deceased...

Miss Nan Lott, Clerk, Passenger Receipts Department, Mobile, died at a local hospital on February 7th. Miss Lott was employed by the former MO & O in 1910 and continued work until her illness.

Conductor H. L. Hartman, East St. Louis, died at the Missouri Pacific Hospital in St. Louis on March 1, 1960. Conductor Hartman entered our service in 1910 as a brakeeman and was promoted to conductor in 1927. He performed both passenger and freight service.

Yard Fireman J. Fitzgerald of Springfield, Illinois, died at Jefferson Barracks, Missouri, on March 8, 1950. He is survived by his wife, Mrs. Joseph Fitzgerald.

Engineer Lee H. Smith, Laurel, Mississippi, passed away at the Laurel General Hospital on March 13, 1956. Mr. Smith entered our service on May 24, 1927.

Tuscaloosa Supervisor Boasts Outstanding Safety Record

Track Supervisor L. E. Gorman, Tuscaloosa, has been awarded the Engineering Department's Safety Award for the second successive year, according to an announcement by Chief Engineer W. W. Greiner. This award is made annually to the track supervisor who completes the year with no reportable accidents on his district.

In making the award for 1949, Mr. Gorman pointed out that Mr. Gorman's record is an "outstanding accomplishment."

Mr. Gorman, who celebrated his 80th birthday on April 8, has been employed by the company continuously since 1917. In remarcking on his service, Assistant Chief Engineer J. V. Johnston said:

"These have been years of hard work and productive efforts. Mr. Gorman is loved and respected by all who know and associate with him."

Mr. Gorman has been supervisor on the Montgomery district since April 21, 1930.
Stamp Honoring Rail Engineers To Be Issued April 29

Through the efforts of two GM&O men, Special Agent D. D. Crocker and Hank Koberg, a special postage stamp honoring the railroad engineers will be issued on April 29.

The stamp, known as the Casey Jones Commemorative Stamp, will go on sale in Jackson, Tenn., one day before the general sale. Jackson was the home of the ill-fated engineer and his widow still lives in that city.

Issuance of the stamp successfully culminated the many long months of hard work and unceasing efforts of Special Agent D. D. Crocker, who first suggested the idea. Both Mr. Crocker and Mr. Koberg are ardent stamp collectors, and were instrumental in forming the Dixiana Stampers, an international organization of stamp collectors. Mr. Koberg is international president of the organization.

Appropriate ceremonies have been planned in connection with the first day sale of the stamp. High representatives of the Post Office Department, Congressmen, and other important personages will be present to take part in the activities. Special arrangements have been made for the mailing of first day covers to interested collectors who send stamped, self addressed envelopes, together with a postal note or money order covering the cost of the stamps to be affixed, to the postmaster at Jackson.

The design for the stamp, originally submitted by Mr. Crocker, presents a picture of Casey superimposed in the center on a locomotive wheel. Just below the portrait appears the name in white Gothic letters. To the left of the central design is an artist's conception of Casey's Engine No. 382, and on the right a modern diesel locomotive. A panel across the top bears the inscription, "Honoring Railroad Engineers of America."

Wild West Steer Invades GM&O Chicago Yard

A wild and woolly steer from the Western Plains, who apparently did not like his new environment at the Chicago Union Stock Yards, made his way out of the place without permission on the morning of March 21st, and selected the GM&O Bridgeport Yard as his new pasture. But hot on his pursuit was a Stock Yard Cowboy astride his steed.

Yard Clerc John Masucsufski was going about his duties of checking the cars at Bridgeport Bridge in his usual hulmble and peaceable manner when Mr. Steer elected to cross his path. Mr. Masucsufski without any hesitation, went to lofter heights on top of a box car.

Towerman P. C. Guynn at Bridgeport Bridge observed the steer approaching the drawbridge and, not knowing where the steer wished to go, he threw all signals at "stop", but the red signals meant nothing to Mr. Steer and he continued on across the drawbridge which resulted in a delay to the Streamlined Ann Rutledge of 6'. The steer then detoured via some other Railroad and the GM&O was again able to operate.

Supt. of Terminals, R. F. Jeter

Retired Dispatcher Dies In Tucson

Dear Mr. Hicks:

Many of the retired GM&O employees will regret to learn of the death on April 4th in Tucson, Arizona, after a brief illness, of Joseph Edward Jay, Sr., a train dispatcher retired several years ago by the M-K-T Lines. He began his railroad career on the old M & O as a boy-telegraph in his home town of Shubuta. He was widely known for a sending arm which could produce perfect Morse with amazing speed.

My father spoke of the M & O frequently, and with an understandable affection imparted to his son, another railroad. Two years ago father made a special trip over the line to see how it was getting along and to visit places of his early railroading after almost fifty years absence. He was pleasantly surprised at the GM&O, and happy to see again, and for the last time, a few of the Old Timers.

Ed Jay attended Marion Military Institute and spent much of his boyhood near Stonewall with his uncle, the late Thos. L. Wainwright. He is survived by his widow, Nettie Moffat of West Point, Miss., a daughter Evelyn of Tucson, Arizona, son and grandson Edward, Jr., and Edward, III of Washington, D.C., and a sister Annie Jay Hudson of Texas.

Very truly yours,
J. Edward Jay, Jr.
2244 Washington Avenue
Silver Springs, Maryland

Minks

(Continued from Page 3)
much like a common cat. If she is disturbed she will pick up a kitten and rush out into the cage. Sometimes in her haste she will dash the kitten against the side of the entrance hole and kill it. That is why a rancher must wait two or three days before looking into the nest box.

The young grow to maturity in about six months and can be pelleted the same year they are born. The pelting season is in November. This part of the business requires skill, and the Alexanders have learned this too. They know how to split the skin and pull it over the mink's head and onto a stretching board, after the minks are put to death in a specially constructed gas box. The skins are scraped to rid them of fat and must dry at least a week. Then they are ready to be shipped in bundles to a fur market in Chicago.
Along the Line

Section Foreman
G. C. Kamper, State Line, who recently completed his thirty-third year with a perfect safety record.

Mobile, Alabama—On March 1, Clerk T. S. Ballock, Passenger Receipts Department, completed his fiftieth year of service with the company. His co-workers presented him with a set of leather luggage.

How Long Do Railroaders Live?

Railroad men live longer, generally, than they used to, according to new life-expectancy figures recently released by the Railroad Retirement Board. These figures, when compared with earlier life-expectancy tables, show not only that a greater number of railroad employees live to retirement age, but that they live longer after they retire. Thus the retirement benefits they receive under the Railroad Retirement Act are more valuable.

Most railroad men live to retirement age. The number of railroad men out of 100, at given ages, who will live to age 85 is as follows:

- At 30 years of age, 69
- At 40 years of age, 71
- At 50 years of age, 73
- At 60 years of age, 88

Railroad men retiring at age 65 will, on the average, live 13 years after they retire. Out of 100 railroad men retiring at age 65:

- 82 will live to age 70
- 40 will live to age 80
- 9 will live to age 90

The number of years railroad men will live, on the average, after retiring on disability annuities, for given ages at retirement, are as follows:

- At age 40, 19 years
- At age 50, 14 years
- At age 60, 10½ years

This group consists of men retiring under the occupational disability provisions of the act and includes many who are actually totally disabled. About 80 percent of current disability annuities are made under these provisions of the law.

Women railroad workers retiring at age 65 will, on the average, live for 17½; those retiring at age 65, for 14 years.

It should be remembered that the figures printed here represent averages applicable to large groups of individuals, and they should not be taken as a prediction of the actual lifetime of any one person, which may be shorter or longer than the group average.

Mobile, Alabama—The Gulf Terminal Sports Club, made up of members of the Receipts Department, won 13 out of 14 games in the Business Men’s Basketball League.

Eoline, Alabama—Agent W. H. Gwin retired from service on March 8 after almost forty years with the Company.

Roodhouse, Illinois—Conductor J. F. Clatt retired from service on March 28th. He was first employed by the railroad in 1906, was promoted to conductor in 1911 and to passenger conductor on February 23, 1943.

The Tax Bite — What it Adds to Everyday Living Costs

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HEAVY BURDEN From today’s powder to the family car, every item which goes to make up American living standards feels the impact of the tax collector. Some of the taxes are hidden, others appear right on the sales ticket. In either case they are heavy. Often the full cost of the selling price which goes to support government is larger than what is left to pay for the wages, materials and other cost of producing the item. The taxes on cigarettes and on alcoholic beverages are outstanding examples of this truth. In the case of residences and with the items taken by the tax collector nearly equals what goes to the producers.

But regardless of the property, taxes today cut heavily into our living standards by reducing the number of things we can buy and enjoy. So long as the tax man takes anywhere from 10 to 60 percent of what we spend, our enjoyment of a full American living standard must suffer. And just as long will the measurement of savings in terms of dollars be meaningless. These living on fixed incomes have already felt the pinch of the tax collector in reduced purchasing power. Those who are saving for their old age will find it 20 years to come unless economy in government holds the wild spread of inflation.

—from The New York Journal-American
Commendations

Signalman H. P. Freestone, and his assistant F. E. Mau, Joliet, Illinois were commended by Superintendent B. V. Bodie for rendering assistance outside of line of duty to facilitate the movement of trains.

Superintendent W. H. Follines commended Engineer W. H. Mount for personal interest in his repairing the distribution pump of a switch engine near the work train which he was operating.

Foreman C. E. Coughlin and Rosser J. H., O. Petticoat were commended by Supt. Follines for discovering a broken rail in Jackson, Tenn., and flagging a train to notify it of the fact.

Brakeman N. L. Rensig, Kansas City, Missouri was commended by Superintendent J. R. Comerly for discovering a hot box on a train passing the depot, and signalling the crew on the caboose. Although on furlough, Brakeman Rensig made close inspection of the passing train.

Engineer’s Were Warned In 1880 To Stop Trains to Save Stock

Chief Dispatcher Harry Wilson of Murphysboro sends us an old Cairo and St. Louis Railroad timetable dated March 20, 1880. The Cairo and St. Louis is now part of the mainline of GM&O and was purchased by the Mobile and Ohio in 1888. The time table shows that No. 1, the Express and mail left St. Louis at 8:30 A.M. and arrived in Cairo at 5:10 P.M., a distance of 146 miles. Engineers were warned to stop all trains to avoid killing stock and warned that they would be held strictly responsible for all claims.

Special rules showed the following connections to be observed:
At St. Louis with roads diverging and steamers on Mississippi River. At Barksdale with daily line of stages for Prairie du Rocher and Glasgow City. At Red Bud with tri-weekly line of stages for Salem and Evansville. At Baldwin with tri-weekly line of stages for Athens. At Perry with C. & W. R.R. for Chester, Pinckneyville and Tamaroa. At Campbell’s Hill with daily line of stages for Shiloh Hill. At Murphysboro with G. T. & C. R.R. for Grand Tower and Carbon Dale. At Murphysboro south with daily line of stages for Mount Carbon (one mile). At Joliet with daily line of stages for Anno (one mile). At Cairo with roads south, west and south-west, and steamers on Mississippi and Ohio Rivers.

Brakeman R. W. Graham was commended for his personal interest shown in the handling of his train for the prevention of delay and damage.

Engineer C. E. Allen and Fireman F. P. Crossin were commended for repairing a water hose coupling, keeping the water from leaking out of the radiator or the engine.

Switchman T. R. White, Tamms, Illinois was commended by Superintendent Miller for discovering the starting of a fire, and thus preventing damage to a shipment of goods.

Toledo Stockholder Compliments GM&O

In a recent letter Mr. Arthur Taylor, Toledo, O., writes:

“As a small stockholder of the GM&O it always interests me to see one of our freight cars in Toledo. Yesterday I saw GM&O No. 53053 unloading a full load of sheetstock here.

“Someday I hope to have more stock in, what in my judgment is the most progressive railroad in the country.”

Bloomington, Ill.—Special Agent C. D. Winkler is passing out cigars for the birth of his daughter, Connie Lou, already nicknamed ‘Caboose’.

OUR FREIGHT BUSINESS

Revenue Car Loads Billed and Received On GM&O

<table>
<thead>
<tr>
<th>1949</th>
<th>1950</th>
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</thead>
<tbody>
<tr>
<td>JAN</td>
<td>47,476</td>
</tr>
<tr>
<td>FEB</td>
<td>52,003</td>
</tr>
<tr>
<td>MAR</td>
<td>49,426</td>
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<tr>
<td>APR</td>
<td>48,212</td>
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<tr>
<td>MAY</td>
<td>47,561</td>
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<tr>
<td>JUNE</td>
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<tr>
<td>JULY</td>
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<tr>
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<tr>
<td>OCT</td>
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<td>DEC</td>
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COMPARISON OF THE FIRST THREE MONTHS OF THE YEARS

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<thead>
<tr>
<th>1949</th>
<th>1950</th>
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</thead>
<tbody>
<tr>
<td>52,967</td>
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</tr>
<tr>
<td>140,853</td>
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