GM&O Director Named To Board Of U. S. Chamber of Commerce

GM&O Director A. Boyd Campbell, president of the Mississippi School Supply Co., Jackson, Miss., was last month elected to the board of directors of the United States Chamber of Commerce.

Mr. Campbell will serve as one of two directors of Region Four comprised of Alabama, Georgia, Florida, Mississippi and Tennessee. His election marks the first time that anyone from Mississippi has been elected as a member of the board.

Chamber of Commerce Executive Vice President Ralph Bradford, who announced the election of Mr. Campbell said:

"The U. S. Chamber has long looked for an opportunity to have some outstanding business leader from Mississippi to serve on the national board. We feel that he can make a distinct contribution to the affairs and work of the Chamber of Commerce of the United States."

In addition to his GM&O directorship, a position which he has held since 1944, Mr. Campbell is also treasurer of Millsaps College, Jackson, a member of the board of directors and executive committee for the First National Bank, Jackson, and a member of the board of directors of the Mississippi Power and Light Company. He is a past president of the National Association of School Supply Companies.

New Mural Unveiled In Springfield Station

A large mural over the ticket office of the Springfield station was unveiled at a special ceremony in Springfield last month.

The mural depicts the industry of the North combining with the agriculture and hospitality of the South in front of a map of the GM&O system.

Lincoln’s quotation, "May our children and our children's children to a thousand generations continue to enjoy the benefits conferred upon us by a united country," is lettered across the top of the mural.

Representations of the seven state seals of the states served by the GM&O also appear on the mural.

Mr. Tigrett Returns To Office Following Five-Week Illness

President Tigrett has returned to his office almost completely recovered from the effects of an illness of some five weeks.

He was stricken while in St. Louis and transferred to the Missouri Pacific hospital.

J. I. Gillikin Named Gulf Vice President

J. I. Gillikin, formerly Freight Traffic Manager for Gulf Transport Company and Manager of Merchandise Traffic for the railroad has been elected vice president of the highway subsidiary, according to an announcement by President C. B. Whitlow.

Mr. Gillikin, who has been with the GM&O since 1928, began his rail career as a steno-clerk in Mobile. In 1936 he

was appointed Traveling Freight Agent at Louisville, Miss., and in 1941 was named Assistant Manager of Merchandise Traffic and Assistant Traffic Manager for Gulf Transport. He was promoted to Manager of Merchandise Traffic and Freight Traffic Manager in 1942.

Mr. Gillikin fills the vacancy created by the resignation of Vice President (operations) A. G. Johnson.

Succeeding Mr. Gillikin as Manager of Merchandise Traffic is James P. Cole, formerly Freight Traffic Agent at Louisville, Miss. Mr. Cole joined the GM&O in 1926 as Route Agent at Jackson, Tenn., and was named Freight Traffic Agent in 1943.

The newly appointed Freight Traffic (Continued on Page 7)
Thursday morning, June 23, was an historic day on the Okolona-Jackson districts, as the last steam locomotive was replaced by a diesel switcher.

As Yard Engine 44 was replaced by Diesel Engine 684, members of the crew and officers of the Company posed for the photograph above. Shown, left to right, are Fireman H. Lindsay, Engineer M. M. Harper, Engine Foreman J. K. Paden, Switchman J. R. Rappe, Switchman Fred Horner, Diesel Supervisor Luke McHugh, Road Foreman of Engines W. W. Wilson, Master Mechanic M. Duck, Trainmaster R. A. Stephens and Superintendent W. H. Forlines.

Six GM&O Mobile Employees Complete Traffic Management Course

Six Mobile employees, five in the Traffic Department and one in the Accounting Department, recently completed the two-year course in Traffic Management at the Mobile Center of the University of Alabama, according to an announcement by Acting Director Joseph E. Williams.

The course of study included Economics, Business Law, Traffic Management and Traffic Law, with GM&O General Freight

Agent H. Eugene Quarles acting as coordinator and supervisor and as instructor in the traffic management courses.

Shown in the accompanying photograph (standing, left to right) are File Clerk C. H. Lombard, Traffic Department; Chief Clerk Kenneth E. Litton, Division Traffic Department; Freight Service Clerk Harry O. Austin, Traffic Department; Clerk Alton A. Anderson, Accounting Department; Traffic Clerk Ernest O. Thublin, Traffic Department, and Chief Clerk W. A. Winer, Merchandise Traffic Department.

Shown seated are (left) Mr. Quarles and Mr. Williams.

GM&O and Gulf Transport Favor Protective Highway Legislation

Recently, Federal Commissioner of Public Roads T. H. MacDonald made an address in which he said that heavily loaded trucks were destroying U. S. highways and imposing a burden on taxpayers for the continued maintenance of these roads. The statistics, which he cited, have caused wide public comment and have brought to the attention of the various states the necessity for holding down the size and load limits of highway carriers.

Of all the people who are interested, the railroads have perhaps been loudest in their protest against government subsidy to highway transportation. Reed has sometimes been given to their cries, but frequently they have been ignored on the ground that railroads had a selfish interest—that they are opposed to any project that would take away their business.

But it could hardly be said that the GM&O is prejudiced. While we run a railroad, our highway subsidiary, Gulf Transport Company, operates buses and trucks rather extensively. We are subject to the same regulations and taxation as any other highway carrier.

On the subject of highway costs, therefore, our interests lie on both sides of the fence. We would naturally look further than the average railroad into the equity of the matter and it is our considered judgment, based upon all of the information which we have been able to gather, that particularly the operators of the heavier vehicles do not pay adequately for their use of public highways.

But the weight and dimensions of trucks running over our highways is not a question which should be decided upon by the railroad industry any more than it should be decided by the trucking industry. It is one which should be dealt with seriously by the legislative bodies of the various states and their decisions should be supported by recommendations of the best and most experienced highway engineers available—not by personal feelings and political expediency. Certainly, it is a technical matter.

Our highways are vital to the welfare of our country but the cost of building and maintaining them is also vital. The figures are astronomical and there are factors that make it difficult to determine just how much the various classes of users should pay. The evidence, however, is overwhelming that the heavier the vehicle, the more it lacks of paying its way.

Highways built to hold 30,000 pounds cannot long stand 50,000-pound loads and those that are constructed to carry 50,000 pounds naturally cost more than highways built for private automobiles and light trucks and buses.

Why should not those who contribute most to the destruction of our old highways and require the more costly new ones be expected, to pay the bill?

Lodge Official Praises Gulf Transport Bus Operator

Bus Operator Earl Chapman, Jr., who drove a charter bus recently to Thomaston, Ala., was complimented by Scottish Rite Director of Work W. M. Whittinger, St. Louis.

In a letter to General Passenger Agent J. H. Bacher, Mr. Whittinger said:

"A Resolution was adopted to commend Mr. Chapman for his outstanding courtesy and gentlemanly deportment, for his generosity and service to his passengers, and for the manifested sense of responsibility for their safety in the observance of every precaution to avoid traffic hazards.

"This to assure you of our complete satisfaction with your service and equipment."
GM&O and University of Missouri Sponsor 4-H Club Leadership Conference

First Guidance Meeting Held
At Lake of the Ozarks

Nearly 180 4-H Club leaders met last month at the Lake of the Ozarks, Mo., to participate in the two-day training conference sponsored by the GM&O and the University of Missouri.

The conference included training in five phases of 4-H Club activity: parliamentary procedure, health, club activities, junior leadership and program planning. The discussions were led by state 4-H Club leaders.

Assembly meetings and various forms of recreation, both organized and otherwise, rounded out the program. Some took advantage of the "rest periods" for a swim in the lake. Others played games or visited, swapping ideas on the activities of their own clubs back home.

Even these play periods had their purpose—to train the leaders to better understand the need for recreational activities for their boys and girls.

Representing the GM&O at the conference were Director of Agriculture and Mrs. S. A. Robert, Vice President and Mrs. T. T. Martin, and General Agricultural Agent and Mrs. A. F. Stephens.

 Scenes at the Missouri 4-H Club Leadership Conference show (top) Jackson County Assistant County Agent Don Easterday (standing, left) GM&O Vice President T. T. Martin and Director of Agriculture and Forestry S. A. Robert with a group of Jackson County 4-H Club leaders. Mrs. Martin and Mrs. Robert appear seated third and fourth from the left.

(Top center) Missouri 4-H Club Agent Eldon Williams (seated) gives instruction while Pike County 4-H Club Leader Bert Green administers artificial respiration to Lafayette County Assistant Agent James Heitmeyer, before a group of club members at one of the class sessions.

(Lower center) State Club Agent Robert S. Clough, Mrs. Tom T. Martin, Saline County 4-H Leader Mrs. Robert Bagnell, State Club Agent T. T. Martin and GM&O T. T. Martin compare notes during one of the recreation periods.

(Lower) The party returns from a cruise on the lake boat Idle Time.

General Agricultural Agent Addresses
Southern Civic, Youth Organizations

General Agricultural Agent Paul W. Rose last month addressed the members of three civic clubs and one youth organization in an effort to better explain the efforts of the GM&O to develop the territory which it serves.

Speaking in Tupelo before the Lions Club, and the Rotary Clubs of Philadelphia and Jackson, Tenn., the GM&O representative urged the cooperation of these organizations in developing the youth of the communities as the leaders of tomorrow.

"Our first obligation is to the youth—in starting them on the right path with willingness to help them along the way we think to be the best," he told the Tupelo Rotary Club.

The 4-H Club leadership conference at the University of Mississippi selected Mr. Rose to give the inspirational address at one of its daily sessions.
Trip on Rebel Begins Hobby For St. Louis Youth

When Fred Townsend boarded the Rebel in St. Louis three years ago to visit his grandmother in Meridian, the 11-year-old had little interest in trains. During his trip Fred became acquainted with the hostess who explained the various types of equipment and its operation.

As a result of that trip, Fred became a rail fan, and upon his return to St. Louis began building models of GM&O trains and equipment.

Last year his model, complete with telephone poles, stations, houses and billboards, won fifth place in the Greater St. Louis Science Fair. Fred is still adding to his model train with such things as fire plugs, mail boxes, stop lights, and he now has a mechanical flagman which steps out at the crossing as the train approaches to flag the model automobiles which approach the right-of-way.

Regarding his future plans, Fred says, “When I am old enough I hope to work for one of America’s best railroads—the GM&O.”

A view of Fred Townsend’s model train, showing maps and train pictures in the background. Fred became a rail fan as a result of a trip aboard the GM&O Rebel.

Commentations

Agent W. M. Brady, Kane, Illinois, who, on his vacation, discovered a broken rail and had the dispatcher and section foremen notified for its handling.

Freight Trucker Lee Terrell, Jackson, Mississippi for his interest in securing routing in our favor on fifty dry kiln trucks.

Car Inspectors S. D. Smith and Ellis Branning, Jackson, Mississippi for discovering a crate of machinery and machinery parts on an otherwise empty flat car, and thereby saving a claim for shortage of this crate.

Y. D. Lott Addresses Mobile Exchange Club

GM&O General Attorney Y. D. Lott last month spoke before the Mobile Exchange Club. His address, “The Railroad Industry in Mobile,” was one of a series inaugurated by the civic organization to explain the various industries of the city to its members.

In outlining the contributions of the railroad industry to Mobile, the GM&O attorney explained that more than 13,000 persons in the Mobile area are directly dependent on the railroad industry for their livelihood.

“The railroad industry contributes to Mobile by substantial local purchases of materials and supplies,” Mr. Lott stated, adding that “During the year 1948 GM&O purchases amounted to $537,400 and during the same period, Gulf Transport purchases amounted to $143,400.”

The GM&O executive outlined other contributions made by Mobile railroads through their Industrial Development and Foreign Freight departments and the Traffic Agencies throughout the country.

“They are in a position to, and do, work most effectively to the end of locating industries in the territory served by them and their lines.”

Explaining the activities of rail employees in Mobile (and other cities), Mr. Lott stated that the railroads and railroad employees aspire to be good citizens.

“You will find (the industry’s) hundreds of employees active and prominent in church work, in Chamber of Commerce and civic clubs, in the community drives for worthwhile projects and in all other forms of community endeavor,” the attorney stated.

The coaling station at Booth, Mo., is dismantled as another step in GM&O’s progress toward dieselization. The tower, which was pulled to the ground by a cable and winch, is one of several which will be salvaged in the next few months. Dismantling was under the direction of Master Carpenter R. E. Ventress.
Freight Agent’s Grandson Awarded Master’s Degree

Bob Chartrand, grandson of General Freight Agent J. S. Chartrand, St. Louis, was recently awarded his Master of Arts degree by the University of Kansas City.

Bob, who completed his undergraduate work in 33 months, achieved the distinction of holding eight editorships on the University News and was named “athlete-of-the-year” for 1948-49.

He plans to accept a teaching assistantship at Louisiana State University next year, where he will study for his doctorate.

Engineers On GM&O Learn Diesel Operation With Newly-Built Instruction Car

Casey Jones would be astounded.

Yes, Casey would be very much surprised if he could see the GM&O’s new instruction car for training diesel personnel. When the legendary engineer began railroading he learned the hard way—in the grimy, smoke-filled cab of one of the GM&O’s old-time steam burners. Today, GM&O engineers, firemen, and shop personnel learn the operation and maintenance of the new diesel locomotives in the air-conditioned comfort of its latest Instruction Car.

This car, recently completed in the Frascati Shops, Mobile, is believed to be the only one of its type in the nation and will be used throughout the GM&O system to train personnel in the operation and maintenance of the American Locomotive Freight Diesel.

Equipped with a complete engineer’s station and model locomotive, the car would thrill any model rail fan. From his station in the Instruction Car, the engineer works with actual controls from a full-size diesel.

This control station operates a scale model of the GM&O’s 700 series ALCO diesel, and enables the engineer to observe the performance of his locomotive from the outside. An arrangement of wheels within the model’s tracks allows the locomotive to run at varying speeds without moving from its position on the Rails.

Maintenance personnel have their share of the training facilities too. A cut-away model of the regular diesel engine permits the study of all movements within the locomotive, including the movement of valves and pistons. Complete in every detail, the model is equipped with light bulbs which simulate combustion in the cylinder.

In addition to the actual model of the engine, the car is equipped with models of the air brake system and electrical equipment, making the car a virtual laboratory on wheels.

Before beginning their study on the actual equipment and laboratory equipment, student personnel are given intensive training in the car’s classroom. This classroom, seating twelve students, is equipped with a motion picture projector, slide projector and a lantern projector, which provide study of sound motion picture films, film strips and actual blue prints of the locomotive.

In addition to its complete classroom and laboratory equipment, the car is also equipped with an office, which provides desk space, storage space, beds, lavatory and shower for the personnel who travel with the car. Completely air-conditioned and fluorescent-lighted, the car provides ideal conditions for work and study, and is expected to greatly improve the operating efficiency of GM&O’s engine and maintenance crews.

The Instruction Car, which is now in use in Jackson, Tenn., will remain there two weeks, before moving on to the next terminal. In charge of instruction is General Mechanical Inspector Tom Connell, Jackson.

Canal Yards Section Foreman Dies While On Vacation

Section Foreman John H. Earles, New Orleans, passed away suddenly this month while visiting relatives in Citronelle.

Mr. Earles, a veteran of 26 years rail-reading, was prominent in the construction of GM&O’s Canal Yards, and was selected as its first Section Foreman when the railroad first entered the Crescent City in 1931.

Following six years service with other railroads Mr. Earles joined the GM&O as Assistant Section Foreman at Rio, La., in 1929. In 1931 he was transferred to New Orleans, where he was employed at the time of his death.

Mr. Earles is survived by his wife, one daughter, two sons and an uncle. J. P. Earles, retired section foreman.

Abraham Lincoln Heads AAR Train List

The name of GM&O’s Abraham Lincoln, crack streamliner between St. Louis and Chicago, heads the alphabetical list of more than 800 of America’s named trains which was recently published by the Association of American Railroads.
Economic Advisors Find No Basis For Controversy
Over High Freight Rates In South

The following statement, answering the many protests over allegedly high freight rates in the South, is a part of the report "The Impact of Federal Policies on the Economy of the South," which was prepared for the Council of U. S.—By the National Planning Association Committee of the South.

Perhaps the barrier to Southern progress which has received the greatest amount of popular attention has been high freight rates. There are a number of reasons why this is true.

First, this cause—especially as it was usually presented—seemed a most logical one.

Second, it absolved the region itself from all responsibility for the economic lag and placed the blame on the railroads and the financial interests which control them—always favorite whipping boys. By the same token, it offered a quick and easy panacea if the right law were passed or the correct court decision gained.

Third, the question easily and quickly became a political issue after that the public heard much argument but little factual analysis.

Undoubtedly there have been cases in which Southern producers have been hurt by high interregional freight rates. That is inevitable when thousands of rates are involved; it is bound to happen even within a region. But it is our opinion that this factor has been greatly over emphasized and that high freight rates are not now, and never were, a major barrier to the economic development of the South. Basically, there are two reasons for this opinion:

First, the difference in rates has not been as great as was popularly claimed. Second, even when the southern rates were higher, they have not been the major obstacle many have imagined—in some cases they actually have been advantageous to southern producers.

First, it may be well to discuss one elementary misconception. Some arguments have implied that it was generally cheaper to ship a carload of freight from, say, New York to Atlanta than to ship the same carload from Atlanta to New York, and that this difference existed because of the caprice or evil design of the railroads. In general this is simply not true. As a general principle freight rates to and from points in the South and elsewhere will be the same. The Interstate Commerce Commission requires that when differences do exist in the rates for movements in different directions these differences must be justified by differences in costs.

The difference in rates has not been presented in its true perspective and its importance has been greatly exaggerated. Most attention has been concentrated on class rates, which have ranged some 28 or 30 per cent higher in the South than in the Northeast. But very little traffic, comparatively, moves on class rates.

"In a test survey of all carload traffic moving on September 23, 1942, only 1.8 per cent of all traffic in the Southern territory moved on class rates, 6 per cent moved on exception rates, and 92.2 per cent moved on commodity rates. In the Eastern, or Official territory, the percentages were, respectively, 5.8, 7.6, and 87.7.

In most cases, as soon as there is any considerable amount of any commodity to be moved in any region, shippers can obtain from the railroads an exception or, most likely, a commodity rate, which is lower than the class rate it would otherwise take. Commodity rates have been obtained for most southern commodities (by volumes moving) and in many cases those rates have been so constructed as to reduce or eliminate the territorial differential. In fact, on several important southern commodities, such as aluminum (Continued on Page 9)

Soccer Coaches' President
Compliments GM&O Service

A recent letter from John W. Wood, Oak Park, Illinois, president of the National Soccer Coaches Association of America, compliments the GM&O very highly. In part his letter says:

"It is a pleasure to travel via the GM&O Railroad, everyone is so pleasant and courteous, and the dining car service and food is excellent. It's a pleasure to recommend it to athletic teams, and everyone else when traveling south. I sincerely appreciate the good service rendered."

Delegates to both the Illinois Boys' State and the Girls' State conventions this year chose GM&O for their trip to Springfield. Photo at the left shows the delegation from Chicago, Joliet, Lincoln and Bloomington as they arrived at the fairgrounds aboard a Gulf, Mobile and Ohio special train.

In the photo below are shown state officers from both conventions as they await the arrival of the train at the Springfield station.
Along the Line...

Lucedale, Miss.—Miss Lou Ella Brown, Payroll Machine Operator in the Disbursements Department and J. R. Miller were married on June 25, 1949 at the home of her parents in Luceedale.

Mobile, Ala.—Congratulations are being received in the Transportation Department on two weddings in June. Miss Mona Hieronymus and Mr. Donald Jones, both employees of that office, were married on June 4th.

On June 21st, Miss Helen Hofheins, secretary in Mr. Lanham’s office, became the bride of Mr. Kenneth Matzenger.

Pittsburgh, Penna.—GM&O listeners on WJQ’s radio program on the night of June 20 heard a familiar voice reply to one of the Doctor’s inquiries. Commercial Agent C. W. Allen won fourteen silver dollars for correctly answering his question!

Mobile, Ala.—A nice honor was recently bestowed on Mrs. H. O. Wolfe, wife of Purchasing Agent H. O. Wolfe, when she was elected President of the Ladies Committee of the Mobile Country Club.

Laurel, Miss.—The News regrets to learn of the death last month of retired conductor J. H. Mitchell at his home in Laurel.

Bloomington, Ill.—Mr. John V. Reeves, Clerk in H. C. Sampson’s office at Bloomington was married to Miss Helen Louise Griffin on June 4.

New Orleans, La.—Local Agent George Kaufmann, President for the second time of Freight Agents Association of New Orleans, has just returned from Chicago where he presented a paper on “Loss and Damage” before the annual meeting of the Freight Station Section, Operating and Transportation Division of the A. A. R.

Mobile, Ala.—Mr. James C. Jay, clerk in the Overcharge Claim Bureau, and Miss Marilyn Smith were married at the Toulminville Baptist Church June 3.

Mobile, Ala.—Mr. Jack M. Olive and Miss Dorothy Carr were married at the First Christian Church May 21. Mr. Olive is in the Rate Bureau.

Mobile, Ala.—Mr. Joseph M. Duralde and Miss Marvis Coffman were married May 21 at the Luceedale Baptist Church. Mr. Duralde is a rate clerk.

Waynesboro, Miss.—Retired Section Foreman E. H. Bond died at his home on Sunday, July 10. Mr. Bond was prominent in civic activities in Waynesboro, and was a former member of the Board of Trustees of the Waynesboro school. He had been with the railroad for thirty-five years.

Mobile, Ala.—Friends of many years standing are welcoming home Mr. C. F. McKeough from the Montgomery District. Mr. McKeough retired from active service in 1944 after 46 years with the railroad, and has now returned to his old home, Mobile.

Jackson, Tenn.—It is with great regret that the News learns of the death of retired Conductor T. D. Murtaugh of the Tennessee Division. Mr. Murtaugh died at the Missouri Pacific Hospital in St. Louis on June 18.

J. I. Gillikin
(Continued from Page 1)
Agent at Louisville is Jackson P. Hughes. Mr. Hughes began his rail career in 1936 as secretary to the agent at Jackson, Miss. and was transferred to the local freight desk in 1940. In 1947 he was transferred to Mobile and in March, 1949, was named Quotation Clerk, the position he held at the time of his promotion.

Charlotte Representative
Name to Traffic Club Board

Commercial Agent H. A. Talley, Charlotte, N. C., was elected to the Board of Governors of the Charlotte Traffic Club at its annual election. Mr. Talley, who has been with the GM&O 32 years, has been in Charlotte since March.
Why I Like to Work for the GM&O Railroad

By HOWARD DIEMERT, Clerk
Accounting Department, Mobile
Honorable Mention, Essay Contest

Before stating my reasons for liking my job with the GM&O Railroad, I must first state the reasons why I would like a job of itself. The following qualities are those which, in my opinion, constitute a GOOD job:

1. Fair wages.
2. Opportunity for advancement.
3. Good working conditions and environment.
4. Adaptability to and liking for the type of work.
5. Decent hours.

In order for my job to be a good one; hence, my liking it, it must possess the above qualifications.

The GM&O Railroad seems to pay its employees the best salaries of all business corporations in this community. A fair wage to me would be one paid to each individual according to his dependents and responsibilities. This need not be discussed further as all the salaries are high enough to meet this requirement.

The most outstanding characteristic which the GM&O has is the opportunity for advancement. The seniority system appears to me to be the most just and the most efficient. Loyalty and sincere service will merit a person many advancements.

Good conditions can be expressed thus: The GM&O has offices which are clean and safe. They have proper lighting with conditioned air in the summer and heated by steam in the winter. The good environment is manifested in the fellow employees who are considerate, helpful and understanding.

The question as to whether I am adapted to the work is probably debatable. I believe that I am adapted. As for liking the type of work, I can say truthfully that I get somewhat of an enjoyment from office work. Now and then I even have to think a bit.

It goes without saying that the hours are decent. The hours I follow, with Saturday afternoons off, allow me sufficient time for myself. This means quite a bit.

Of course there are probably a dozen other reasons, such as the prestige of working for a company as widely known as the GM&O Railroad, and also, sharing in a job that is to the benefit of every individual as well as to our country, but I haven't the time or the space to set them all forth.

I am satisfied with the Company and it is my hope that the Company of the GM&O Railroad is satisfied with me.

Howard Diemert

J. O. Holly Dies
After Brief Illness

J. O. Holly, retired freight and ticket agent of the GM&O at Marshall, Mo., who had been with the road fifty years last Nov. 22 and had retired shortly afterward, died June 7 after suffering a third heart attack.

Burial was at Glasgow, Mo., near which he had started as telegrapher for the C&A on Nov. 22, 1896, when he was just nineteen. He had studied telegraphy by himself at his farm home in Montgomery County, and was not quite finished with his study when he was called to take his first job at Steinmetz.

During the harrowing days of the flood of 1903 he was at Glasgow, receiving and sending almost constant messages. The tracks were washed out by the flood at Harmony near by, and men had to be kept on the new Glasgow bridge with grappling hooks to prevent driftwood and logs from jamming the piers of the recently completed bridge over the Missouri River.

In 1904 Mr. Holly started as agent at Bates City, and was there twenty-nine years. It was during his stint there that the Order of Railroad Telegraphers presented him with a medal on the twentieth anniversary of his service with the railroad. From Bates City Mr. Holly went to Marshall, Mo., on April 1, 1932, and served there as freight and ticket agent from that time until his retirement.

Motion Picture Pays Tribute
To Rail Special Agents

The Railroad's Special Agent's forces are honored in a current motion picture entitled "Special Agent," which will soon be released by Paramount.

The film deals with an actual train robbery case, and much of the action in the picture was developed from material and data in railroad files, according to J. C. Vaviston, secretary of the AAR Operating-Transportation Division.

In his letter to Special Agents of the Railroads, Mr. Vaviston says:

"SPECIAL AGENT will do much to bring the protective activities of the railroads to publice attention. The prologue states:

'Every year the railroads carry millions of passengers and billions of dollars worth of goods. We all know the engineer . . . the brakeman . . . the conductor . . . the fireman . . . the postal clerk . . . but few of us know anything about the great body of trained men who guard those millions of lives and billions of dollars in property day by day and by night . . . the railroad detectives.'"
Economic Advisors (Continued from Page 6)

sheet and plate, automobile tires, boots and shoes, cigarettes, and shelled peanuts, the southern rates are substantially lower. That shippers have been able to get satisfactory commodity rates on most of the major southern commodities is indicated by the fact that there have been very few, if any, complaints about high freight rates on such things as textiles, manufactured tobacco, petroleum products, chemicals, lumber, or furniture.

It is impossible to give any accurate and meaningful statement of the difference in commodity rates in the South and in the rest of the country. There are thousands of such rates and the amount of traffic which moves on each varies greatly from one territory to another. One careful study of the problem makes this summary statement: Outbound rates on most of the principal southern manufactured products range between 90 and 110 per cent of corresponding northern rates. This is about as near equality as one could expect, even within a region.

In recent years the Interstate Commerce Commission has been concerned with the matter of interregional rates. After a long investigation, in 1945 it ordered the railroads to remove most of the differential which then existed in rates. Two years later the United States Supreme Court upheld this decision, and the roads are now in process of carrying out that decision. Unless this policy is reversed it should finally and for all time remove this factor from the area of discussion.

Second, where differences in freight rates have existed, their importance has been greatly exaggerated. For example, most of the ‘horrible examples’ which have been cited have been rates for commodities of very minor importance. Such rates may be obsolete and of no appreciable importance to anybody. But if there were any considerable amount of traffic to move on such rates, the roads might well review them or make new ones; the railroads are interested in developing business along their lines and are willing to consider new rates when it appears profitable to do so.

Finally, there is the fact that few, if any, of the complaints about freight rates have come from leaders of southern industry. The fight has been waged mostly by political leaders, newspaper editors, and individuals with the crusading instinct. In fact, at times it has been difficult to find substantial businessmen who had grievances and who would appear as witnesses. Considered as a group there does not seem to be much active dissatisfaction with the comparative freight rates which they now have.

B. H. King Honored By Fellow Workers

Agent B. H. King, East St. Louis, was honored with a party by his fellow employees on June 30, upon his retirement from the service.

Mr. King, who has been with the GM&O for 53 years, is credited by the East St. Louis Journal as having the longest service with one railroad of all the men on the levee.

More than 75 GM&O employees from East St. Louis, St. Louis and other nearby points gathered in the agent’s office on the evening of his last day to present him with a set of luggage and to pay their respects. Superintendent S. G. Thomason acted as master of ceremonies.

Mr. King, who has been agent at East St. Louis since 1918, began with the GM&O in 1896. Before transferring to East St. Louis he served nine years at Cairo.

When asked about his plans for his retirement, Mr. King said, “Fishing? When I was eight years old I used to...”

Retiring Agent King is presented with luggage by employees (top photo). Superintendent Thomason (left) makes the presentation.

Following the presentation, more than 75 fellow-workers enjoyed refreshments. The party was held on the evening of Mr. King’s retirement in the Agent’s office, E. St. Louis.
How Well Do You Know Your GM&O?

Do you recognize this community as seen from the engineer's cab? Note the oncoming passenger-train and the station in the background. To the right of the track a siding and freight house is visible. If you fail to recognize this town, turn page upside down for answer below.

In the Telegraph Office at Bloomington, nerve center of the Eastern Division, are Acting Wire Chief W. L. Baptist, Assistant Communications Engineer C. H. Knight and Operator R. L. W. Sleeter. Communications from this office are handled by telegram, telephone and teletype.

D. S. Wright Addresses Louisville Rotary

GM&O General Counsel D. S. Wright was guest speaker before the Louisville Rotary Club last month.

Speaking on the trend toward nationalism, Mr. Wright said, "There are some people in the United States who would like to see the government take over big business, such as the communication and transportation systems."

The GM&O executive pointed out that during World War I, the government took over the railroads and operated them at a net loss of $2 million a day, while during World War II the railroads were privately owned and during this period paid taxes amounting to more than $4 million daily.

"Great Britain has proven what government ownership will do," the attorney stated, "and Great Britain has also proven that once you start government ownership it is hard to stop."

Mr. Wright concluded, "The people and only the people can stop the trend toward nationalism. Eternal vigilance is the price of Liberty."

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Retired Commercial Agent Charles Benish of Jackson, Miss., died at St. Dominics Hospital in Jackson, Miss., on May 12. He had been with the GM&O for many years, retiring from active service on January 1 of this year.

Mr. Benish began his railroad career as stenographer in the office of C. F. Morgan, at New Albany, Miss. in 1906. He had served at Mobile, Jackson, Tenn., Paducah, Ky., and Jackson, Miss. in various capacities. He had been Commercial Agent at Jackson, Miss. since 1930 until his retirement.