New Pullman Cars Get Official Inspection: First One To Be Delivered In July.

Final inspection of the first of four new sleeping cars was completed this month. The new Pullmans are expected to be put in service during July and August.

Named the "Samuel King Tigrett", in honor of President Tigrett's father, the car is of the latest design. Accommodations to fit all types of passenger preference are provided, and the cars boast the most modern air conditioning equipment available.

Included in the accommodations are one compartment, three bedrooms, eight roomettes and four open sections. All rooms are equipped with running ice water and the entire car is lighted with fluorescent equipment. Berth lights are of the latest approved design. The new cars were constructed in the St. Charles plant of the American Car & Foundry Company.

The four cars will be named for leaders in the development of the GM&O. In addition to the Samuel King Tigrett, other cars will be named as follows: Culver White, in honor of the late finance vice president of the GM&O; Timothy B. Blackstone, named for an early president of the Alton, and Judge Milton Brown, so named for the Civil War president of the Mobile & Ohio.

500 New Freight Cars Purchased By Railroad: Dividends Declared

The purchase of 500 new freight cars at a cost of approximately $2,500,000 was authorized by the GM&O Board of Directors meeting in St. Louis on July 12.

Three hundred of the cars will be flat cars intended primarily to handle an increased movement of heavy machinery from plants in the Railroad's territory. They will be constructed in the Company's own shops using one piece cast steel under frames purchased from the General Steel Casting Corporation of Granite City, Illinois.

200 BOX CARS

The remainder of the order will consist of 200 fifty-foot box cars to be built by the American Car and Foundry Company at St. Louis. They will be constructed with 15 foot doors to facilitate loading with lift trucks.

Four new sleeping cars ordered some time ago will be delivered around August 1st, and will go into operation in through service between Mobile and Chicago via St. Louis and between St. Louis and Chicago (see story at left).

Preferred and Common Dividends

The Board also declared a $0.00 dividend for 1950 on preferred stock payable in quarterly installments of $0.25 each beginning September 30, 1950, and a dividend of 50c per common share payable August 12 to stockholders of record July 24. It also provided for payment of $1,200,000.00 in interest on Series A, 5% and Series B, 4% general mortgage income bonds for 1950, payable next April 1.

The GM&O preferred dividends will be paid on September 30, December 30, March 30, 1951 and June 30, 1951, to holders of record on September 11, December 8, March 12, 1950 and June 11, 1951, respectively.

The Board also provided for payment of contingent rental in the amount of

(Continued on Page 2)
Operation Begins On New Cairo Track

On June 26, GM&O trains began their operation over a newly-constructed section of track along the river front at Cairo. The new track, which is located approximately 700 feet further from the river than the abandoned section, was made necessary by the continuous erosion caused by flood waters.

Abandoning a 3000-foot bridge and a mile-and-a-half section of track, the GM&O has built a section of new track which connects with existing Illinois Central tracks further from the dangerous river waters. The new tracks will be double-tracked except for a three-quarter mile section. It is protected by Centralized Traffic Control. GM&O and I. C. have jointly used tracks in this area for many years.

The newly-constructed segment is one-half mile in length, and has been elevated three feet above the original river-front track. This additional elevation is believed to make the track virtually “flood proof”. In the past years, Spring floods have often stopped operation over the river-front track, and erosion had brought the river to a point only a few feet from the existing track.

Construction of the new track was begun in September, 1949, but was temporarily halted by Spring floods, delaying completion of the work until last month.

The dangerous erosion of the river waters is expected to be halted in the future by the construction of a new concrete revetment. This operation, now being carried out by the U. S. Engineers, calls for sloping the bank of the river and protecting it with articulated concrete. Completion of this work is expected this month.

Four Win Promotions In Traffic Department

Four changes in the Solicitation Department were announced this month by Vice President (Traffic) L. A. Tiber.

Freight Traffic Agent Harry T. McBurney, formerly located in the Birmingham office, will be Freight Traffic Agent at St. Louis. Mr. McBurney, has been with the GM&O since 1931, when he joined the Rate Department in Mobile.

Commercial Agent W. B. Mayes, Sr., formerly located in the Birmingham office will be resident Commercial Agent at Tuscaloosa, Ala. Mr. Mayes joined the GM&O in 1926 as freight representative at New Albany, Miss.

Replacing Mr. McBurney in the Birmingham office will be Freight Traffic Agent B. E. Shelby, formerly with the Merchandise department in Mobile. Mr. Shelby began his railroad career in 1933, when he joined the traffic department in St. Louis.

The new Freight Traffic Representative in the Merchandise Department will be W. L. Wiser, formerly Chief Clerk in the same department. Mr. Wiser has been with the GM&O since 1943, and is a veteran of World War II.

Souders Saves Shriner On Tardy Departure

When Shriner Walter Knapp, Springfield, reached the station in Los Angeles to board the Shrine Special home he found the train already moving down the track. A little last minute work on the part of Mr. Knapp, with an assist from GM&O Assistant General Passenger Agent Neil Souders, enabled him to climb aboard the special just in time. A news photographer was on hand and photographed the event, the picture appearing in the Los Angeles Times and the Springfield Register-Journal.

The Shrine Special traveled from Springfield to Chicago on the GM&O. Destination of the group was the Imperial Council Session in Los Angeles.

Group Insurance Rates Reduced—Medical Examinations Waived: Now’s The Time To Re-Study Your Life Insurance Programs

Because the mortality rate among GM&O Group Insurance Policy Holders has been low in the under 50-year age bracket. The Protective Life Insurance Company will reduce its rates substantially and waive medical examinations for this age-classification on the Railroad effective August 24th.

For instance, up to age 25, the cost to the employee per $1,000 of Life Insurance will be reduced from 6.9 to 6.1 per month and for age 21 to 25 inclusive, from $1.25 to $1.00 per month. Reductions for intermediate ages are, of course, proportionate.

With these new low rates in effect it is suggested that all employees re-examine their life insurance programs with the idea of availling themselves of the maximum protection obtainable according to wage classifications.

Under the Group Insurance Plan for employees, the Company pays a substantial sum towards the program and assumes the cost of administering the convenient payroll deduction system.

During the many years that the Group Plan has been in effect, approximately $1,400,000 has been paid to employees and their families in life, accidental death and dismemberment insurance. However, during the last six years, alone, 318 employees died who were not covered by insurance. Had they been insured, their beneficiaries would have received $468,500 in cash.

The Company is pleased to participate in this worthwhile employee welfare program. Your Department Head has full details of the plan.
Large Grain Elevator
For GM&O At Lincoln

Laying of the "Mat" or cement foundation for the new 230,000-bushel grain elevator at the Kruger station of the East Lincoln Farmer's Grain Company located on the GM&O at Lincoln, Ill.

The new elevator, to be completed by Aug. 1, will be the largest grain elevator between Chicago and St. Louis on the GM&O line.

The big bin will consist of four cylindrical outlets, each with a grain capacity of 60,000 bushels, and other storage area. Standing 105 feet high with the head house an additional 30 feet, the elevator is of the latest design and will be highly pleasing to the eye. Its total cost is $130,000, according to Noah L. Gordon, grain company manager, breaking down to about 60 cents per bushel of grain stored. Ed Schroeder, elevator at the Kruger station, said construction workers under Superintendent Lawrence Henry, working three shifts until the foundation is completed, will then set the forms for pouring the elevator and continue on a 24-hour basis until the job is done.

—Photo By Lincoln Evening Courier

Baseball Fans Ride Rebel
To See St. Louis Game

Seventy-nine baseball fans from Corinth, Union City and Jackson, Tenn., recently rode the Rebel for their trip to see the St. Louis Cardinals play the Pittsburgh Pirates, on Radio Appreciation Day.

Feature of the trip was the selection of a queen for the event and one of the Gain travelers, Miss Betty Bollengame, Corinth, was chosen as runner-up.

Accompanying the group was Division Passenger Agent R. J. Fischer.

Mr. S. A. Debbs, Vice President
Gulf, Mobile & Ohio Railroad
230 South Clark Street
Chicago, Illinois

My dear Mr. Debbs:

I should like to express to you my appreciation—and, I am sure, the appreciation of many other Joliet commuters—for the splendid service given us by your railroad during the recent strike.

The courteous and friendly conductor and brakeman on the 6:30 a.m. and 5:15 p.m. trains made our trip with you a pleasure.

Sincerely,

Virginia Freeman
201 Third Avenue
Joliet, Illinois

Betty Lou Adds Train's Crew
To Her Long List Of Friends

By WILLIAM BOOZER
From the Commercial Appeal, Jackson, Tennessee, Tuesday

Betty Lou Marbury, the little 11-year-old Brownsville girl who captured the hearts of an entire Nation with the request for prayers that her right hand be saved, Thursday added to her long list of friends: the crew of the famous Rebel—Diesel-powered train of the Gulf, Mobile and Ohio Railroad.

The occasion was a round-trip excursion to Cairo, Ill., totaling 222 miles. And Betty, veteran of plane, bus and car rides and jaunts "by horseback but not by mane," had quite a time of it.

The trip was her first by train.

Plans for the excursion originated in January when Mr. and Mrs. A. C. Baner-nerman of Jackson drove over to visit Betty one Sunday afternoon at her home four miles west of Brownsville. Mr. Ban-nerman, who has 40 years service with the GM&O, 15 of them as conductor, presented her at that time with $18 in Roos-velt dimes which he had saved over a period of about six months.

Lost Battle
During the visit, Betty, who had on Dec. 28 lost the battle to save her hand, commented that she had never been on a train. Her statement prompted an invitation from Mr. Baner-nerman to be his guest on the Jackson-to-Cairo run anytime it was convenient. She accepted the invitation, and waited patiently until school was out for at date to be set.

Equipped with six funny books and a small suitcase, Betty arrived at Union Station Thursday 30 minutes before the train's departure at 6:30 a.m. Before the trip began, she was conducted on a tour of the station, met Will Smith, the engineer, and explored and passed approval on the engine's cab.

Clutching her funny books and a sack of candy which was given her by a station employe, Betty boarded the train with her hostess, Miss Ina Baner-nerman, daughter of the conductor.

And So Back Home
At the station to see her off were Mr. and Mrs. Owen Marbury of Jackson and their daughter, 12-year-old Mary Ann Marbury, with whom Betty spent the night. Mr. Marbury is a distant cousin of Betty's father, Henry Clay Marbury.

Preceding the train ride, which ended with arrival back in Jackson near midnight Thursday, was an outing Wednesday to Whiteville Lake. After a day spent

(Continued on Page 8)
Kansas City Traffic Men
Enjoy Fishing Outing

On Saturday, June 24th, sixty Kansas City commercial traffic officials, representing forty-nine concerns, left their transportation problems behind, donned their fishing clothes, gathered up their fishing tackle and boarded GM&O Train No. 26, which departs Kansas City at 6:30 A.M., for an all day’s fishing outing as guests of the Gulf, Mobile & Ohio. Their destination was a lake at Highbee, Missouri, which is well stocked with bluegill, bass, etc. Two air-conditioned coaches were furnished for the occasion together with a baggage car, equipped to dispense food and beverages. It was a most enjoyable day and the group arrived back in Kansas City at 8:00 P.M. (on time) with sunburn, battle fatigue and the fish.

Assistant Vice President L. L. Lapp and Assistant General Freight Agent A. C. Garrett represented the GM&O.

A Book That Gets You No Dust
As far back as the oldest railroad man can remember, The Official Guide has been a familiar object and a handy working tool in railway offices from coast to coast. Now approaching its 83rd year of continuous service (In June); this 1,500-page reference volume is not only the oldest periodical of its type in the American transportation field, but, in point of contents, it is the largest monthly publication in the world.

Here in one volume is found a complete arrangement of up-to-date passenger train schedules and parlor and sleeping car routes. It shows the equipment operated in each named train, as well as railway system maps, junction points, connecting railways, station-to-station mileage, a station index listing the railroads which directly serve each town and city, names and addresses of railroad officers, railway associations and their officers, and the personnel of federal agencies and commissions concerned with transportation. It also lists steamship companies and airlines, with their terminals and schedules, as well as the location of military posts, national parks, and government hospitals.

Before The Official Guide put in its appearance in 1864, several railway guides had been in common use in the United States. Competition among the publishers of railway guides was keen in the fifties and sixties. In 1867, Edward F. Lloyd, in publishing a simplified handbook of passenger schedules, announced that his guide contained:

“New arranged time-tables, so easy that a child can understand them; it being universally acknowledged that all other guide books are so complicated that not one in a hundred can understand them.”

Information contained in some of these early guides was notoriously inaccurate. One irate traveler, expressing his contempt for railway guides in general, concluded his diatribe in a Chicago newspaper with this terse comment:

“By the way, I have bought myself another Railway Guide. I suppose it will lie to me again and get me into more trouble, but, plague it, you can’t travel without them!”

The decade following the Civil War was a period of extraordinary growth and development. What Do You Know?
Test your knowledge of railroads and railroading. The answers will be found on page 6. If you answer 5 of the following questions correctly, you are good; if you answer 6 or 7, you are very good; if you answer 8 or 9, you are above the average; if you answer all 10, you are a genius.

1. What state has the greatest railway mileage—New York, Illinois, or Texas?

2. How much did the railroads earn on their investment in 1949—less than 3 per cent, between 3 and 6 per cent, between 6 and 12 per cent?

3. If all freight cars owned by the railroads of the United States were placed in train formation, how long would the train be—4,000 miles, 7,000 miles or 14,000 miles?

4. What is the oldest railway brotherhood?

5. About how many crossties are laid in a mile of track—2,000, 3,000, or 4,000?

6. Where was the world’s first railway suspension bridge—over the Hudson River, the Niagara River, or the Mississippi River?

7. What does the letter “X” precede the number of a freight car signify?

8. What is a diem?

9. From what country did the American railroads purchase most of their iron rail in the early days—France, Great Britain, or Germany?

10. Estimate within $10,000 the average price paid for a standard passenger coach in 1949.
A Tale of Two Roads

From Missouri Pacific News Feels

Several weeks ago heavy rains in the Lincoln, Nebraska area completely washed out the Missouri Pacific line from Auburn and Crete. Several highway bridges were also destroyed.

After inspecting the damage, a few days ago, Chief Executive Officer P. J. Neff announced the line would be rebuilt—estimated cost to the railroad about $500,000. Eventually the highway bridges will, no doubt, be rebuilt. Meanwhile the heavy healing trucks, in competition with the trains, will divert their operations to other highways until the taxpayers rebuild the bridges over which they operated.

Official Guide

(Continued from Page 4)

velopment. With each passing year, as the nation's railway system expanded and as travel by rail increased, the need for a dependable railway and travel guide became increasingly apparent. The subject was widely discussed among railway passenger men. Finally, the National General Ticket Agents' Association (now the American Association of Passenger Train Officers) meeting in Cleveland, Ohio in October, 1866, took the first definite steps toward encouraging the publication of an "official" travel guide. A special group was formed for the purpose of carrying the plan into effect. Edward Vernon, former general ticket agent of the St. Louis, Alton & Terre Haute Railroad, headed the group as chief compiler and editor.

After months of planning, preparation and intensive effort on the part of Vernon and his associates, the first issue of the Official Guide (then called the Traveler's Official Guide) appeared in June, 1868. It contained 140 pages (less than one-tenth the number of pages in the 1959 editions). The book proved so superior to other railway guides—in information and accuracy—that it was promptly accepted as the official organ of the National General Ticket Agents' Association. Thus was launched what has long been one of the most widely used publications in the transportation field.

If there exists in the world today a complete set of the Official Guide from its first number in June 1868, the publishers would be proud to work about it. Probably the most extensive file of Official Guides extant is in the New York Public Library, which lacks only five numbers from being complete. This set includes the only copy of the first number known to exist. The earliest in the files of the publishers, the National Railway Publication Company, is for April, 1869.

About eight days are required to print each monthly edition, and when the presses finally rilly to a stop, more than thirty tons of paper and nearly 800 pounds of ink have been consumed. By a carefully planned and executed system of shipping and mailing, in which the railroads share the credit, copies of the Guide—containing up-to-the-minute schedules—are in the hands of subscribers throughout the country in from one to three days.

Most of the regular employees of the Official Guide are old hands at the business; some with upward of twenty years of service. Now and then, when an old-timer drops out, a newcomer, usually a young man, joins the staff. An amusing story is told of an enterprising and well-mannered youth who formed the habit of remaining in the office to study the file of working timetables at night long after other members of the staff had gone home. Such ambition was admirable, although somewhat unusual. One day his superiors questioned him about his nightly research, and the young man confided that he was a hobo by profession and wanted to be King of the tribe. He said the poor hobo who rode the freight trains had no volume to guide them like regular passengers did, so he had obtained a job with The Official Guide where he could have access to data which would enable him to compile a "Hobo Guide to Fast Freight." His superiors realized that the fellow had some of the attributes of a genius, but nonetheless he had to be fired.

The youth took his medicine philosophically and resumed the pursuits of his profession, pausing every now and then for years thereafter to send post cards to his former employer.

Editors of the Guide strive meticulously to maintain the publication's well-deserved reputation for accuracy. However, it would be a miracle if some error did not creep into a compilation that runs into several millions of figures each month. But even an occasional error fails to shake a railroadman's faith in the Guide. Managing Editor Barns relates that the QGuide once showed a stop for a through train at a station where it was not scheduled to stop on the road's official timetable. When the error was called to the attention of the railroad's passenger traffic manager, he exclaimed: "Well, if The Official Guide says the train stops there then, damn it, have it stop there!"

Emperor of the Rockies

Creating considerable interest on GM&O trains recently was the presence of a bearded old prospector, who reputedly paid for services in an on-line hospital with gold nuggets from a money belt around his body. This old gentleman, 84 years old, was Frank E. Gimlett of Salina, Colorado.

Gimlett, known as the "Emperor of the Rockies" boarded one of our trains in Chicago on route to St. Louis. He became ill on the train and was removed to a hospital in Joliet, but continued his trip to St. Louis on a later train. Clad in cowboy boots and a 10-gallon hat, Gimlett has been lecturing to economics classes at Wayne University at Detroit. For sixteen years he has been campaigning to restore the gold standard.

He is said to own 1,000 acres in Colorado, and to be the sole resident of Arborville, Colorado, once a thriving mining town of 20,000 population.

An interesting shop picture made at Ialin in Jackson, Tenn.
Can the railroads continue to buck subsidized competition?

By John L. Beckley

Former Newsweek editor in charge of business reports

The following article, which appeared in the July, 1950 issue of the Reader’s Digest, is reproduced through the courtesy of that publication. Copyright 1950, Reader’s Digest Association, Inc.

Can the railroads continue to buck subsidized competition?

What is the matter with the nation’s railroads? Why are they chronically losing? Is it a matter of inefficiency or are they being submerged by the competition of other industries? In the train business the railroads are skimming the cream off the transportation business.

The Government itself candidly admits the charge of favoritism. After a survey of the nation’s transportation system, Secretary of Commerce Sawyer has said in his report: “There is considerable justice in the complaint of the railroads that their competitors are placed in a privileged position.”

Yet the railroads are still the backbone of America: their business is incomparably vast and complex. Every hour of the day, seven days a week, 1,300 passenger and freight trains start their runs all over the country. Every day of the year, the railroads move 11 billion tons of freight for every man, woman and child in the country. Their charge for that service is 7½ cents. During World War II the railroads handled 97 percent of all organized military travel, 96 percent of the war freight and 70 percent of all freight moved in the nation.

Nonetheless, for the men who operate this giant industry—and who are responsible for its $25-billion-dollar investment—this is an era of peril and frustration.

Secretary Sawyer reports that federal-government spending on transportation—roads, airports, alrways, rivers, harbors and navigation—is now approaching one and a half billion dollars a year. To this, state and local governments add two to three billion more. By contrast, the only money spent on the railroads is for subsidies—which they lose to the state that cannot fight back. The railroads must continue to run passenger trains where there are no passengers and carry classes of freight and express in which there is no profit.

The Interstate Commerce Commission has been slow and reluctant to grant the railroads higher rates. Since 1890 freight rates have risen only 31 percent, passenger fares 24 percent. In the same period wage rates and the cost of materials and supplies have doubled.

Water Rivals: The oldest and most persistent nemesis of the railroads is the idea that inland water transportation is cheaper. It is cheap—but only to the user. The federal government has spent three billion dollars on waterways and navigation. Excluding the Great Lakes, it maintains 17,000 miles of improved, navigable inland waterways. These are open to seamen free of charge, maintained and operated at federal expense. Thus in many cases the real cost of water transportation is higher than by rail or truck because the taxpayer foots much of the bill.

The Tennessee Valley Authority has spent 1.3 million dollars to develop and improve navigation on the Tennessee River. In 1947 the cost of maintaining and operating these channels was $2,000,000—equal to 11 cents for every ton of freight moved one mile. Figuring interest on the investment and at two percent—the average rate on federal borrowing—the total subsidy paid by taxpayers for the benefit of Tennessee River shippers was two cents a ton-mile. The southern railroads would have been glad to handle the business at a rate of 11 cents a ton-mile. In 1948 the U. S. General Accounting Office reported to Congress: “The benefits are not sufficient to cover the out-of-pocket expenses.”

Air Rivals: While subsidized barges compete with the railroads for freight business, the airlines are siphoning off the cream of the passenger trade. The railroads’ passenger-mile total, still five times that of the airlines, fell off 13 percent last year: air travel jumped 13 percent.

Last year the airlines received about $7 billion dollars for carrying the mail, much or all of it an outright subsidy to insure its profitable operation. At the same time the Pennsylvania and the New York Central, the nation’s biggest railroads in gross revenue, lost an estimated 48 million dollars handling mail. As Martin Clement, chairman of the Pennsylvania, puts it: “We subsidize the Post Office so the Post Office can subsidize the airlines so the airlines can cut their passenger fares and take away our business.”

Last year the Civil Aeronautics Administration spent 65 million dollars to maintain and operate a system of federal Airways—without cost to the airlines. It is now spending 233 million dollars to improve this Airways system with electronic aid to navigation. The taxpayers’ investment in airports already totals one and a half billion dollars—six times the airlines’ total investment in equipment. And only a handful of those airports are self-supporting even at the airdock or returning out-of-pocket operating and maintenance expense. Nonetheless, the FAA is going ahead with a new 500-million-dollar airport-development program.

This tremendous public investment in air facilities may some day pay big dividends. But until the cost of airports and airports is included in the price of a plane ticket will there be a true comparison between rail and air travel.

Land Rivals: The most dangerous competition the railroads face comes from the truckers. Their rates now stretch from coast to coast. The United States has never had a single, unified transcontinental railroad under one ownership. Yet today three large trucking firms are petitioning the Interstate Commerce Commission for the right to operate from Boston to New York to California.

For years the railroads have paid 20 cents of every dollar they receive to maintain and pay taxes on their right-of-way. The truckers get their right-of-way for less than five cents on the dollar paid for by registration fees and gas taxes.

As a result of the terrific increase in the number of trucks and the number of heavy axle loads (18,800 pounds or more), the nation’s highways—which have an average of 18 years—are beginning to crumble.

And Washington: Less important than truck competition, but still painful, is competition from the Government itself. To meet rising wages costs, the railroad-owned Railway Express Agency has had to raise rates sharply. Express fees are now far above parcel post. The express charges on a ten-pound package from New York to Kansas City are $1.84; parcel post costs 81 cents. A 20-pound package costs $2.52 by express, $3.74 by parcel post.

The result has been a huge shift in business from railway express to parcel post. Express shipments have plummeted from 233 million in 1938 to an estimated 100 million in 1965. Postmaster General James M. Donaldson admits the Post Office has been pushed into the freight business. “We have inexpertly distributing space, platform space, trucks and suitable railway cars to cope with the situation.”

In view of such competition the railroads could make an impressive case for subsidies of their own. But the railroads don’t want subsidies. No Industry has suffered more from Government regulation and the Industry is more determined that the Government shall have no excuse to more than one inch farther into its affairs.

Instead of a subsidy, the railroads want their competitors’ subsidies eliminated.

The railroads have small hope of bringing such a situation to pass. They will gladly settle for a little progress in that direction, plus the right to run their own business and right back.
GM&O Host At Leadership Seminar

Gulf, Mobile and Ohio was host last month to ninety-seven leaders, junior leaders and members of extension personnel of 4-H Clubs in ten Missouri counties. Counties represented were Audrain, Boone, Howard, Jackson, Lafayette, Pike, Ralls, Randolph, Saline and St. Louis.

In a setting of pine-studded hills on Lake Ozark, Director of Agriculture and Forestry S. A. Robert and General Agricultural Agent A. F. Stephens welcomed enthusiastic 4-Hers on June twenty-fifth to two days of work and play as guests of the railroad. Mr. Robert made the opening speech on Sunday night which was in the form of a devotional, stressing the importance of the little things of life. And on the last day of assembly, Mr. Stephens was asked to preside over the morning assembly of the whole camp. At the meeting he brought out the fact that the railroad was participating in the effort to be a good citizen of its territory.

This was the second such conference to be held. The first was held at the same place a year ago—the first time a corporation operating in the state had shown interest in such a way in 4-H work.

The volunteer leaders of Missouri youth were taught in several sessions by State 4-H Club Agents Robert Cough, T. T. Martin, Mary Dell McCain, Charline Lindsey, and Ruth Crowley. They were given instruction on helping young people in developing in attitudes and abilities. Classes on programs for club meetings, parliamentary procedure, parental cooperation, and demonstrations were held. At the evening assemblies profitable exchange of ideas was made, with the meeting being wound up with recreation. One evening a square dance was held, with Mr. Stephens representing the railroad creditably.

Among the railroad family at the camp were Mr. and Mrs. Robert, Mr. and Mrs. Stephens and Mrs. H. L. Bailey. Mrs. Bailey is the wife of GM&O employee H. L. Bailey of Oak Grove, Missouri. Both she and Mr. Bailey find time, in addition to other numerous duties, to do volunteer 4-H work in their county.

Another friend of the railroad present at the encampment as a volunteer worker was Mrs. Viek Hill of New London, a member of the Farm Family group which made the trip to New Orleans together in 1948. Highlight of the recreation for the camp was a boat ride one afternoon up Lake Ozark.

The Ticket Agent

By Edmund Leamy

Like any merchant in a store
Who sells things by the pound or score
He deals with scarce perfunctory glance
Small pass-keys to the world's Romance.
He takes dull money, turns and hands
The roadways to far distant lands.
Bright shining rail and fenceless sea
Are partners to his wizardry.
He calls off names as if they were
Just names to cause no heart to stir.
For listening you'll hear him say
"... and then to Aden and Bombay...
Or "... Frisco first and then to Nome.
Across the Rocky Mountains—
Home..."
And never catch of voice to tell
He knows the lure or feels the spell.
Like any salesman in a store,
He sells but tickets—nothing more.
And casual as any clerk
He deals in dreams, and calls it—'
"work!"

—From Harper's Magazine.
Reprinted by permission of the author.
Along the Line...

Jackson, Miss.—Dewey Buckley, son of S. D. Buckley of the Jackson Ticket Office, was recently awarded the Rockefeller Foundation Award. Dewey, who is a student at Millsaps College, was one of 25 students throughout the nation to receive the award, and was the only winner from Mississippi.

Guntown, Miss.—Mrs. Kate Williams, agent, writes of the birth of a granddaughter, Daryl Lynn Morgan. The new arrival is the daughter of Mrs. Mary W. Morgan of Tupelo.

Mobile, Ala.—Mr. and Mrs. M. E. Dennis are the parents of a daughter, Mary Teresa, born June 11. Mr. Dennis is employed in the Disbursements Department.

Freight Receipts Department

Mr. John Haines Curray, Claim Checker, and Miss Vivian L. Base were married June 16 at the Government St. Methodist Church.

Miss Mary Cassie Moster, Clerk in the Station Accounting Bureau, and Mr. Ben Toomer, Jr., were married in a lovely church wedding at St. Mary’s Church, June 24th.

We wish to express our sympathy to Mr. Clausen F. Schaffer in the recent death of his father Mr. B. F. Schaffer who passed away July 4th.

Mr. Charlie Frank Kincaid, Rate Clerk, and Miss Barbara Jeanne Walker were married in a beautiful church wedding at the First Baptist Church, June 24th.

Mr. Arthur Allen of the Sorting Bureau and Miss Jimmie Merle Moore were married June 11 at the St. Francis St. Methodist Church in a lovely church wedding.

MISS MARILYN COCKS — Our first train hostess from Kansas City, Missouri, is a graduate of Missouri University, Columbia.

H. O. Wolfe Named Chairman Of AAR Purchasing Group

Purchasing Agent H. O. Wolfe was recently re-appointed to the chairmanship of the Southern Purchasing Group of the Association of American Railroads. Mr. Wolfe served in the same capacity for the preceding term.

Answers to Questions on Page 4
1. Texas, with 13,670 miles of railroad in 1948.
2. Less than 3 per cent.
3. Approximately 14,000 miles.
4. The Brotherhood of the Foot-board (now the Brotherhood of Locomotive Engineers), organized in Detroit, May 8, 1863.
5. About 3,000.
7. It signifies that the car is owned by a private car company or a shipper.
8. Per Diem is the amount which one railroad pays another railroad for the use of a freight car.
9. Great Britain.
10. The average price was $101,663.
The Line Forms Here

Translate 150 railroad cars, moving across the country, into trucks and what would you have? And what would Pittsburgh do while they were going through? There’s only one volume carrier—that’s the railroad.

J. Monroe Johnson, Chairman,
Interstate Commerce Commission,
before Committee on Interstate
and Foreign Commerce, House of
Representatives, Washington, D.C.

Mrs. Elvert Helps Choose
Miss Hospitality In Miss.

Director of Women Personnel Vera Elvert was signally honored recently when she was invited to serve as judge for the Miss Hospitality contest for the state of Mississippi.

Mrs. Elvert was one of three judges who selected from almost fifty contestants the young lady who would represent Mississippi throughout the coming year as Miss Hospitality. The other two judges were Mr. Andy Pavlin, Feature Photographer for the Chicago Tribune, Chicago, and Mr. Peter Shaal, Publicity Director for Silver Springs, Florida.

The contest was held at Biloxi, Mississippi, July 12, 15 with numerous festivities attendant on it.

Industrial Department Issues
Cairo Survey Report

The latest Industrial Report, third in the series, describing various industrial sites in the Cairo, Ill. area, has been released by the GM&O Industrial Department.

The four-page report describes potential site areas ranging in size from 12 to 305 acres. Complete details as to climatic conditions, water supply, soil conditions, municipal facilities, taxes and transportation are provided.

Copies of this publication may be obtained by writing the Industrial Department, GM&O, Mobile, Ala.

High Cost of Eating

Meals on wheels can be pleasant affairs for rail travelers, but they give the nation’s railroads one of their biggest headaches. The reason is that dining cars are consistent money losers.

The extent to which railroads subsidize their food services to passengers will amaze many persons who wonder at the high prices charged. The Pennsylvania Railroad, for instance, pays out $1.45 for every $1 it receives from dining car patrons. The cost to other lines runs as high as $1.89 and among the lowest is the $1.10 paid out by the Southern Railway for each $1 gross business done by its dining cars.

The carriers are waging a constant battle against the high costs of meal service. Fancy menus are being replaced by standardized meals in which the choice is limited. The Pennsylvania has recently installed its own laundry machinery to wash, iron and fold the 1,500,000 pieces of table linen it uses monthly. Its estimated saving on this item will be $65,000 a year. The line has also purchased sewing machines and hired seamstresses to convert damaged tablecloths into napkins.

The New York Central has reduced the number of menus offered on its 12 mainline trains from 60 to 12. They are concentrating on foods which entail a minimum of waste.

The railroads feel they must maintain dining cars, even at a heavy loss, for the sake of good public relations, but they cannot afford to continue going into the hole indefinitely.

—From the Jackson, (Miss.) Daily News.
Commendations

Conductor H. E. Hamrick, Engineer B. Minga, Brakeman A. R. Betts, Brakeman C. R. Wiggins and Fireman J. E. Beasley were commended by Trainmaster C. M. Ellis for the efficient handling of a train during derailment.

Section Foreman J. J. Laffey was commended by Supt. B. V. Bodie for discovering a defective brake hanger and flagging train to report it.

Switch Engine Foreman J. A. Crawford, Sr. was commended by Supt. S. G. Thompson for discovering 18 inches of flange missing from a car and making prompt and careful handling of same.

Brakeman G. C. Conner was commended by Supt. W. R. Moore for discovering the dropping of a stake off of a car and consequently giving the stop signal immediately, preventing a serious accident.

Brakeman P. A. Dillow was commended by Supt. J. C. Miller for discovering a broken flange and employing careful handling on the car until repairs could be made.

Fireman E. J. Ledbetter, Sr. was commended by Supt. W. R. Moore for discovering and reporting a broken rail.

Mr. Ernest Temple of Electric Mills, Mississippi was thanked on behalf of the management by Supt. L. C. Spencer for providing flag protection for our train when it was reported to him that there was a broken rail in the track.

Supt. W. H. Forlines commended Operator S. N. Jones for detecting something wrong in a passing train and flagging rear end, with the result that a broken sand board was found.

Conductor Troy Coleman and Brakeman P. A. Dillow were commended by Supt. S. G. Thompson for discovering ten inches of flange missing from car.

Agent H. A. Davis was commended by Supt. B. V. Bodie for discovering a hot box on passing train.

DECEASED

Oscar Lane Williams, cashier at Laurel, Miss., died in the general hospital in that city on June 11. Mr. Williams entered the service of the GM&O in 1919 and had worked continuously until his illness last month.

Passenger Conductor Knott Watkins, St. Louis, passed away on June 15. Mr. Watkins entered the GM&O service in 1902 as a brakeman. He was named passenger conductor in 1920.

Porter B. R. Hall died on June 8 after 33 years of service with the GM&O. He is survived by his wife, who resides in St. Louis.

Switchman B. Garvey, Alton, passed away on May 14. Mr. Garvey had been employed by the GM&O since 1922, and is survived by 11 children.

Conductor Edgar M. Mays, Meridian, died in the Missouri Pacific Hospital on June 25. Mr. Mays had been an employe of the GM&O since 1902, and had served as conductor since 1913.

Agent P. H. Mauer, Marshall, Mo., who entered service in 1912, died on June 12. He is survived by his wife and two children.

OUR FREIGHT BUSINESS

Revenue Car Loads Billed and Received on GM&O

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Comparison of the First Six Months of the Years

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