Corinth Acquires New Industry

The selection of Corinth, Mississippi as the first location in the South for an International Telephone and Telegraph Corporation factory was revealed on April 27, when the IT&T Kellogg Switchboard and Supply Co. announced plans to build a $1,250,000 plant in that city. A bond election has been set for June 7 in Corinth.

The Kellogg plant would be served by Gulf, Mobile and Ohio, and is expected to adjoin the Wurlitzer electronic piano plant, which located in Corinth in 1954.

Why Corinth was Selected

Corinth was not even considered as a location for the plant until some of the city's energetic young civic leaders got busy, an official of the Kellogg Co. said in a recent newspaper interview.

Larry Nelson, public relations consultant for International Telephone and Telegraph Corporation's Kellogg division, said the company first selected a site in another state.

"Then the young men in Corinth heard about it," Mr. Nelson said, "and they came right after us. I think you could say it was because of their dynamic enthusiasm and salesmanship that we first considered Corinth."

Another IT&T official credited Corinth with being "one of the friendliest towns I've ever been in. The people made us feel as though they really wanted us to locate here."

The stable political atmosphere in the city which is favorable to industry was also a deciding factor in the plant location, he said.

Will Manufacture 25,000 Sets a Month

The new plant will provide employment for 400 to 700 workers in the manufacture of Kellogg's K-500 telephone set. It will cover 123,000 square feet on 50 acres.

Pilot production is to begin late this year for training new employees with full scale production expected to get under way shortly after the training period ends.

George Scharffenberger, vice president of Kellogg, said the payroll will be about $1,500,000 a year. He estimated the plant output will be about 25,000 telephone sets per month. About three fifths of the telephone sets of Kellogg go to commercial users, with the other two fifths being sold to the Army Signal Corps.

GM&O Participates In Terminal RR Purchase

GM&O was one of ten railroad companies authorized by the Interstate Commerce Commission on April 17 to buy and jointly operate the properties of the Illinois Terminal Railroad Co.

The Terminal Company's headquarters are at St. Louis.

The purchasing railroads have formed a new joint corporation, to be known as Illinois-Missouri Terminal Railway Company, which will acquire the Illinois Terminal properties.

In authorizing the sale, the ICC asserted that industrial development in southern (Continued on Page 2)

Directors Hold Meeting In Mobile; Declare Dividends

Gulf, Mobile and Ohio Directors declared dividends on common and preferred stocks of the Company and re-elected all officers at the annual organizational meeting of the Railroad in Mobile on April 28.

Fourteen members of the fifteen-man Board, representing businesses along the line of the 2,757-mile system, attended the meeting. Also present were ten directors of our subsidiary line in Louisiana and Mississippi, the New Orleans Great Northern Railroad.

President F. M. Hicks of Mobile reported net earnings for the first quarter of 1956 of $1,216,857, approximately $379,000 below the same period last year. A freight rate increase granted the industry last month has not yet been generally reflected in first quarter earnings, he said, but estimated it would fail by approximately $100,000 a month to off-set wage and material cost increases in effect on the Railroad since last October.

The common stock dividend declared was 56c per share payable on June 11 to stockholders of record May 21. The preferred dividend amounted to $1.25 per share payable on December 17 to stockholders of record November 26.

As a prerequisite of the payment of the above dividends the Board provided for payment of additional rental during the current year to the Company's subsidiary line, New Orleans Great Northern Railroad, amounting to $93,928.

The NOGN Board also declared interest payable on that company's 5% income debentures, due 2032, 1% on June 11 in addition to 1-1/4% already declared for payment on that date, to holders of record June 6, and 1% payable on December 17 to holders of record December 12.

"The railroads continue as the basic transportation of the nation."—Memphis (Tenn.) Commercial Appeal.
On Golden Wedding Trip

Mr. and Mrs. Laney Cason, photographed as they left their home for a Golden Wedding trip, celebrated their 50th anniversary of marriage in St. Louis. shopping, dining out, and sightseeing.

Mr. Cason retired from the GM&O in 1947 as division freight agent at Columbus, Mississippi, where he lives at the present time. He began his service with this company in 1913, when he went to work for the former Mobile and Ohio at Meridian, Mississippi. In 1922 he was promoted to commercial agent at Pittsburgh, Pa. He was later transferred to Cairo, back to Meridian and then went to Columbus as commercial agent in 1935. He has remained in Columbus since that time, having been promoted up to division freight agent before his retirement.

Mr. and Mrs. Cason were married on April 18, 1896 in Columbus. They are both active in civic and church affairs in Columbus.

Hearings Now In Progress On Transport Legislation

Editorials — like the ones at the right from newspapers in GM&O territory — are typical of expressions from more than 600 newspapers throughout the nation endorsing recommendations made by the Cabinet Committee to modernize existing transportation laws, so as to permit freer competition between the various types of carriers.

Such major organizations of users of transportation as the American Farm Bureau Federation, the National Grange, the Chamber of Commerce of the United States and the National Industrial Traffic League — which is the major nation-wide organization of men, who, as shippers, deal daily with the practical problems of rate making and regulation — are just some of the many other advocates of this competitive principle.

Hearings on Bills Now

At the present time the House subcommittee on transportation and communications is conducting hearings on identical transportation bills H. R. 6141 and H. R. 6142 which are designed to put the Cabinet Committee recommendations into legislative form.

Sinclair Weeks, Secretary of Commerce, who was chairman of the Cabinet Committee which prepared the report from which the legislation emanated, was the first witness.

Mr. Weeks said there were two basic revisions in the (transportation) Act which the committee found urgently needed — a change in the present declaration of policy to emphasize reliance on competitive forces in rate making, with minimum government regulations, and amendments to reduce exemptions of carriers which he said, posed a serious threat to a financially strong and progressive common carrier system.

What You Can Do

You can read carefully these accompanying editorials and the GM&O advertisement on the adjoining page and tell your neighbors how important it is to them and to you that Congress pass this legislation.

See and write your Congressmen and Senators. Tell them you want to see H. R. 6141, H. R. 6142 and S 1920 become law. If you would like literature on the subject, write GM&O NEWS, Mobile, Alabama.

Bob Glynn Is Named Secretary To Group

J. H. Glynn, general industrial agent of GM&O, Mobile, was elected secretary-treasurer of the Southeast group of the Railway Development Association, which met in Memphis, Tennessee April 22-25. It was the thirty-third annual meeting of the association.

Other officers elected were W. O. Harper of the Frisco, president; E. M. Nix, Seaboard Air Line, first vice president; and R. P. Keithley, Norfolk and Western, second vice president.

All Southeastern lines are represented in the membership of approximately 130 people.

GM&O Participates In Railroad Purchase

(Continued from Page 1)

Illinois would be encouraged by the transaction. Its statement said:

"Industrial development on the Illinois-Missouri will be promoted because the proprietary line's control should provide a stability which would encourage prospective owners to locate manufacturing plants in desirable areas now available along the Illinois area.

"All the circumstances indicate that under the applicant's control the transportation service rendered will be improved, and will be more adequate, efficient and economical."

The purchasing companies are:

The Baltimore & Ohio; Chicago and Eastern Illinois; Chicago, Burlington and Quincy; Chicago Rock Island & Pacific, Gulf, Mobile & Ohio; Litchfield & Madison Railway; Mississippi Valley Corp., owned by Illinois Central; New York, Chicago & St. Louis; St. Louis-San Francisco and the Wabash, controlled by Pennsylvania railroad.

GM&O Vice President R. E. Stevenson, St. Louis, is a director of the line.
LEGISLATION WOULD HELP SOLVE U.S. TRANSPORTATION PROBLEMS

A House subcommittee is now conducting hearings on a measure of vital importance to the future of American transportation.

These hearings revolve around HB6141 and identical bills embodying what appears to be a highly constructive recommendation by the special President's cabinet committee which some time ago completed a broad study into the government's overall transportation policies.

The cabinet committee found, among other things, that "government regulation of rates, as presently applied, frequently denies to the public benefits of the most efficient form of transportation with consequent heavy financial loss to the entire nation."

This is in line with the thinking of the American Association of Railroads, which is actively supporting the new legislation. The railroads seem to feel that they can continue to do the best job and hold their own in a highly competitive field if not so highly regulated that unfair advantage is given other forms of transportation. They feel that anything the regulators do that interferes with efficiency in the industry represents a loss to the nation.

Such a position is completely consistent with basic American principles. Certainly in many fields, the least government regulation, the better.

There probably was a time in past years when strict government regulation was advisable. That was at a time when these carriers enjoyed more of a monopoly in the field. Such is not the case today.

Everyone nowadays is aware of the keen competition given railroads by air lines, river barges, private automobiles and bus lines. The railroads and the cabinet committee are simply asking that more freedom be given the rail lines to meet this competition.

This does not appear to be an unreasonable request. Adoption of the proposed legislation would not, as we see it, give the railroads a corner on all transportation business. They still would face stiff competition from the modes of transportation that have made such spectacular strides in recent years.

The fact should be recognized by all Americans that through the right-of-ways they buy and maintain and the taxes they pay to state, municipal and federal governments, the railroads indirectly contribute toward a subsidy for their competitors.

The Press considers all forms of transportation vital to the economic life of America. The proposed legislation apparently is designed to keep them strong. If removal of certain government rate fixing controls has the effect of increasing efficiency, then we see no valid reason for anyone to oppose the pending legislation.

**RULES OF FAIR PLAY**

Meridian, as a railroad town, should have some interest in the affairs of the lines through our city.

Thus we have taken the space to join with others of the (Continued on Page 5)

**It Could Be Less...**

When you buy groceries you're paying for more than just food. There are other costs involved—one of these being freight transportation.

Often this portion of your grocery bill is too high, because obsolete governmental regulations prohibit healthy competition between the various types of carriers. For instance, the Railroads are often required to maintain higher rates than they could profitably and justly charge the public, solely because lower rates might take business away from their competitors.

However, a special Cabinet Committee appointed by the President has asked Congress to modernize these transportation laws. Legislation is now pending to permit freer competition between the railroads, the trucks and the barges.

Its adoption would allow each type of transportation to do the job it can do best; would result ultimately in savings for you on the everyday things you buy.
Railroader Teaches A Forestry Lesson

"Why," asked GM&O Agricultural and Forestry Agent Wayne Burrage of the tenth grade Vocational Agriculture Class of Rocky Creek School, "do you think that the GM&O sends me out to talk to you about trees?"

The dozen or so tenth grade teen-aged boys waited interestedly on cowhide-seat-ed chairs of the rural Mississippi school.

The reason, according to Mr. Burrage, is that 54% of the acreage of Mississippi is in trees; 89% of Greene County, in which Rocky Creek is located is in trees; both long leaf and slash pine will be used, with the advantages of each being visually demonstrated.

"Most schools," said Mr. Burrage, "have wonderful courses in agriculture, manual training and other things in the Vocational Agriculture Course. But somehow, we neglect to point out methods of improving the results of that 80% of land."

The Rocky Creek school is only one of more than 200 schools in GM&O territory (Continued on Page 7)

45% of the people of Mississippi depend directly or indirectly upon trees or wood products for a living; and from trees and wood products, GM&O derives a great portion of its revenue.

At the 500 student consolidated school located near Lucedale, Mississippi, the ninth and tenth grade students have begun this year a forestry project at the suggestion of Mr. Burrage.

Most of the boys have at their homes land either growing in trees or available to trees, and, on a one-acre plot adjoining the school yard, they are learning the proper management of their woodlots.

"What can we do," they are learning first hand, "to make that 80% of land in Mississippi devoted to woods more productive?"

The school yard tract has been cleared of worthless underbrush "too thick for a rabbit to go through," leaving one tall long leaf pine, reminder of timber that can be grown.

Next fall, the present ninth-graders will plant pine seedlings in the open areas.

Mr. Burrage gives blackboard demonstration.

Official Cites Needs Of Paper Industry

"Communities should have big hearts for industry," said J. W. Warner, executive vice president of Gulf States Paper Corporation in the NEWS BAG publication of the paper company, of March 1956. Gulf States is one of several paper industries located in Gulf, Mobile and Ohio territory, and the facts related by Mr. Warner give some idea of the importance of the pulpwood industry to this railroad.

"Few people realize," said Mr. Warner, "the enormous amount of pulpwood required to manufacture the 400 tons of paper per day which we produce 365 days a year. In order to make this amount of paper, 800 standard cords of pulpwood are necessary per day. Let us visualize how much wood it takes to make 800 cords. It is equal to a stand of trees 8 inches in diameter and each 45 feet tall, spaced 8 feet apart, over an area of 17½ acres of land. Or, if these trees were standing 8 feet apart in a single line, it would be a line of trees 18 miles long. If all 800 cords of pulpwood were delivered to our plant entirely by rail, it would require 50 rack-type freight cars."

"At our Tuscaloosa plant," said Mr. Warner, "we spend annually over four million dollars for pulpwood purchases. For raw materials and general supplies, the company spends in excess of $2,500,000 annually, and in payments for incoming and outgoing freight shipments three million dollars each year.

Rocky Creek boys and teacher A. E. Cain (left) clear school plot.
nation’s press who are urging that special attention be given to the Cabinet Committee’s recommendation to Congress that these laws be modernized.

Legislation is now pending to permit freer competition between the railroads and other types of transportation.

What the presidential advisory committee recommends is that the railroads, just as any other common carrier, should be allowed to exercise competitive pricing within reasonable limits; in other words, rate-making would become a primary function of business, not government.

The first consideration, of course, must be the public.

There should be plenty of room for all competitors to provide service with the same rules of fair play.

If the new legislation will afford savings to all —

Then we must say we are in full support of a change.

SURVEY OF TRAFFIC PROBLEMS

The Association of American Railroads has been trying to acquaint the public with the results of recent surveys of the means of transportation and to make known the findings. Months ago a cabinet committee was named by the President “to make a comprehensive review of overall government transportation policies and submit recommendations.”

One of the features of the first report made as a result of this high level cabinet study is the following disclosure:

“That government regulation of rates, as presently applied, frequently denies to the public the benefits of the most efficient form of transportation with consequent heavy financial loss of the entire nation.”

The modern development of new methods of transportation of people and things has brought about huge changes in traffic movement. People go by air, as does mail and express. Private automobiles handle a tremendous volume of traffic that formerly used rail lines. Trucks on the highways have made phenomenal gains in the volume of their service. Barges and water transportation are still a factor in handling heavy freight that is not sufficiently appreciated by those who benefit by this cheaper form of transportation.

Through the development of these various forms of carrying traffic has brought about changes and enormous benefits to the public, the increase in things transported has been so impressive that all methods of transportation have been more efficient.

Railroads have nothing like the near monopoly they used to enjoy in freight carrying, yet they have been highly successful in meeting the new forms of competition and maintaining their place as the most reliable and dependable traffic handler of the nation’s products.

The railroads seem to feel that they can continue to do the best job and to hold their own in a highly competitive field if not so highly regulated that unfair advantage is given to other forms of transportation. They feel the nation is entitled to the benefits of the most efficient forms of transportation, and that anything the regulators do that interferes with such efficiency is a loss to the nation that it should not be called upon to bear merely for the sake of encouraging newer and more showy forms of transport.

The rivalry of air, highway, water and railroad transportation will continue keen because all of them offer a form of service with special appeal. But it is important that regulation policies be frequently reviewed for the benefit of the public and to ensure that unfair advantages are not given to one form over others at heavy cost to the government as well as to the general public.

The Cabinet committee stated the matter in these words: “That, in the public interest, no freight rate should be kept higher than would otherwise be necessary, merely to shield some other form of transportation from the effects of fair competition.”

After all, competition will be the solution, but regulatory authorities must see to it that the competition is fair and that one form does not become a government pet at the expense of others and of the public.

GM&O Hostess Alice Upchurch is from Colby, Kansas. She has been with the GM&O Hostess Department almost a year. After remaining on the waiting list for two years for the job, Miss Upchurch is a graduate of Bethany College, Lindsborg, Kansas, where she majored in music and dramatics. Named to Who’s Who in American Universities, she was chosen for summer stock in the East, and was awarded a scholarship to the Plymouth Drama Festival.

* * *
NEWS AT A GLANCE

GOVERNMENT'S ROLE IN TRANSPORTATION

W. P. Kennedy, President of the Brotherhood of Railroad Trainmen, delivered a significant address recently before the Federation of Railway Progress in Washington. Entitled "Let's Keep the Railroads Ready," it has attracted widespread interest not only among railroad men, but also among political and business leaders.

Mr. Kennedy outlined developments in transportation, criticized the inconsistency of government as a buyer, provider and regulator of transportation and set forth a five point program of improvement.

About government's role as a provider of highway, air and water transportation, Mr. Kennedy observed, "What a tribute it is to the railroads that they have been able to exist in competition with these overwhelming subsidies . . ."

LET'S HAVE A SAFE VACATION-TIME

Class rooms will close soon throughout GM&O's seven-state territory. We hope it will be a carefree vacation of freedom and fun for the children. We hope, too, that they will remember that the short-cut across the railroad track can be a dangerous time saver; that fishing and diving from railroad trestles can cause injury and death.

Chief Special Agent Mason Brown and his associates have been trying to impress these facts in talks and programs during the school year. It is a little know fact that in a single year's time the American Railroads are confronted with as many as 600,000 trespassing amounted to 809 killed and 811 injured.

Parents can help us make it a truly safe and happy summer for all boys and girls. Just emphasize railroad operations are "off-limits" for playtime.

LOW COST OF RAIL TRANSPORTATION

The average passenger journey on the Gulf, Mobile and Ohio Railroad last year was 194 miles for which the Railroad averaged less than 2½ cents per passenger per mile in fares.

The average freight haul was almost 262 miles and the average revenue for hauling a ton of freight one mile was 1-1/5 cents.
Agents Are "First Line Of Public Relations"

Freight Agent C. O. Jones, Brighton Park, Chicago, attended the meeting of the Freight Station Section, Association of American Railroads, at Cleveland on April 24. From the abundance of helpful information received at the meeting, Mr. Jones recommended the following excerpt from a speech made before the group by President F. S. Hales of the Nickle Plate Line.

"Said Mr. Hales: "It seems to me . . . that we might properly call local agents 'The First Line of Public Relations'. All the railroads have public relations departments these days and they work in their own ways to promote good will and favorable public opinion for the roads. But actually what the public thinks of a railroad depends on the public's experiences with that road, and their experiences — good or bad — frequently are the result of agents' able or indifferent efforts.

"Working so directly with the public, agents and their assistants have a responsibility to please customers and potential customers to the best of their ability. Such efforts can do much to gain friends for the railroads."

Forestry

(Continued from Page 4)

which Mr. Burrage visits during the school year.

With materials at hand on every farm, he shows how to mix poison for scrub trees in a glass jug with corn cob spout. He gives blackboard sketches showing why wolf trees should be eliminated to provide space for young pine seedlings; and he interests the school in field projects in which forestry management is demonstrated.

His aim is to increase supply of wood for the several important paper industries in GM&O territory, which, in turn, contribute vitally to the economy of the region and the railroad.

Some statistics on requirements and benefits of the paper industry in communities are given in the adjoining story on page 4.

Railroaders At Roodhouse

At the station at Roodhouse, Illinois recently a number of railroaders were in and out in connection with their duties.

No. 7-9 had just passed and No. 93 was due by shortly. Top picture shows 93 pulling by the station.

In the dispatcher's office were a group of railroad men including, left to right, Carpenter Fred Burris, Engineer W. C. Oliver, Crew Dispatcher L. W. Ballard, First Trick Operator J. W. Farrell and Conductor William O'Hearn.

Next Picture, Conductor H. D. Long of Slater, left, and Engineer S. G. Smock of Roodhouse leave station as Conductor Long prepares to board No. 93.

Below in agent's office, C. T. Wilkerson has been agent at Roodhouse since 1906, and has worked for the railroad there since 1901. The son of company engineer, Wilkerson went to work for the company at 17.
DECEASED

Retired Agent-Operator P. E. Cooper, Louisiana Division, died near Abita Springs, Louisiana on April 3, 1956 at his home. Mr. Cooper came to work for this company on November 30, 1915 and retired in December 1940.

Retired Freight Conductor Hobart McCiurg, Bloomington, Illinois, who entered service as a brakeman in 1916 and was promoted to freight conductor in 1927, died at Bloomington on April 6, 1956.

Retired Freight Conductor Lucian O. Veatch, Bloomington, Illinois, died at Bloomington on April 5, 1956. Mr. Veatch, who was eighty-four years old, entered service as a brakeman in 1902 and was promoted to freight conductor in 1909. He retired on May 1, 1940. He is survived by his wife.

Retired Flagman Walter Y. Thomas, Jackson, Tennessee, who entered service in 1909 and retired in November 1951, died at Jackson on April 1, 1956. He is survived by his wife and three sons and one daughter.

Engineer — Fireman W. O. McMellen, Slater, Missouri, died on April 10 at Kansas City, Missouri. Mr. McMellen entered service as a fireman in 1917 and was promoted to engineer in 1943. He is survived by his wife and six children.

Retired Steno-Clerk Mrs. Ada Shelton Harlan, Corinth, Mississippi, died on April 15, 1956. Mrs. Harlan was employed on October 4, 1914 and retired in November 1942.

Retired Engineer James Burns Chandler, Bogalusa, Louisiana, on April 23, 1956 at his home in Bogalusa. Mr. Chandler entered service on July 30, 1906 and retired in June 1944. He is survived by his wife.

Passenger Conductor Walter C. Shuman, South Joliet, Illinois, died in Chicago on April 21. Mr. Shuman entered service as a brakeman in 1902, was promoted to conductor in 1906 and to passenger conductor in 1927.

GT Safety Awards

Listed below are Gulf Transport Company drivers who have earned safe-driving awards during the month of April, 1956:

**Bus Operators**
- Howard Andres, 10 year award
- Robert Hopkins, 8 year award
- E. D. Miller, 9 year award
- P. C. Moore, 6 year award

**Truck Operators**
- E. R. Hill, 1 year award
- L. D. Larue, 7 year award
- M. E. Taylor, 9 year award

Friends Along The Right Of Way

The following people who are not employees of this railroad have contributed to the efficient operation of GM&O during recent weeks.

Mr. Jimmy Byron, Jackson, Mississippi, discovered brakes sticking on a passing GM&O train, and flagged the caboose as it passed, causing the train to be stopped and the brake released before it became overheated.

Conductor L. M. Arnett and Engineer H. T. Knight of the Gaylord Container Corporation of Bogalusa, Louisiana were on duty when they discovered several inches broken out of ball of rail on GM&O line. They reported this to GM&O sectionmen and repairs were promptly made.

Miss Sue Haynes, operator for the AT&SF Railroad at Plaines, Illinois, noticed a spark flying from a car of GM&O No. 28 as it passed through Plaines. She notified the crew who discovered brake rigging down and set the car out.

Agent J. R. Williams of the Railway Express Agency of Trenton, Tennessee gave the hot box signal to the crew of No. 30 as it passed Trenton. Upon investigation the trouble was found to be a sticking brake, which was corrected. "This," said GM&O Supt. Forlines, "is not the first time Jimmie has watched our trains through Trenton."

Mr. Clyde Painter of the Dyer Hotel, Dyer, Tennessee, had some time ago learned the hot box signal from former Police Chief Hunt of Dyer. Consequently, when GM&O No. 2/32 passed him with a blazing hot box, he knew exactly what to do. Mr. Painter's action may have prevented serious trouble for the train.

Operator M. A. Korando of the AT&SF Railroad, Pequot, Illinois, notified the crew of No. 33 of a hot box as it passed through Pequot.

Operator R. T. Hannah of the Wabash Railroad, Clark, Missouri, discovered a hot box on No. 93 as it passed through Clark, and notified the train crew so that the car could be set out at Clark.

CORRECTION

The NEWS regrets that in the April issue Miss Katie and Miss Mayme Mahon were erroneously called McMillan. Miss Katie and Miss Mayme McMahon were the first two ladies on the GM&M to receive fifty year pins.
He Makes World Travelers Of Cigar Boxes

"Just an old cigar box — all dressed up" has travelled to nearly every point a G. I. has gone from Roodhouse, Illinois — to Germany, Alaska, Korea, Africa — bringing more pleasure than any old cigar box has a right to expect. Perhaps the contents of the box brought the most pleasure, but many a lonely G. I. found great pleasure in the fact that the box was mighty "dressed up."

C. F. Hicks, G&M&O yard engineer at Roodhouse, has many interests. One has always been boys, another Masonry. So when the boys he had coached in Masonry started leaving Roodhouse one by one for foreign service during the time of the Korean war, Hicks felt bad about it.

"I remembered when I left during World War I. People promised to write, but lots of times they never got around it," he said. And he decided mail was just about the most important thing in the life of a soldier.

Hicks decided to see that the boys he was interested in had at least one personal letter from the townfolks — and a long one. He decided to fill a whole cigar box with a continuous letter from home for the boy, to be wound off a reel in the box and read through an opening like a moving picture screen.

He started with a plain box, but decided, "if you're going to sell a bill of goods, make it attractive." He painted it white, then carved a scalloped frontispiece. He added a red trim, and painted a sign on the top, ROODHOUSE THIMBLE THEATER, and The Biggest Little Town in the State of Illinois. Fancy lights made of beads imbedded in birthday candle holders decorated the top, and the stage lights matched the bead lights on the top.

On one side of the stage is a tiny bunch of forget-me-nots, and on the other the favorite flower of the boy's mother. "You know how a boy is about his Mom."

On each side is a crank. On the screen of the theater are written instructions: "Turn top crank clockwise" Then: "Owing to government restrictions this is a silent news cast."

The recipient then cranks off a continuous letter, collected by Hicks from "the boy's buddies, business people, his minister, and, last of all, his girl friend and his folks." Most of the letters were quite long.

Yard Engineer C. F. Hicks, left, enjoys the reaction of Road Foreman of Engines E. G. Smith, right, as Mr. Smith rolls off the 250-foot Thimble Theater letter received by George Fischbeck, center, while he was in the Army in Korea. Fischbeck is the son of Engineer George Fischbeck of Roodhouse, Illinois, where the others also live.

George Fischbeck, son of GM&O Engineer Fischbeck, received one 250 feet long. George, who served in Korea is back in Roodhouse now, and recently joined Hicks for a cup of coffee at a downtown cafe. He had his letter-box-theater along, which he had more or less smuggled back into the States. "In Japan we had to have everything fumigated or throw it away. I couldn't do that. Why I wouldn't take anything for this thing."

When he received it, George said, "It took me three hours to read all the letter, although I must admit some of that writing was not too easy to read." Then he un-nailed the back to see if anything else might be tucked in. "I thought being overseas, and all —" but the box was full only of letter.

"There were eighty or ninety men in my outfit, and everyone of them had to read it. The letter is ragged around the edge now."

Hicks had asked that the writers keep the letters light, for "a laugh is better than a doctor anytime," and, although he never read one through, he suspected that some bordered on the risque. He always asked each writer not to read what had gone before, but one mother confessed she had read it from end to end, when adding her part. "It wasn't too bad," she said.

Depending on where the thimble theater was going, Hicks changed the decorations. For Alaska, "where there aren't many females, I got pictures of girls — appropriately dressed."

The mechanics of the box are simple. The letter is rolled on rollers which are dowel pins from any lumber yard. The cranks are curtain hangers. The remainder is a combination of paint and ingenuity. It sometimes takes sixty days to make one up, and Hicks has had to travel many miles to collect the letter.

"Yes, he says, "it's just an old cigar box. But a lot of thought has gone into it, trying to tell our boy that he still has a place in things at home."

RETIRED

Section Foreman W. T. England, Louisiana, Missouri, retired on May 1, 1956 after being in the service of the company since April 16, 1923 when he went to work as a section laborer. He was promoted to section foreman on May 13, 1941.

Section Laborer Sam Young, who has been in the employ of this company since February 5, 1939, retired July 29, 1955.

Yard Engineer E. L. Gordon, Kansas City, Missouri, retired on April 16, 1956. Mr. Gordon entered service as yard fireman on April 26, 1917 and was promoted to yard engineer November 24, 1929.

After forty-five years of faithful service to the G&M&O, Section Laborer Kirk Young, Jackson, Tennessee, retired on April 4, 1956.

Engineer Fred L. Strauss, Mexico, Missouri, retired on April 30. Mr. Strauss entered service as a locomotive fireman on August 22, 1909 and was promoted to engineer on September 17, 1916.

Section Laborer Minor Smith, Odessa, Missouri, retired on April 3, 1956 after being in the service of this company since April 11, 1925.

ALONG THE LINE

Mobile, Alabama — David Kleinschrodt, waybill-in-transit clerk in the Receipts Department, was married to Miss Joyce McClure on April 14.

Also in the Freight Receipts Department, the J. P. Tillmans are celebrating the birth of a daughter, Jacquelyn Lynn, born on April 16.
Commendations

For their prompt action and ingenuity when they had a car derailed, Supt. Thomason commended Conductor C. F. Delano, Engineer G. W. McFarland, Brakeman S. C. Conte, Flagman M. W. Rendleman and Fireman J. D. Jackson.

On March 26 while Extra 721 north was setting out a hot box at Columbus, Mississippi, a truck drove up on the main track and broke down, blocking engines on track. Fireman R. R. Montgomery, Tuscaloosa, Alabama, repaired the truck, enabling the driver to move it off the main track, thereby saving considerable delay to his train.

While working as second trick operator at Pontiac, Illinois, Operator D. W. Wheatley, Pontiac, noticed a fire along the right of way north of Pontiac. He notified sectionmen so that this could be taken care of.

Fireman E. D. Brown, Slater Missouri, was fireman on No. 93 out of Slater when he noticed slight smoke coming from a car in the train as it pulled a hill. He notified the engineer and the train was stopped to reveal on investigation that both end frame braces were broken and car center sill was broken in two behind body bolster, which permitted car end to go so far out that it set hand brakes, causing wheels to run hot. For his close observation Mr. Brown was commended by Supt. Miller.

For attention to duty and service of unusual merit during the month, the following men were commended:
Agent-Telegrapher W. E. Conner, Ackerman, Miss.
Switchman Robert Watkins, Tupelo, Miss.
Section Foreman C. O. Smith, Houlka, Miss.
Operator Fred Wright, Atlanta, Ill.
Operator N. J. Gapen, Chenoa, Ill.
Operator W. F. Thiling, Chenoa, Ill.
Brakeman F. L. Howard, Slater, Mo.
Brakeman T. M. Gilliam, Slater, Mo.
Brakeman J. T. Stilwell, Slater, Mo.
Brakeman W. H. Hale Jr., Slater, Mo.
Conductor W. M. O'Hearn, Slater, Mo.
Agent E. A. Davis, Independence, Mo.

Fireman J. F. Chisum, Isola, Tennessee, was fireman on Extra 726-North out of Okolona when engine trouble developed as a result of a dirty fuel filter. Mr. Chisum took the filter down and removed the dirt so that the engine would get the proper amount of fuel, insuring no delay to this banana train.

When No. 28 pulled into Toulon yard with a broken knuckle, blocking Extra 749, south local, Brakemen James Martin and W. F. Lipe, members of the local crew, replaced the knuckle, which allowed No. 28 to move on into the yard and let the local out.

ALONG THE LINE
Laurel, Mississippi — Friends of the late Division Special Agent H. R. Dillingham will be interested to learn of the marriage of his son, William Burton, on April 3rd to Miss Sylvia Dale Baucom, also of Laurel. Bill is a 2nd Lieutenant in the Field Artillery at Fort Sill, Oklahoma. He graduated from Mississippi Southern in 1955, where he was a member of the ATO Fraternity.

St. Louis, Mo. — Hostess Ann Whitaker and former Hostess Mary L. Braxmeier were two of three women featured in a full page spread of the Sunday Quincy HERALD-WHIG on April 8. The story on "Quincyans With Interesting Jobs" showed Miss Whitaker by the observation car of the Abraham Lincoln. Miss Braxmeier is presently employed as a guidance director in a high school in Milwaukee.

OUR FREIGHT BUSINESS

<p>| Revenue Car Loads Billed And Received On GM&amp;O |</p>
<table>
<thead>
<tr>
<th>1955</th>
<th>1956</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN</td>
<td>49,866</td>
</tr>
<tr>
<td>FEB</td>
<td>40,694</td>
</tr>
<tr>
<td>MAR</td>
<td>65,855</td>
</tr>
<tr>
<td>APR</td>
<td>55,999</td>
</tr>
<tr>
<td>MAY</td>
<td>53,285</td>
</tr>
<tr>
<td>JUNE</td>
<td>45,637</td>
</tr>
<tr>
<td>JULY</td>
<td>47,704</td>
</tr>
<tr>
<td>AUG</td>
<td>51,899</td>
</tr>
<tr>
<td>SEPT</td>
<td>51,343</td>
</tr>
<tr>
<td>OCT</td>
<td>55,535</td>
</tr>
<tr>
<td>NOV</td>
<td>53,161</td>
</tr>
<tr>
<td>DEC</td>
<td>49,584</td>
</tr>
</tbody>
</table>

Comparison of the first 4 months of the years

1955 | 204,154
1956 | 208,900


10