GM&O Leads Nation

In Use Of Diesels

GM&O is the leader in the hauling of freight by diesels among railroads with operating revenues of more than $50 million, according to the New York Traffic Club Bulletin.

In its May issue, the Bulletin credits the GM&O with 94.95 per cent of its ton miles by diesel power. Next highest among the Class I railroads was the Boston & Maine, with 85.31%, while the New York, New Haven & Hartford was third with 85.22%.

Mobile Radio Program

Features GM&O History

WKBG, Mobile's Columbia Broadcasting affiliate, recently carried a program featuring the history of the GM&O. Sponsored by the Stonewall Insurance Company of Mobile on its Stonewall Sunday Sketchbook, the half-hour program traced the history of the GM&O from the early 1840's when Marshall J. D. Baldwyn began the establishment of Mobile's first railroad.

In describing the event of the first train to Columbus, Kentucky, the program stated:

"How many present at that event could foresee the magnitude of today's great railroad, the Gulf, Mobile & Ohio? How (Continued on Page 7)

President Tigrett Is I11

In St. Louis Hospital

While in St. Louis recently on business, President Tigrett suffered a painful attack of kidney colic and moved from his office car in Union Station to the Missouri Pacific Hospital for medical attention.

Suffering the usual discomforts of this illness, Mr. Tigrett is still undergoing treatment in the hospital and his many friends wish for his speedy recovery.

Powerful diesels await the call to duty just outside the Union Station in Chicago. The passenger locomotives, made by American Locomotive Company (left) and Electromotive (center), furnish the motive power for GM&O's crack streamliners operating between Chicago and St. Louis.

With dieselization virtually complete, the GM&O is removing the last of its steam facilities in the Chicago area. (See page 6.)
Montgomery Engineer Celebrates
50 Years' Service With GM&O

The following story by William O. Smith Jr. appeared in a recent issue of the Montgomery Advertiser:

Cliff "Dad" Hall has completed 50 years of continuous service with the Gulf, Mobile & Ohio Railroad. He is now taking a short vacation but plans to be back on his job this week operating an engine at the GM&O yard.

He says he has no plans to retire. "I'll be with the railroad just as long as I can perform my duties satisfactorily," he said yesterday.

Hall joined the railroad June 2, 1889, with an ambition to run a locomotive. Although he says the railroad tried to give him every other job except the one he wanted, it finally made him an engineer on June 29, 1904. He has done nothing since that time but drive an engine. "It's more like play now with the new Diesels than work," he says.

Ever since he was a boy trains have always intrigued him. The family lived within throwing distance of a railroad track and he was always on hand to watch the trains go by. "They always interested and mystified me," he remembers. "I made a resolution then to become an engineer."

Persistence Wins

In 1895, Hall left his home in Elmore and came to Montgomery. Until he got a job with the railroad he worked in a grocery store, with a construction company, and drove a street car. "Finally, after I had asked them for a job several dozen times they gave me one," he says.

Hall was eligible for retirement seven years ago. However, he felt it was his duty to remain on the job because the war was on. "We only had young, inexperienced men working," he said. "Since I couldn't serve in the war, I decided that I might as well help out by continuing on my job."

His job consists of switching trains that come into the GM&O yard and delivering the cars to their proper yards in the city.

Good Vision

He works by the wave of a hand in the daytime or a light by night. "Directions are signalled to me from as far away as one-half a mile, sometimes," he said. "I can see the signals now as well as I could 50 years ago. But if my eyes ever go bad I'll quit the job before I'll carry on when I know I can't do satisfactory work."

When Hall joined the railroad he was making one dollar a day and working 12 hours a day. Today he is making twelve times that much and is working only eight hours, from 7 a.m. to 3 p.m. "And the work is much easier," he declares.

"In those days we not only operated the engines, but we acted as mechanics, too," he said. "Today all I have to do is to go out there, get on the engine, press two buttons and I'm off."

Before receiving his promotion to an engineer, he worked three years as a handy man in the shop, and two years as a fireman. Since that time, he has refused promotions to go on the road because he says he likes yard work.

A Home Man

"I like the yard work because you get regular meals and rest and can be near home," he says. "I have always been a home man. I suppose that's why I've lived so long."

In 45 years of operating locomotives, he has established an enviable record, with only one accident to mar it. It was in the late twenties. He had a line of cars to be moved to the West End yard. He was told the passenger train would be 22 minutes late, he said, so he proceeded to deliver the cars.

While still on the main track he met the passenger train coming in. "I saw him too late to avert the accident," he said. "The passenger train did manage to stop, however, and I had slowed down some, so when I ran into it there wasn't much damage."

Several years ago cars carrying coal had to be backed up a 30-foot incline to reach the coal chutes. One day, Hall had backed four cars up the incline and had run the engine back down the incline when he looked back and saw the cars following him.

Thinking quickly, he kept his engine in motion and adjusted the speed to the speed of the cars coming down the incline. When the cars were on the level track, he slowed down and allowed the cars to hook up with him, with both cars and engine going about the same speed. Thus an accident was averted.

He then proceeded to back up the incline the second time. This time he made sure the cars would not be dislodged. He placed wooden blocks in front of the wheels.

In commenting on the changes of the times since he came to Montgomery, he said "people then were buying bicycles like people are buying cars today."

Hall and his son, Cliff, Jr. live at 750 Herron Street. He has lived in the same house for more than 40 years.

Executive General Agent Fred W. Johnson Addresses U. S. Chamber of Commerce

Executive General Agent Fred W. Johnson, Jackson, Miss., represented the Mississippi Economic Council and acted as toastmaster at a recent banquet in Washington for the Mississippi Congressional delegation.

In addition to his function as toastmaster, Mr. Johnson, outlined the plans and purposes of the Mississippi Economic Council, which he described as 'a single clearing house . . . to better conserve the business (Mississippi) now has, to develop and conserve natural resources, to promote just and humane laws, and to safeguard the best traditions of the commonwealth to the end that Mississippi may be an even better state in which to invest capital, build homes and rear children.'

The banquet, which honored the Mississippi Congressional delegation, was sponsored by the Mississippi Economic Council and the Mississippi Association of Commercial Organization Representatives.

The photo at the left shows (left to right) Mr. Johnson, Mississippi Senator John C. Sterrett, and Mississippi Association of Commercial Organization Representatives Sam K. Williams, Columbus, Miss., where he is manager of the Chamber of Commerce.
Dear Mr. Tigrett:

Am in receipt of your February GM&O NEWS. The dedication of the Springfield depot pictures and the article by my old comrade Vin Dallman, carries me back sixty years to my boyhood. I remember the old depot well, and when the present depot was built Dallman was a trumpeter in our Troop "D" Spanish Am. War. He was good with the trumpet and seems to have followed it up with great success. A wonderful personality.

One impression on my mind. In the old days when Grand Opera toured the country, they always stopped in Springfield en route between St. Louis and Chicago on the Alton. We saw Ana Held, Lillian Russell, DeWolf Hopper, Eddy Feg and all. (Good for a small town of 2,000.)

To make my story short, I made the trip to Springfield two years ago via New Orleans and your streamlined to St. Louis. I wasn’t much impressed from St. Louis on but I was very much impressed with equipment and service to St. Louis and figured it to be an up and coming line. On my return to Tucson I investigated with the result that I am one of your stockholders. Can’t say that the 50c dividend looked so good when we were all set for $1.10 but when one knows the history, I must congratulate you on your phenomenal success. I do like progress and with modern methods and I am going to buy more of your stock.

With my best wishes for the future of the GM&O. I am

Respectfully,

CHAS. H. ODAM.
Tucson, Ariz.

One of GM&O’s new covered hopper cars, recently delivered to the Railroad. The GM&O has ordered 100 of these cars to serve shippers of powdered chemicals, and other powdered commodities which must be kept dry in shipping. Fifty of the cars have already been delivered and the remaining 50 is scheduled for delivery in the next few months.

Ripley Paper Compliments
GM&O Industrial Department

A recent editorial in the Southern Sentinel, Ripley, Miss., credits the GM&O as one of the major factors in the establishment of a shoe factory in that city. The editorial said:

Why did the company select this location? Because of the fact that they wanted to locate a factory in this section of the country. The alert industrial agent of the GM&O Railroad Company, knowing that a group of local business people had been trying for a long time to secure an industry employing a lot of people, and knowing that construction had been started on a factory building here, and believing that because of that interest we deserved a "break" brought the President of the shoe company to Ripley. He was pleased with the location, and had an intensive survey made by a large industrial engineering concern, which had had lots of experience had said "no" it would have been all off. We are proud of the fact that one of the main things which caused them to recommend the location was the fact that such a large portion of our population consists of native-born persons, whose young people have the opportunity of securing at least a high school education, and because our people are the type which they believe will make loyal and intelligent employees.

New Hoppers Speed Deliveries; Insure Careful Handling

An additional service for shippers of dry powdered commodities is being added by the GM&O in the form of its new covered hopper cars.

These cars are of all steel welded construction, with eight water-tight hatches to assure safety in handling. With a capacity of 70 tons, the cars are divided into two separate compartments.

Ordinarily loaded and unloaded by conveyor or pipe equipment, cars of this type greatly increase the speed of loading and unloading. A special vibrating attachment for the cars assures complete unloading, as the car is vibrated until the hopper is completely emptied.

These cars were built for the GM&O by the Madison, Ill., plant of the American Car & Foundry Co.

W. J. Wall Named To Advisory Group Of AAR Treasury Division

Treasurer W. J. Wall was reelected to the Advisory Committee of the Treasury Division, Midwest Group, Association of American Railroads at their annual meeting this month.

Mr. Wall, who has been with the GM&O since 1918, has served on the committee since October, 1947. He has been Treasurer of the GM&O since August, 1945.
Great Lakes To The Gulf, GM&O Offers A Variety Of Vacation Attractions

Tourists Visit Countless Centers Of Amusement On Gulf, Mobile & Ohio

A wide variety of vacation centers along the GM&O offer all types of amusement for the summer traveler, whether he prefers the sunny beaches and fishing waters of the Gulf or the baseball games, theatre attractions and recreation centers of the midwest.

Gulf Coast

The Gulf Coast region of the GM&O territory offers many attractions for the summer visitor. Its wide beaches and excellent hotels offer all forms of fishing, swimming and sailing. Many of the hotels offer excellent golf courses, facilities for horseback riding, and fine orchestras for nightly dancing.

From Mobile in the east to New Orleans on the western tip of the Mississippi Gulf Coast, the entire region is dotted with early French and Spanish architecture, much of it in an excellent state of preservation, and countless ante-bellum homes.

Mobile

Situated on the shores of Mobile Bay, Mobile offers ready access to the fine inland fishing waters and convenient travel facilities to excellent beaches. Just east of Mobile lies Point Clear, on the bay, which is dominated by Grand Hotel, offering an excellent golf course, boating, horseback riding, swimming, sailing, and is conveniently located for both salt and fresh water fishing.

Just east of Point Clear, on the Alabama Gulf Coast, are located two of the South's finest beaches, one at Gulf Shores and the other at Alabama Beach. Cottage and hotel facilities are available by the day and week.

Bellingrath Gardens

Following a tour of Mobile, which presents an interesting contrast between the early French and Spanish architecture and the modern homes and buildings of today, the visitor will probably enjoy a visit to Bellingrath Gardens on the Isle-aux-Oies River (See NEWS, March, 1949), or a deep-sea fishing trip from one of the many charter boats available at Bayou la Batre, just west of Mobile.

Each year a deep sea rodeo, sponsored by the Mobile Junior Chamber of Commerce, attracts hundreds of fishermen. Offering many prizes for outstanding catches, the three-day event is one of the highlights of the month of August.

Visitors from the midwest will find that GM&O's Rebel offers convenient travel to Mobile, with connections to the surrounding area. Gulf Transport Bus service from St. Louis presents an interesting scenic trip to the area.

Biloxi and Gulfport

West of Mobile lie Gulfport and Biloxi, within easy distance by either bus or train. In addition to its beaches and hotels, the Mississippi Coast offers all types of boating and sailing. Each year the yachting association sponsors a regatta which attracts enthusiasts from all parts of the nation. Many relics of the early Spanish and French Culture abound in the area.

New Orleans

At the western tip of the Mississippi Gulf Coast lies New Orleans, one of the most interesting cities in America. Its Vieux Carre, or French Quarter, is headquarters for the South's art colony. The Quarter offers many entertainment attractions and opportunities for the study of the history of early America.

The modern section of New Orleans is one of the finest in the nation, and is one of the South's leading shopping centers. Lake Pontchartrain, just outside the city, features swimming and a newly remodeled midway, with exciting rides and nightly stage presentations.

Chicago

At the northern terminus of the GM&O, Chicago is the home of two major league ball clubs, several theatres which feature legitimate stage productions, and numerous educational attractions. Most prominent among the latter are the Museum of Science and Industry, Adler Planetarium, Field Museum and Shedd Aquarium.

This year the Railroad Fair, now in its second year, offers interesting exhibits from all parts of the nation and a giant stage presentation which features a history of transportation.

The lake front offers an opportunity for either day or night cruises on Lake Michi-

(Continued on Page 7)
Twenty-Five Years Ago
From the Files of the GM&O
(From the files of the GM&O News, June, 1924)

GM&N members of the Brotherhood of Locomotive Engineers are complimented by Dr. G. A. McLheny, Forest, Miss., for their work in the establishment of the Mississippi Stop Law for railroad crossings.

An editorial in the Meridian Star expresses appreciation for the work of the GM&N in industrial development of its territory. The Star said, “Meridian is thankful for its friends in and out of town. They are our best assets—not alone through their efforts, but in that some of them like the GM&N railway from the outside show us how to do things for our own good which we should do for ourselves.”

GM&N leads the railroads of this section in lumber hauling. The difference in mileage is tremendous and C. E. Lanham credits the difference to the keen interest shown by employees.

The Illinois Central magazine answers the resolution of Senator Gooing of Idaho that the Interstate Commerce Commission investigate “railroad propaganda,” by pointing out that this advertising done by the railroads is primarily to improve their relations with the public.

Crockett County, Tennessee, has record strawberry crop.

Mr. A. B. Sutton is appointed Commercial Agent at Detroit, Mich.

The Alabama-Mississippi Improvement Association completes its first year of organization, with a convention at Mobile.

Train Conductor
He punches tickets on the train . . . And settles each dispute . . .
Of where and how the passenger . . . Is presently en route . . .
Perhaps the train is not the one . . .
The person meant to get . . . Or someone overlooked the fare . . .
And has to pay the debt . . . And
then there are the youngsters who
Contribute only half . . .
But when he sees how big they are . . .
He tries to hide a laugh . . . He answers every question as . . . Politely
as can be . . . And does his best to
make the trip . . . A pleasant memory.
The train conductor has a job . . . That is not any fun . . . And
he deserves much credit for . . . The
way he gets it done.

—From the Dallas Morning News, sent in by District Passenger Agent J. R. Stevenson.

Gulf Transport Announces Safety Driving Awards
The Gulf Transport Company announces that the following bus and truck operators have become eligible for and have received safety awards during the months of April and May:


Three-Year Awards: Bus Operator Howard P. Andres.

Philatelists Plan Stamp
Honoring Casey Jones
Division Special Agent D. D. Crocker of Jackson, Tennessee, calls the attention of the Southern railroads to the date of the fiftieth anniversary of the death of Casey Jones near Vaughn, Mississippi. Mr. Crocker is attempting to persuade the Postmaster General in Washington to issue a special postage stamp commemorating this event.

Since 1959 will be the anniversary date, Mr. Crocker’s suggestion has been placed on file for consideration when the stamp program for that year is arranged.

Casey Jones, born at Cayce, Kentucky, learned railroading on the GM&O.

GM&O’s last coaling station in the Chicago area was torn down last month, as the Railroad began the final stages of its dieselization program.

The coal chute, shown above, which was located in Glenn Yards, was built 50 years ago. Its passing marks the final phase of the GM&O dieselization program which is expected to be completed next fall. Completion of the conversion from steam to diesel is expected to make the GM&O the nation’s first Class 1 railroad to be completely dieselized.
Tourists Visits
(Continued from Page 5)

gan aboard such pleasure cruisers as the Theodore Roosevelt. Fishing and bathing are available within a short distance of the Loop area.

Special attractions which take place in Chicago during the month of June include stage presentations of “Mister Roberts,” “Present Laughter,” and “Hope Is the Thing with Feathers.” The Chicago White Sox, American League, play night games on June 20 and 28, while the Cubs, National League, play daylight games every day between June 17 and 28. On June 22, Ezzard Charles meets Joe Walcott to decide the world’s heavyweight title, while the Illinois PGA Championship tournament will be held on June 20-21. Horse racing is featured at Washington Park until June 18 and at Arlington Park from June 29-July 30. Polo games are held in Hinsdale every Sunday during the month of June.

St. Louis

In St. Louis, hub of the GM&O system, the tourist finds one of the midwest’s leading shopping centers. The world-famous St. Louis Zoo is one of the most outstanding in the nation, and attracts visitors throughout the area.

Two major league ball clubs and frequent attractions at the Kiwi Auditorium afford diversion for the visitor, as does a river cruise aboard the Admiral, modern riverboat on the Mississippi.

Travel Routes

In addition to GM&O and Gulf Transport service between Mobile and St. Louis, the Alton Route also operates five trains daily between St. Louis and Chicago. The

New Orleans Rebel, operating between St. Louis and the Crescent City offers a day-light scenic tour of the route between the two cities. Upon arrival at any of the GM&O vacation centers, ready transportation can be found to transport you to the many points of interest.

Mrs. Vera Elvert
Superintendent Hostess Service
St. Louis, Mo.

For many years I have been a passenger on your railroad and I do want to commend you and your organization on the very efficient way you are handling the public.

I particularly want to compliment Lillian Sledge on the services she has been rendering. Her pleasing personality and her courtesy has made my trip to and from Chicago very pleasant.

Thank you for the many courtesies that has bestowed upon me and wishing you continued success, I remain

Sincerely yours.
FRANK RYAN.
Senator.

Retired Shop Employee Celebrates 90th Birthday

John Wesley Spikes, retired shop foreman at Frascati, Mobile, celebrated his 90th birthday anniversary this month.

At a celebration at his home, members of his family honored the rail veteran who was employed by the GM&O for 23 years. He retired in 1937. One of his sons, John M. Spikes, is presently employed as Telegraph Operator at Frascati.

Commendations

Towerman-Operator R. F. MaGe, Mazonia, Ill., for his alertness in detecting a car with a loose sand board. After signalling the conductor, Mr. MaGe drove to the place that the train had stopped to assist in locating the car.

Fireman F. D. Carey, for his discovery of a hot box on a train while driving on the highway alongside the tracks. Mr. Carey reported this to the Pontiac operator who stopped the train.

Agent K. W. Vanderpool, White Hall, Illinois for noticing, while driving an automobile, a defective brake beam in Train 92, notifying the train crew, and stopping the train.

Engineer J. Atkinson, Peoria, Illinois for discovering a broken rail, having a piece about thirty inches long missing, and telling the conductor, who notified the dispatcher so that repairs could be made.

Mobile Radio Program
(Continued from Page 1)

many present as that first train departed could foresee the thousands of miles of shining steel, the millions of tons of freight, the hundreds of thousands of passengers, that this new railroad, the dream of Marshall Baldwyn, would carry? Yes, today, the Gulf, Mobile & Ohio Railroad is a force to be reckoned with in the world of transportation. Three great systems have pooled their resources to create the GM&O—the original Mobile & Ohio, the Gulf, Mobile & Northern, and the Alton Railroad, thus giving Mobile a trunk line railroad from the Gulf of Mexico to the Great Lakes."

Aerial view of Eads Bridge across the Mississippi at St. Louis, with the city in the background. To the left of the bridge can be seen the riverboat "Admiral." Also in this vicinity is an old "showboat" which features nightly presentation of the melodramas of the nineties. GM&O trains to and from the South use Eads Bridge. It celebrates its 75th anniversary this year.
Why I Like To Work For The GM&O Railroad

By BENNIE WHITFIELD, Porter, Meridian, Miss.
Honorable Mention, Essay Contest.

There are various reasons why I like to work for the GM&O Railroad, some of which I will enumerate.

I like to work for the GM&O Railroad, because in the capacity of an employee I am given an opportunity to work for something other than a salary.

I am permitted through the company to build a security for old age, a pension to be given when I have reached the retirement age, and when I am not able to work because of illness or accident I am paid daily benefits through the company.

Then there are the insurance policies I am carrying. These policies could not be obtained on such liberal terms were they not paid through the group rates which I am very proud, because within these policies lie security for my family in the event of my becoming disabled or lose my life.

As an employe of this company I am proud to be able to earn a decent salary to support my family.

After having worked 12 months in a year I am allowed 12 days vacation with pay. Thus enabling me to refresh myself and return to do a better job for the months that are too come.

There is a joy in knowing the folk for whom you work. This is an opportunity that I have had and one which I am deeply grateful.

I get another experience which is quite a pleasant one. The fact that I am able to come into contact with the various types of people with their many ideas and attitudes all of which give me food for the enrichment of my life, and a desire to do my best in the capacity of a Sleeping Car Porter.

Bennie Whitfield Outlines Railroad Career

I, Benjamin F. Whitfield, was born January 19, 1903 at Scott County, Morton, Mississippi. One of six children—reared on the farm. At the early age of eight years I was helping to support myself by doing odd jobs at the Merchant Hotel, Newton, Mississippi, and as the years passed I worked as a meat cutter and restaurant cook. I have been married 28 years.

It was through my father's life as a Railroad worker for the A & U Railroad that grew within me the desire to follow in his footsteps.

I first began with the Gulf, Mobile and Ohio Railroad as a cook on the Buffet in 1935. It was through the kindness of the late Mr. G. M. White, who was General Passenger Agent, that I was able to secure the job as extra Sleeping Car Porter, and from this I became regular Sleeping Car Porter, from New Orleans to Jackson, Tennessee. Since then I have seen the GM&O Railroad grow into one of the finest lines in the South. The years I have worked for this company have been years of deep appreciation and enjoyment.

I cannot forget the members of the Official Staff, that I have been so fortunate in knowing and serving for so many years, all of which I have enjoyed.

It is my daily prayer that the Gulf, Mobile & Ohio Railroad will forever live in the hearts, and minds of the people and the communities in which they serve so graciously.

Lucedale Employe's Son Describes English Life

J. C. Simmons, son of GM&O Maintenance of Way Employe Eugene Simmons, Lucedale, now studying at the London School of Economics and Political Science, recently wrote Director of Agriculture and Forestry S. A. Robert describing his first year in the British school.

James, who spent three years in a German prison camp during the war, returned to this country and completed a four-year major in Economics in three years. Upon his graduation he entered the London school from which he writes:

"This is a beautiful spring day. It is the type of day that would make anyone like England. It is a day when the country-loving Englishmen go by the millions to the parks and foot trails all over England. Going in any direction from London the buses and trolley are crowded in the morning of such a day with people starved for a short while in the fresh air and sunshine of the open countryside. I, too, have enjoyed the general migration and spent some little time in the country. It is not the same open country that we have at home but it definitely has a charm which few people can resist.

County Council

If I get the opportunity later I would like to take a week walking around one of the south counties, perhaps Sussex or Kent. I was in Sussex for one weekend as the guest of the Rural District Council, which is the governing body. In Sussex there are three such Rural Councils and two burrough councils. Above these is the Sussex County Council. These councils carry on similar functions to Board of Trustees in Mississippi. No accurate parallel can be drawn though.

Attends Meeting

"I attended their meeting and was shown over most of the district and given a very thorough explanation of all the activities of the council.

"At another time I was in the country for a week and I got a chance to see some of the boys.

"Last week the American Students' Association, of which I am the President, had an open house and I was able to entertain some of the boys and I was able to entertain some of the boys and I was able to entertain some of the boys.

"I had dinner with them before our meeting and we had a lively and interesting conversation. At the meeting he spoke on "Conservative Party Policy" and we all agreed, and he was so informed, that he was the first talk given by a Conservative Party member on the subject of Policy that made any sense. He made a very favorable impression on a very critical group.

"Next Wednesday, 25th of May, I am invited to a reception given for the American Administrators of the E. C. A. here. I have already become acquainted with some of this group and this will give me an opportunity to meet others.

Lecture On U. S.

"Tuesday I give the fourth of the series of lectures on the U. S. A. The group that I am lecturing to about 25 people seem to enjoy the lectures. At least they keep coming back for more.

"In all of this my school work has not been mentioned as you have probably noticed. Obviously I am quite busy. Besides outside activities, I have managed to keep my school work up to date. My supervisor has told me that he is quite satisfied with the work that I am doing for him.

Starts Thesis

"I have started work on my thesis which is to be a study of Joint Consultation in England. I have already found that far more work is involved in writing this thesis than was expected by me or my supervisor, so I shall not doubt need to spend most of the summer at it as well as next fall and winter.

"Not in your last letter but the one before, you asked what I was planning for the future in the nature of an occupation. To be quite frank, the future even the next too distant future, is not very certain. I had planned to try and get a Ph.D. in the next three years but it is clear to me now that this is quite out of the question.

Future Plans

"You can see that under these conditions there is little chance to plan for the future. Yet I have aims in view which I have been preparing for. Once out of school, be it sooner or later than desired, I wish to go into Industrial Relations. It is a tough field to get into but one in which I think I would be best suited. With my academic background in Economics and both academic and practical knowledge of human relations coupled with my interest in the field, I feel that I could be a fair success. I sometimes get impatient and wish to get started because I know that after leaving school I must work for some time in a particular industry before attaining a position.

(Continued on Page 9)
Retired Agent Sends Souvenirs Of Past

Reminded by the story in the April News of the old freight notice, Mr. W. E. Leech, GM&O retired agent at Columbus, Mississippi mailed the News another interesting memento of the past.

Mr. Leech sent a yellowed page from a scrap book which he kept while in the employ of the GM&O. On one side of the page, written in spidery script, is pasted a letter dated December 14, 1882, written to the Agent A. J. McDowell, and introducing Major L. C. Dorgan, a cotton buyer. The letter which was from General Freight Agent Charles J. Waller, had a notice in the letterhead that all special rates were subject to change without notice and that no rate would be valid unless that office was notified of its acceptance.

On the other side of the sheet from the old scrap book was pasted the following poem, clipped from the Fruitdale, Alabama Herald with this comment: "One of our citizens, whose hog was killed by train No. 31 on the M&O railroad, wrote to the company claim agent at Meridian for a settlement, and penned the communication thus:

"My razor back
Strolled down your track
A week ago today.
Your thirty-one
Came on the run
And snuffed its life away.
You can't blame me,
For the hog you see
Slipped through a cattle gate.
So kindly pen
A check for ten,
The debt to liquidate."

He received the following reply:
"Old Thirty-one
Came on the run
And killed your hog we know.
But razor backs
On railroad tracks
Quite often meet with woe.
Therefore, my friend
We cannot send
The check for which you pine.
Just plant the dead,
Place 'er up his head,
Here lies a foolish swine."

Engineering Officer Completes 30 Years Railroad Service

The engineer who was in charge of construction of the Jackson & Eastern, the seventy-mile line which enabled the GM&O to extend its lines to New Orleans some 20 years ago, began his 31st year of service this month.

Spencer R. Sproles, now Engineer of Standards and Research, began his rail career in 1919 as instrumentman on construction work with the GM&O. For a brief time in 1925 he was granted leave of absence to take charge of some new line construction work for another railroad. In 1926 he returned to the GM&O to assume the responsibility for the construction of the J&E.

The J&E was completed in less than a year's time, and Mr. Sproles continued as Construction Engineer for the entire GM&O system. He was promoted to his present position in March, 1947.

His many friends extend their congratulations to the engineering veteran as he completes his 30th year of service.

Vice President Brock Named To Honorary Commerce Fraternity

Vice President and General Manager G. P. Brock was selected as this year's honorary member of the University of Alabama chapter of Beta Gamma Sigma, national honor fraternity for commerce students last month.

Under the charter, the chapter may elect only one honorary member a year. In the period of its existence, the Alabama chapter has elected only five other honorary members. These include: Colonel S. F. Clabaugh, Washington; Donald Corner, Thomas W. Martin and William J. Christian, all of Birmingham, and Gordon D. Palmer, Tuscaloosa.

Paul W. Brock, son of the GM&O official, was named a member of the fraternity in his junior year. Active membership to the fraternity is limited to the upper 2% of the junior class and the upper 10% of the senior class.

GM&O Tests New Parlor Car On Abraham Lincoln

On June 12, the GM&O began a 50-day test period of a new type parlor car used in the Midwest for the first time. Designed to let passengers traveling together sit together, it is being tried on the Abraham Lincoln.

Called a "2-and-1 Parlor Car" there are double seats on one side of the aisle and single seats on the other, as compared with single seats only in a conventional type car.

Passengers, during the 50-day test period, are being asked to indicate on a specially prepared card whether or not they like the new seating arrangement and whether they think it more convenient than the single seat parlor cars. Passenger Traffic Manager R. A. Pearce of St. Louis said that the double seats are of the reclining type and are individually adjustable. They may be turned together for a "card foursome" or revolved towards the windows or towards the aisle at the selection of the passenger.

Mr. Pearce said that public reaction favors the new type car, it was probable that more would be placed in service in the near future.

Lucedale Employe's Son

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of any great importance. I sometimes wonder which would be of greatest value to me—continuing school or getting a job and start working up. From all that I can learn it is getting more and more difficult to get a job with any prospect for the future.

"Besides all this I think it is time I began seriously to consider getting married and starting a home—I am 25 years old now. Obviously this is out of the question as long as I am in the position I am in now.

"Sorry to have spent so much time on purely personal matters but you may be able to better judge my future actions if you understand the situation I am in. Your advice and council is of course always welcome."
Springfield, Illinois—His fellow workers extend good wishes to Mr. Leland Smith, Engineer, on his retirement from the service of the GM&O effective May 17, 1949. Mr. Smith entered service as fireman on Nov. 19, 1908, and was promoted to engineer on December 20, 1917.

Mobile, Alabama—Four members of Gulf Transport Company were initiated into the A. A. O. N. of the Mystic Shrine, Abba Temple, on May 14, 1949. These were Gulf Transport Vice President A. G. Johnson, Bus Operator E. D. Miller, Bus Operator R. L. Grayson and Passenger Representative G. V. Adams.

Jackson, Tennessee—Friends of the late John B. Murphy, superintendent of telegraph at Jackson, and of Mrs. Murphy will regret to learn of Mrs. Murphy’s death on May 15th in Jackson. Mrs. Murphy had been active in civic and business affairs in Jackson for forty years.

Lincoln, Illinois—Under the title “Lincoln College Rides Fast Trains,” the Lincoln Evening Courier published a picture of Lincoln College and said that Assistant General Passenger Agent Neal Souder had called their attention to the fact that the picture had been placed in the observation car of the Abraham Lincoln, our GM&O streamliner.

Mobile, Ala.—Payroll Machine Operator Betty Pringle, Disbursement Department, became the bride of Chelton F. Wilson on May 7.

Mobile, Ala.—Mr. and Mrs. Harold Pierce are the parents of a girl, Linda Fay, born on May 19. The father is a clerk in the Station Accounting bureau.

Mobile, Ala.—Clerk Fred G. Benedick, Disbursement Department, was married to Miss Marjory Genell Joiner on May 28.

Veteran Accounting Employee Dies In Mobile
The NEWS regrets to learn of the death of Chief Clerk Louis F. Adler, Claim Department, Mobile, who passed away June 3. Mr. Adler had been with the GM&O since February, 1914.

Mobile City Line Choose GM&O For Shipment Of New Buses
When the Mobile City Lines ordered 10 new 46-passenger city buses recently, they chose GM&O to handle the buses from Chicago to Mobile.
Loaded in end-door boxcars, the busses, largest ever put in service in Mobile, allowed only slight clearance on either side. Despite the closeness of the quarters, skillful handling and care on the part of all concerned prevented any damage.

Travel Tax Repeal Urged

There seems to be no good reason why Congress should not repeal the travel tax, currently 15 per cent on train, plane and bus tickets. A tax of 5 per cent was imposed in 1941 to discourage travel in wartime; it was put at its present rate two years later, the original rate not being effective. Since the war strain on our transportation system is now over, the tax has no purpose now save to raise revenue.

It produces about $250,000,000 a year; and while the Treasury can ill spare such a sum, it might gain as much or more indirectly through repeal. For increasing travel would increase all sorts of business and hence increase the tax revenue that business produces. It would lessen the needed subsidy of the airlines, too, and so stop part of this drain on the Treasury.

All in all, there is a fair chance repeal would bring in more money than it cuts off, and almost a certainty it would bring in as much. Transportation is not a “luxury” in the United States and taxing it as a luxury is out of line.

—Los Angeles Times, May 4, 1949