Donald S. Wright
Succumbs In Mobile

Donald Stevenson Wright, Vice president and general counsel of the GM&O Railroad died unexpectedly at his home in Mobile on June 3. Judge Wright, as he was known throughout the system, had been a widely known and respected official on Gulf, Mobile and Ohio Railroad since 1929, when he came to the former GM&O as an attorney at Mobile.

A native of Grenada, Mississippi, Judge

GM&O Will Enlarge Tuscaloosa Yards

A $100,000 construction program to enlarge freight yard facilities at Tuscaloosa was announced June 4 by the Gulf, Mobile and Ohio Railroad. The work schedule will include erection of a new 5,200 square foot warehouse and office building, demolition of the present warehouses and extension of present yard tracks.

Executive Vice President and General Manager G. P. Brock said the first step in the yard enlargement program would be the erection of the new freight house which will start within the next week or two. It will be located on the east side of GM&O’s yard tracks at 27th Avenue and 13th Street. Mr. Brock explained removing the old freight house would permit an enlarged car capacity in the yards and would facilitate a more efficient operation. He said, too, the new freight house would be more accessible to the public.

Several months ago a two story office building which housed GM&O’s dispatcher and track supervisory forces was removed and its occupants provided office space in the former passenger depot. Future planning, Mr. Brock said, also provides for this structure to be razed and all of GM&O’s Tuscaloosa personnel to be located in the new freight house structure.

The freight house will be constructed of prefabricated metal and the two story office building at the south end of the structure will be constructed of prefabricated metal and the two story office building at the south end of the structure will be of masonry. Upon completion, the ground floor of the office building will be occupied by Agent L. B. McEachin and his forces, Commercial Agent W. B. Mayes and Claim Agent H. T. Danner. Later, Mr. Brock said, Superintendent Winston St. John and Trainmaster C. J. Pennelbaker and their forces would be moved into the second story.

The new freight house will be constructed on railroad-owned land.

Important Line Industries Announce Expansions

Industrial growth in GM&O territory received new impetus in recent months with the completion of a plant addition by one major line industry, and the announcement of expansion plans by others. Some of these expansion programs are listed below.

American Bosch Arma Corporation
Dedicates New Addition

Formal dedication of a $1,184,000 addition to the ABAMCO plant, one of the most modern industrial facilities of the South, was held on May 22 at Columbus, Mississippi. The event culminated a building expansion project that began last Sept. 27, and was attended by dignitaries from throughout the state.

Situated on a 40-acre tract about three miles east of Columbus, the ABAMCO plant now covers 212,449 square feet of floor space with 190,992 square feet in the new addition. The additional space will provide for expanded production of voltage regulators, generators, windshield wipers and other products now being turned out at ABAMCO, as well as some new products in line with company’s efforts to diversify its operations.

Rockwell Plant Proposes To Become World’s Largest Of Its Kind

At Tupelo, Mississippi, plans for a million-dollar expansion program making its plant the largest power tool factory in the world, have been announced by the Rockwell Manufacturing Co. John Osberg, general manager of the Tupelo Division of Rockwell Manufacturing Co. made the announcement.

Expansion plans call for the addition of 103,000 square feet of floor space of identical construction to the present 165,000 square foot building.

In announcing the Company plans to the Tupelo employees, Mr. Osberg stressed the fact that “Our employees’ outstanding efforts in production and their continued cooperation offered convincing evidence that our Southern plant was developing far beyond its present capacity.” He also paid tribute to the townpeople of Tupelo, (Continued on Page 2)
GM&O Educational Tours Attract 12,000 Students

While others expect Spring to bring flowers and showers, representatives of GM&O’s Passenger Department prepare for children by the car-load — or at least by the coach load. Special Educational Tours to points of interest along the GM&O line by school children during the Spring months have included more than twelve thousand youngsters thus far in 1956.

Springfield is the favorite mecca for the tours. Groups of twenty or less up to more than a hundred have been accompanied by passenger representatives from St S.

Louis and Chicago to this Lincoln-land.

Chicago has attracted overnight trips by some groups, and St. Louis too comes in for its share of the travellers.

Typical tours to Springfield include visits to the Capitol building, sometimes observing the legislature in session; trips to Lincoln’s home and tomb; and an extensive tour of New Salem Park, where Lincoln’s early home and the village in which he lived have been restored as they were in his day.

On the trips to Chicago, the students take a Lake Michigan boat trip; city sightseeing tours, including visits to Field Museum, Aquarium, and Museum of Science; and attendance at a television broadcast.

May 28th was an unusually large day for students to Springfield. On that day from Chicago one hundred students came from Elmwood Park School, seventy from Smyser School, thirty from Daniel Webster School, and twenty-five from Goudy School, making a total of two hundred twenty-five Chicago visitors in Springfield for the day, all travelling via GM&O. (see picture).

Gulf, Mobile & Ohio RR, Chicago, Ill.

Recently I escorted a group of elementary school children to Springfield, Ill., on the tour offered by your railroad. Our guide was Mr. Fumagalli. I cannot praise enough the entire experience. Mr. Fumagalli was most helpful and courteous. Never once did he fail to count noses before leaving one point of interest and starting to the next. He was friendly and helpful with the children.

The entire trip was a pleasure from the comfort of the entire coach assigned to the dinner served at the St. Nicholas Hotel. We shall be happy to recommend this tour to other schools who inquire of us.

Yours truly,
Mrs. Claubel N. Nayder
Brennan School, Chicago

Line Industries Expand

(Continued from Page 1)

praising the community’s cooperation, loyalty and continued support in making the Rockwell plant the success it has been.

Mexico Refractories Will Add Kiln

At Mexico, Missouri, the Mexico Refractories Company has announced the building of their fifth kiln, anticipating that it will be in operation by the middle of the year. This additional burning kiln, together with the new calcining kiln completed since the first of the year, increases the capacity of the Mexico plant more than 20 percent and will furnish employment to more than one hundred additional persons in the Mexico community.

Organized in 1929, Mexico Refractories has enjoyed a remarkable growth, and with its recent consolidation with three eastern companies and this new increased capacity in Mexico and at the other plants, it is said to be the third largest producer of firebrick in the United States.

President J. B. Arthur of Mexico Refractories is a member of the Board of Directors of GM&O’s subsidiary line, the New Orleans Great Northern Railway.

Aluminum Foils Adds Refining Plant

Officials of Aluminum Foils, Inc. recently announced a $1,000,000 expansion in their Jackson, Tennessee plant. The new addition in the ten million dollar foil plant will have a high purity refining plant.

Aluminum Foils officials said that first stages of the construction of the building are under way and present plans call for the building to be completed this fall.

The additional plant will enable the local industry to process high purity aluminum for the ever-growing market of aluminum foil. Present facilities at the plant are capable of refining the aluminum pig to 99.5 percent purity. With the new addition this purity can be increased to 99.9 percent, officials said.

GT Safety Awards

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

Bus Operators
A. L. Devis, 10 year award
R. L. Grayson, 11 year award
E. B. Johnson, 7 year award
Robert Polk, 9 year award

Truck Operator
F. E. Smith, 7 year award
Claims Attorney
Retires At Meridian

Mr. Charles M. Wright, Claims Attorney, Meridian, Mississippi, retired, effective April 30, after more than sixty years of loyal and efficient service with the Gulf, Mobile and Ohio Railroad Company and its predecessor companies. Mr. Wright began service in a legal capacity in October 1895 and was placed on the payroll April 1, 1897 and was on the payroll continuously up to the time of his retirement.

Prior to his connection with the former Mobile and Ohio Railroad, Mr. Wright taught school, and for the session 1893 and 1894 was Principal of the Laurel Grade School at Laurel, Mississippi. Mr. Wright takes special pride in the fact that one of his pupils became a judge of the Supreme Court of Mississippi. Another became a United States District Attorney, and a number were leaders in the Mississippi educational field and in Laurel business activities.

A native Mississippian, "Mr. Charlie" is known to practically every long-time resident of Lauderdale County. His main worry over retirement is the fact that he may not be able to keep in contact with all his friends.

Mr. and Mrs. Wright celebrated their fifty-fifth wedding anniversary in 1954.

Secretary Retires Simultaneously

Retiring simultaneously with Mr. Wright was his secretary, Mrs. Willis Harmon, who had been associated with the Claims Attorney since November 13, 1917, when she was appointed clerk to Chief Special Agent and Claim Attorney at Meridian. After the Chief Special Agent's office at Meridian was discontinued, Mrs. Harmon continued with the GM&O as secretary to Mr. Wright.

Rex P. Rogers Succeeds Mr. Wright

Mr. Wright has been succeeded by Mr. Rex P. Rogers who has been appointed Claim Agent with headquarters at Meridian. Mr. Rogers entered the service of the Claim Department June 16, 1953, and was Claim Agent at Springfield, Illinois, since September 15, 1953.

Mr. Rogers is succeeded as Claim Agent at Springfield by Mr. George J. Kunde, former Claim Agent at Chicago, Mr. Kunde entered the service of the Claims Department June 16, 1953, and was located at Chicago until the time of his transfer to Springfield.

Mr. Kunde has been succeeded by Mr. Weyman E. Jobe, formerly clerk to the General Mechanical Foreman at Corinth, Mississippi. Mr. Jobe entered the service of the GM&O on November 24, 1942, as Messenger at Corinth, and was continuous in the service at that station until he entered the service of the Claims Department.

Assistant Supt. Of Signals Kies Retires

On June 1, Mr. Curtis Kies, "a most outstanding officer on this property for a long time" retired from the position of assistant superintendent of signals at Bloomington, Illinois. Mr. Kies had been in continuous service with Gulf, Mobile and Ohio and its antecedent company, the Alton, for almost fifty-three years.

On May fifteenth, a testimonial dinner was held in Bloomington, in his honor attended by his friends, not only of GM&O but other lines as well.

Mr. Kies entered service of the company on November 28, 1903 as a signalman helper. He was promoted to signalman, and in 1915, was promoted to signal foreman. In 1917 he became a signal supervisor; and was promoted to general signal inspector in 1926, which position he held until 1931 when he became assistant signal engineer. In 1943 he was promoted to the position of assistant superintendent of signals, the position he held at his retirement.

"I have always taken a great deal of pride in my work and my associations have been very pleasant," said Mr. Kies on his retirement to his immediate superior, Superintendent of Signals H. C. Sampson of Bloomington. "I have stored up many beautiful memories, especially my work under your able supervision.

Mr. Kies and Mr. Sampson had enjoyed many years of association, having a total of 99 years with the company, forty-seven of which are attributable to Mr. Sampson.

At the dinner held in his honor, Mr. Kies was presented with a gift by his friends and expressions of their appreciation, the tone of which was similar to that of Vice President and General Manager Brock, who wrote: "You have been admired and respected by all who have known you. We shall all miss you and please know that in leaving you carry with you our very best and most sincere wishes."

COMMENDATIONS

Engineer F. C. Ricks, Meridian, Mississippi, while working as engineer discovered loose spikes in the ICM—GM&O crossing at West Point and reported this fact for repair.

A wheel on No. 31 made an unusual noise but Fireman H. B. Webb tested it and found that it was not hot. However, he watched it all the way into Jackson, Tennessee, and requested that Roundhouse Foreman Burney check it carefully. It was found that the suspension bearing of the wheel was burned up.
Among industries visited in Mobile by each group was the Mobile facility of the United Fruit Co. Here bananas are being unloaded from ship via conveyor to refrigerator cars at left. Banana trains are a familiar sight on GM & O. In the picture are, left to right: Local Manager United Fruit Co. T. J. Ellis; GM & O Com Ag. G. C. Stuckey, Bloomington; Div. Frt. Traf. Mgr. C. E. Thomas, Mobile; District Frt. Traf. Mgr. O. P. Langford, Jr., Pittsburgh; Div. Frt. Ag. F. O. Kunz, Milwaukee; and Com. Ag. J. F. Dowling, Kansas City.

Traffic Men Tour Our Line

"We can now tell our customers exactly what we have to offer — we’ve been there and seen it," said a GM & O traffic representative, appraising the results of a system-wide tour he had concluded with three other members of the Traffic Department.

Continuing the practice of arranging an educational line trip for on line and off line representatives, the Traffic Department in May and early June had four groups of men in parties of four each, visiting railroad terminals and steamship facilities in GM & O area. The cities of New Orleans; Mobile; Montgomery; Birmingham; Tuscaloosa; Memphis; Jackson, Tennessee; Meridian, Mississippi; Jackson, Mississippi; St. Louis; Kansas City; Chicago; Bloomington; Peoria; and Springfield, Illinois were studied from a shipper’s viewpoint by the traffic men.

"It has certainly been interesting to meet the people we deal with day after day," commented one, while another expressed the opinion of most: "We didn’t know our railroad was so big."

At Jackson, Mississippi two groups of touring traffic representatives arrived in the city on the same day and were photographed outside the GM & O Traffic Offices with their Jackson hosts by Freight Traffic Agent C. L. Hardesty, Mobile, member of one of the groups. Shown, left to right, are: Com. Agent W. G. Currie, Pittsburgh; Div. Freight & Pass. Agent L. L. Deck, Detroit; Com. Agent F. W. Haight, Kansas City; Div. Frt. Traf. Mgr. F. M. Sublette, Jackson, Miss.; Div. Frt. Traf. Agent G. H. Reeves, Jackson, Miss.; Div. Frt. Ag. E. B. Kelly, Mobile, Ala.; Com. Ag. C. O. Hasberry, Dallas, Texas; Com. Ag. W. R. Kelley, Jackson, Tenn.; Frt. Traf. Ag. J. W. Smith, Kansas City.
NEWS AT A GLANCE

→ PAPER, PAPER PRODUCTS IMPORTANT TONNAGE

Last year paper and paper products accounted for an impressive 13.17% of GM&O’s gross carload freight revenue. Large scale expansions already under way by several of the mills in the territory should further increase the tonnage of this important industry.

→ WHAT ONE CENT AN HOUR WAGE INCREASE MEANS

Each one cent an hour wage increase on the Gulf, Mobile and Ohio, including payroll taxes, amounts to $216,000 annually (before Federal Income Taxes).

Total cost of the last wage increase on an annual basis, and including payroll taxes, is $4.05 million—while the additional annual revenue expected from the recent rate increase amounts to $3,800,000.

→ MORE SERVICEABLE FREIGHT CARS

In the middle of April 1956 the railroads of the United States had 23,550 more serviceable freight cars on the rails than they had at the same time last year. The improvement was due mainly to the extensive car repair program which reduced the number of bad order cars.

GM&O’s percentage of bad order cars is about 3%, well below the Class I average.

→ RAIL TRAVELERS OPINION POLL

America’s passenger-carrying railroads have received an enthusiastic vote of confidence from their severest critics — the rail-traveling public.

The Federation for Railway Progress announced that 65 per cent of the “report cards” submitted by travelers in its Eighth Annual Passenger Relations Survey were complimentary to the railroads. Thirty per cent were critical and five per cent contained suggestions.

This was a slight increase over 1954 and in sharp contrast to the results of the first FRP survey, conducted in 1948. That year, only forty-two per cent of the reports submitted by railroad passengers were complimentary.

FRP Chairman James G. Lyne, however, noted that passenger-carrying is still a money-losing business for the railroads. Annual losses on passenger service amount to around $700 million, and passenger traffic is still dwindling. In 1955, the railroads carried only 432 million passengers, as compared with 438.6 million in 1954 and 643 million in 1948.

→ FOR A BETTER TRANSPORTATION JOB

The Association of American Railroads sponsors more than 200 permanent research committees composed of carefully selected technical men—all experienced in their respective fields of activities. These committees are constantly engaged in finding new, better and more economical ways to perform the transportation job.
Third Fifty Year Man

The whole department looked on when Vivian Goodloe received his pin and white pass on May 6 after fifty years with the GM&O. On reaching his golden anniversary with the company, Mr. Goodloe became the third man in the office of the General Supt. of Transportation in Mobile to attain this status. The other two are Office Manager T. A. Farnell and General Supt. of Transportation C. E. Lanham.

Mr. Goodloe began his railroad career in the same department in which he now works, but in St. Louis, as chief clerk in the Car Accounting Department. He remained in St. Louis until 1940, when he was transferred to Mobile subsequent to the GM&O-M&S merger, and he has been in Mobile since that time. His position at the present time is home route clerk in the department.

To celebrate his fifty years with the company, Mr. Goodloe, accompanied by his wife, took a trip back to St. Louis “to watch the Cardinals play.” Mr. Lanham had procured for him and Mrs. Goodloe tickets to a major league game each day for a week, for, as Mr. Lanham said, “We don’t have this anniversary often.”

All in all, it was a wonderful anniversary, said Mr. Goodloe. It was like old times to be back in St. Louis and the ball games were perfect. But when unseasonable May winds forced the downtown route off the adopted Rebel, he was ready to return to Mobile to begin on his second fifty years with GM&O.

Things must be going pretty smoothly in the Stores Department at Kansas City, judging by the smiles on the faces of Storekeeper R. J. Ryan (seated), Sec. Stockman Clerk R. J. Turkovich (left) and E. E. Yancik (right).

* * * *

The Locomotive Development Committee has announced that the building of the world’s first coal-fired gas-turbine locomotive will probably be commenced in 1957, following eleven years of laboratory research.

DECEASED

Retired Flagman Sam Lee McCowan, Jackson, Tennessee, died at Jackson on May 29, 1956. Mr. McCowan entered the service of this company in 1920 and retired in 1952. He is survived by his wife and one daughter.

Agent - Telegrapher W. A. Monroe, Louisiana, Missouri, passed away at Louisiana on May 21, 1956. Mr. Monroe, who entered service of the railroad in 1900, is survived by his wife.

Retired Section Foreman J. F. Green, Citronelle, Alabama, died on January 6, 1956 at the age of 74 years. Mr. Green is survived by two daughters and two sons, one of whom is W. F. “Bill” Green, clerk in the local office at Mobile.

Brakeman S. M. Carr, Slater, Mo., died at his home in Slater on June 3, 1956. Mr. Carr entered service of this company on June 15, 1920. He is survived by his wife and several children, one of which is GM&O Yard Engineer B. L. Carr of Kansas City, Mo.

Clerk Samuel M. Houston, Jr., Macon, Mississippi, on June 7, 1956 at Macon. Mr. Houston was employed on June 25, 1922. He is survived by his wife, who also lives at Macon.

Retired Agent-Telegrapher W. J. Burch, St. Louis, Missouri, passes away on the morning of June 7, 1956 at St. Louis. Mr. Burch entered service as a telegrapher on July 1, 1911 and retired on June 24, 1937. Interment was at Laddonia, Missouri. He is survived by his wife.

ALONG THE LINE

Mobile, Alabama — Miss Ruth Scott, secretary to assistant vice president, Operating Department, was married on May 19 to Charles Smith, assistant manager of Mutual Finance and Thrift. Replacing Miss Scott is Miss Barbara Jean McNamara, granddaughter of General Supt. of Transportation C. E. Lanham.

Mobile, Alabama — Mr. and Mrs. F. J. McKeen of the Disbursements Department became the parents of a baby girl, Katherine Ann, on June 4, 1956.

Mobile, Alabama — Lemanuel Howard Stringer, Jr., rate clerk in the Receipts Department, was married on June 2 to Miss Marian Joan Mosk at the First Methodist Church of Prichard, Alabama.
RETIRRED

B&B Foreman and Paint Spray Gang Foreman W. V. Burnett, Waynesboro, Mississippi, retired on December 1, 1955 after being in the Maintenance of Way Department for more than 39 years, and foreman since July 1, 1916.

Section Laborer Kirk Young, Jackson, Tennessee, who entered service of the Maintenance of Way Department on April 1, 1911 and last worked June 3, 1955, retired on April 4, 1956.

Section Laborer Lewis Niemeyer, Baldwyn, Mississippi, who entered service of the Maintenance of Way Department in 1944, retired on April 9, 1956.

Yard Engineer M. S. Hall, Mexico, Missouri, retired on May 15, 1956, after being with the company since 1918, when he entered service as yard foreman. He was promoted to yard engineer on July 18, 1941.

After 47 years with the GM&O Railroad, Engineer Fred Strauss of Mexico, Missouri retired on April 30, 1956. A native of Columbus, Ohio, Mr. Strauss began working for the railroad when he was nineteen years old.

Section Laborer Orville G. Unphenour, Chicago, Illinois, retired on May 1, 1956 after being in the service of the company since March 16, 1927.

* * * *

Pullman Conductor C. A. Smith, St. Louis, Missouri, does a little "book work" aboard the Alton Limited from Chicago.

Happy Birthday On Rebel

It was very apparent that "a good time was had by all" at the unique birthday party held for Leslie Greer of Mobile, (standing in aisle) when the whole party took a train ride to Citenelle, Alabama aboard GM&O's Rebel. Leslie's mother, Mrs. Barton Greer, accompanied the children.

What Do You Know?

1. Where can one find a list of cities and towns operating on daylight saving time — in the Pocket List of Railroad Officials, the Yearbook of Railroad Information, or the Official Guide of the Railways?

2. Do railroads rent passenger train cars on a mileage basis, on a per diem basis, or both ways?

3. Did the railroads of the United States adopt standard time before or after 1906?

4. Are car retarders usually employed in connection with "flat" switching, "pole" switching, or "hump" switching?

5. A freight car belonging to Railroad A is received by Railroad B at 10 a.m. Monday. It remains on Railroad B until 10 a.m. the following Monday, when it is delivered back to A. B. therefore, has the car seven days including Saturday and Sunday. Does B pay A per diem rental for five, six or seven days?

6. Does track circuit relate to curvatures in track, the circuitous routing of freight cars, or signaling?

7. What department of the railroad makes use of plumb bobs — accounting, engineering or law?

8. Did Sir Henry Bessemer develop a new process for the manufacture of aluminum, iron or steel?

9. What is the maximum number of roomettes in a standard all-roomette sleeping car — 16, 20, 22 or 24?

10. In standard passenger cars do the wheels turn on the axles or with the axles?

* * *

PEOPLE THAT PASS IN THE DAY.

The Chicago Tribune recently came out with some pretty good figures that started us thinking. Did you know that the Bus Companies handle 10,700 passengers in and out of Chicago daily? Air handles 25,000 and railroads handle 68,000. This is approximately 109,000 daily passengers in and out of Chicago via commercial lines. IN ADDITION over 200,000 more commute daily by rail, over the South Shore, North Shore, North Western, Rock Island, Milwaukee, Western Indiana, Illinois Central and GM&O. Blue Bird and other bus companies handle a few thousand more daily commuters. That means that about one third million people pay their way into and out of Chicago daily, of which about 100,000 are through passengers making trips in excess of 50 miles. That represents a lot of wealth, public opinion and power.

—Counter Chatter.
Published by the Chicago, Ill. Passenger Club

ANSWERS

1. What is the date?
   a) 9/7/22
   b) 9/22/79
   c) 9/27/79
   d) 9/9/79

2. What is the height of the Empire State Building?
   a) 1,000 feet
   b) 2,000 feet
   c) 1,500 feet
   d) 1,200 feet

3. How far is it to Europe by air from Chicago?
   a) 5,000 miles
   b) 3,000 miles
   c) 2,000 miles
   d) 4,000 miles

4. Which is the tallest building in the world?
   a) The Empire State Building
   b) The Chrysler Building
   c) The Sears Tower
   d) The John Hancock Center

5. Who is the tallest man?
   a) Lincoln
   b) Obama
   c) George Washington
   d) 7 ft. 5 in.

6. What is the tallest tree?
   a) Redwood
   b) Willow
   c) Oak
   d) Sequoia

7. Which is the tallest mountain?
   a) Mount Everest
   b) Mount McKinley
   c) Mount Fuji
   d) Mount Kilimanjaro

8. Who is the tallest woman?
   a) Sapphira
   b) No one
   c) The Queen
   d) The President

9. What is the tallest building in the world?
   a) The Empire State Building
   b) The Chrysler Building
   c) The Sears Tower
   d) The John Hancock Center

10. Which is the tallest building in the world?
   a) The Empire State Building
   b) The Chrysler Building
   c) The Sears Tower
   d) The John Hancock Center
One Man's Hobby: His Work

—Jacksonville, Ill., Journal Courier

D. C. Diltz, local agent for the Gulf, Mobile & Ohio railroad, figures he has been a lucky man. He’s been working at his hobby, railroading, for more than 56 years and likes it better every day. Right now he is particularly pleased with a pin and a card sent to him by F. M. Hicks, GM&O president.

The card, beautifully printed in black, red and gold, is an unrestricted, lifetime pass on any train in the GM&O system. The pin, of gold, says 50 years with the railroad.

“I’m pretty proud of this pass,” Diltz says. “I may retire someday when I begin getting a little old and I’d like to travel every mile of track the company owns. Maybe I’ll go down to Mobile and New Orleans this year.

“Last year I took a 6,000 mile trip, from here to Ohio and then through Canada to Seattle and back. Had a wonderful time.”

Work A Real Tonic

Diltz’s philosophy would make the directors of the Chamber of Commerce drool.

“I’m mighty proud that I came to Jacksonville in August, 1906, and stayed here. It’s a wonderful town and you can’t beat the people. It’s been fun to watch Jacksonville grow into a fine town, too.

“And I’ve been mighty happy about my health. I attribute it to getting on the job and staying on the job. A lot of people who are always ailing would be cured if they would just get to work.

“I have had only two periods of grief in Jacksonville, when my daughter, Marcelle Frances, died of influenza just a year before Armistice Day. She was 17 years old. Then my dear wife passed away six years ago tomorrow (May 5, 1950), but only after we had shared more than 50 wonderful years.”

A Great Walker

Diltz today is lively as a squirrel. He thinks nothing of walking his yards every day, from Michigan avenue north to the edge of the city and then hike around town calling on shippers and merchants in town.

He was certainly not handicapped by excessive formal education. He was born in Champaign County, Ohio. When he was 13 years old his parents moved to Indian Territory and settled near what is now Enid, Okla. He never went to school again.

The Rock Island ran through town and Diltz was usually on hand to meet the trains.

Looked Big Then

“I became crazy about railroads. The engine looked mighty big and powerful, although it really was so dinky that you could have thrown it in the firebox of the locomotives we had later,” he recalled with a smile.

The young “fool about railroads” hung around the station and picked up the Morse code.

“I was never better than a ham operator, though,” Diltz says. “Never learned to use a typewriter and took everything down in longhand. Not very fast, but fast enough for train orders and so forth. Now trains are dispatched mostly by telephone, and some by radio.”

Started in Chicago

When he was 21 years old he went to Ohio to visit relatives and then went to Chicago “to see the sights. Met a friend and he wanted me to come over to the

Spy-Glasses Used

In Early Railroading

Before the telegraph came into use, many railroad men responsible for train operations were required to keep and use spy-glasses, or telescopes.

The earliest signal used in railway operations was the ball signal, or “highball,” as it came to be called by railroad men. A ball about 20 or 25 inches in diameter was raised to an elevation of 25 or 35 feet, sometimes even higher, by means of a rope operated through a pulley attached to a pole.

Ball signals were located at each railway station and sometimes placed at intervals between stations. If a train departed on time, the station hoisted a white ball. If the train was late, a black ball was hoisted.

By means of the spy-glass, the agent or some other railway employee at the next station was able to observe the signal and hoist a ball of the same color for the information of the next station. By repeating this procedure from station to station a train’s progress was known many miles ahead.

CARELESSNESS

“I am not much of a mathematician,” says Carelessness, “but I can add to your troubles, subtract from your earnings, multiply your aches and pains, take interest from your work and discount your chances of safety. Besides this, I can divide your thoughts between business and pleasure and be a potent factor in your failures. Even if I am with you only a small fraction of the time, I can lessen your chances for success. I am a figure to be reckoned with. Cancel me from your habits, and it will add to your total happiness.”

—The Kansas Official

Agent Diltz and White Pass

Rock Island as a telegraph operator. Pretty soon I was sent to Dalhart, Texas, to take charge of a terminal station and was there for about five years.

“But I got pretty tired of Texas and came back to Chicago and went to work for the old Alton. I was in charge of the Joliet station when a vacancy developed in Jacksonville. I grabbed at the chance and have never regretted it.”

The station was a busy place in those days of horse power and mud roads. The C.B.&Q. and the defunct C.P.&S.I.L. used the same station and there were 18 passenger trains a day, plus many specials.

800 to Chicago

‘The busiest day I can recall is when we sold 800 excursion tickets to Chicago. The round trip cost $2.50. Then we were mighty busy on Sundays during the summer when baseball fans took advantage of the $1.50 round trip to St. Louis.

“One time the southbound local was filled to the gills — coaches, baggage care and all — when it pulled into Sinclair, while there were 75 people there with tickets in hand for Jacksonville. The engineer uncoupled, hooked onto an empty coal car and spliced her to the baggage car. The people climbed into the coal car and got to Jacksonville.”

Diltz has one daughter, Dot Fitch of Freeport; two grandchildren and seven great-grandchildren.
THE MAIL TRAIN

PRAISES TO PERSONNEL

GM&O Railroad
Mobile, Alabama

In all my years riding on railroads, I have never before encountered such a congenial and friendly bunch of people as ran your train from St. Louis to Chicago, the Ann Rutledge. They made the trip a pleasurable experience. Nowadays despite all the mechanical comforts on trains a trip is usually unpleasant from the lack of human kindness. This latter comfort certainly was not lacking on your train.

Gratefully yours,
L. L. Zinker
Chicago, Illinois

District Passenger Agent E. A. Chapman
Mobile, Alabama

Mrs. Stevens and I returned today from the trip that you planned for us and reservations that you made for us to Minneapolis, and it was a most enjoyable and pleasant trip. We had comfortable and adequate accommodations, and the trip on your railroad was as usual most outstanding. Employees were very courteous and everything was tops . . . .

Ben M. Stevens, Sr.
Richmond, Mississippi

Supt. J. R. Coneley
Bloomington, Illinois

I learned in a roundabout way that Mr. Yarke, the ticket agent here, sends his reports to you. I have had many business deals regarding your fine road with Mr. Yarke and I must say that you are fortunate to have such a fine, kind, considerable and capable representative, who is a credit not alone to himself and the town, but also to your railroad . . .

A. F. Bothe
Pontiac, Illinois

“up there,” including my own dear father and other relatives, that, as much as I love life, it eases the fear and dread of leaving it.

I want to thank you for keeping the GM&O News coming to me. Even tho I have fallen into the hands of another good company—The Sand Springs Railway—I still feel that I “belong” to the GM&O. I read the news from cover to cover, and always find something about someone I have known. Some of it brings gladness, some sadness, but interest, always. Thank you again,

Very sincerely,
Mrs. Ruby (Wren) Ryan
Sand Springs, Oklahoma

NOSTALGIA FROM OKLAHOMA

Editor,
GM&O News,
Mobile, Ala.,

Dear Editor:

When I read the article in the April issue of the GM&O News headed, “She wore a 50-year Pin—but just for a day,” I turned to a picture hanging on the wall beside my desk, taken on October 17, 1924, of the office force and Platform crew in the Freight Office in East St. Louis. I could hardly hold back the tears, but instead of weeping, a feeling of pride surged thru my being, for having known and worked with Maime McMahon—one who had served her time on earth so well—with 50 years of faithful service to a Company of which she seemed part. It was a glorious ending of a useful life!

As I looked further at this picture and reminisced, I realized that she had gone to join any number of her fellow-workers pictured there, who preceded her going at various intervals, and I know that the reunion with them was a happy one.

We have so many, many, dearly beloved GM&O workers

TRIP TO SEVEN WONDERS “WONDERFUL”

Traffic Manager, GM&O Railroad

I cannot let the day go by without writing you and telling you what a wonderful excursion you made possible for us last Saturday to St. Louis to see THE SEVEN WONDERS OF THE WORLD.

It was my first experience of anything of this kind. I have been to Europe several times, four in all, and I must say that last Saturday was a masterpiece as far as the GM&O was concerned—beautifully planned and wonderfully executed.

I am a good “advance women” and I have told everyone not to miss it. It was wonderful!

Sincerely,
Helen Rodnet
Lincoln, Illinois
Commendations

Fireman Tossie Miller, Tuscaloosa, Alabama, was commended by Supt. St. John for discovering a broken flange on a car of slag in the Tuscaloosa yard, lined up to go out. The defect was reported and the car set out and placed on repair track.

For service of unusual merit during the month, the following men were commended:

Brakeman F. E. Heacock, Meridian, Miss.
Brakeman J. R. Wilkinson, Jackson, Tenn.
Telegraph Operator Fred L. Fox, North Cairo, Ill.
Brakeman F. R. Anson, Slater, Mo.
Fireman L. B. Snowden, Meridian, Miss.
Engineer C. M. Pinford, Meridian, Miss.
Conductor H. E. Hamrick, Meridian, Miss.
Brakeman W. E. Eaves, Meridian, Miss.
Operator J. P. Null, Mexico, Mo.
Conductor J. D. Amfahr, Slater, Mo.
Conductor C. E. Price, Meridian, Miss.
Operator C. D. Young, Humboldt, Tenn.
Brakeman J. T. Stilwell, Slater, Mo.
Brakeman T. L. Donnelly, Slater, Mo.
Brakeman U. Wilhite, Slater, Mo.
Conductor O. L. Staggs, Meridian, Miss.
Conductor J. E. Snow, Meridian, Miss.
Conductor H. DeLong, Slater, Mo.
Conductor N. C. Williamson, East St. Louis, Ill.
Flagman C. R. Wiggins, Meridian, Miss.
Engineer J. B. Beasley, Meridian, Miss.
Brakeman G. D. Short, Slater, Mo.
Engineer L. C. Splawn, Meridian, Miss.
Brakeman G. E. Williams, Meridian, Miss.

When one diesel unit of their train developed trouble, Engineer E. A. Johnson and Fireman J. A. Lewis, Jackson, Tennessee, worked diligently to keep it in operation, finally locating and correcting the trouble. By so doing, they were able to pick up tonnage as scheduled and prevent inconvenience to customers.

For his intelligent cooperation in saving inconvenience and delay on the occasion of a derailment near Tupelo, Fireman A. W. Hawks of Jackson, Tennessee was commended by Supt. Forlines.

Brakeman J. T. Young, Slater, Mo., was brakeman out of Slater when he discovered a slight smoke coming from one car in the train as it climbed a hill. Investigation revealed that both end frame braces were broken and car center sill was broken behind body bolster. This permitted the car end to go so far out that it set the hand brakes, causing the wheels to run hot.

Brakeman C. E. Lipe, East St. Louis, Illinois, discovered a broken flange, and was commended by Supt. Thomason.

Agent H. A. Davis, Broadwell, Illinois, was returning from Springfield to Broadwell when he observed a fire along the GM&O right of way and promptly notified the dispatcher so that it could be extinguished.

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OUR FREIGHT BUSINESS

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<tr>
<th>Year</th>
<th>Car Loads Billed</th>
<th>Revenue</th>
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Comparison of the first 5 months of the years

1955 257,420
1956 237,686