Farm Family Group Schedules
Second Annual Reunion

Members of the Farm Family Award Tour will hold their second annual reunion at Lincoln Park, Springfield, on August 21, according to Chairman E. W. Lowery.

The group, consisting of 34 outstanding farm couples in Illinois and Missouri, was awarded a five-day tour of Mobile, New Orleans and the Gulf Coast in March, 1948, in recognition of their outstanding records in their respective counties.

At that time members of the group voted to hold a reunion each year and to have members of the railroad family as their guests. Last year the reunion was held at New Salem Park, Lincoln Shrine.

Agricultural and Forestry Director S. A. Robert, who fostered the initial trip will head the railroad party to Springfield.

Railroad Mourns Death
Of Arthur L. Jackson

Arthur Leslie Jackson, Assistant Passenger Traffic Manager of the GM&O, died in St. Louis on July 19 of a heart attack. The funeral was held on Friday morning, July 22. He was 52 years old.

Mr. Jackson had been in the railroad service since 1916, when he entered the passenger department of the Chicago and Alton Railroad as office boy. He joined the GM&O in 1917 as city ticket agent in St. Louis, and has remained with this company since that time, holding various positions in the passenger department including that of Assistant Passenger Traffic manager since August 31, 1947.

A veteran of World War I, Mr. Jackson was one of the signers of the articles creating the American Legion in Paris, and remained an active member of that organization. He was a past post commander of the American Legion, a former president of the Arkansas Freight and Passenger Association and a member of

(Continued on Page 3)

TO OUR PATRONS:

It will be necessary for us on and after September 1, 1949, to perform all of our work within a 40-hour, Monday through Friday, work week whenever and wherever we can.

This is brought about by the findings and report of the Emergency Board created by the President of the United States to investigate recent disputes between the major railroads of the Nation and their nonoperating employees. The report made it necessary for the railroads to grant substantial wage increases retroactive to October 1, 1948 to approximately 1,000,000 employees, and to adopt as of September 1, 1949, a work week of 40 hours, consisting of five days of eight hours each, the days off to be Saturdays and Sundays wherever practicable.

After September 1st we will be obliged to pay practically the same amount for 40 hours’ work that we have heretofore paid for 48 hours.

The establishment of the 5-day week will add tremendously to our operating expenses. And it will necessarily involve to some extent the service we render our patrons. To lighten the heavy financial burden which the 5-day week and the increased wage rates will impose we must eliminate penalty overtime payments to the greatest extent possible.

After the 5-day week is made effective a period of experiment and adjustment is inevitable. We are fully aware that the elimination of certain customary services on Saturday will create problems, not only for ourselves but for our patrons as well. We trust that these problems will be solved at last in the manner that will be least disturbing to all concerned. We believe that they can be solved in the spirit of co-operation and good will.

— I. B. TIGRETT, President
President Tigrett Pays Tribute To Retiring CB&Q Chief Executive

(At a recent dinner honoring Mr. Ralph Budd, President of the Burlington Railroad, who will retire August 31, President Tigrett was asked to make the address in connection with the presentation of a gold pen and pencil set. Mr. Tigrett’s presentation remarks follow.)

It is a high honor to be classed as a long-time friend of Mr. Ralph Budd. Solomon devoted a couple of chapters in his Book of Proverbs, so I am told, to extolling the merits of a man who had wisdom and understanding. If Solomon were one of our current day writers, I think he would use Mr. Budd as an example of what he had in mind.

Many men who attain wealth and position in the early or middle stages of their lives exist thereafter in a state of fictitious sublimity. There are only a few who never cease to strive and serve.

May I recall to you the little story — old and oft repeated as it may be — of the traveler who at twilight had passed safely over a treacherous stream but turned back and built a bridge to stand the tide. He was admonished by a dubious onlooker:

“You have crossed the chasm deep and wide. Why build you a bridge at eventide?”
And the builder raised his thoughtful head:
“Good Friend, on the path I have come, he said.
“Therewithal after me today
A youth whose feet will pass this way.”

“This stream, which has been as nought to me,
To that fair haired boy may a pitfall be:
He, too, must cross in the twilite dim
Good Friend, I am building this bridge for him.”

Our distinguished honor guest tonight, gentlemen, is a bridge builder. From his early manhood the trend of his activity and his proud accomplishment has been unswervingly upward and as he crosses his 70th anniversary there is little sign of a change in his direction.

His remarkable range of knowledge and his broad field of ability has been reflected not alone in the progress of the Burlington and its affiliates but in the whole Railroad Industry. He is, in fact, recognized throughout the nation as the Dean of Railroad Executives. Certainly no one in my time has contributed so much to this cause.

It is incongruous that the nation’s most important industry should be deprived of a man who is at the height of his usefulness — especially since the only evidences of his 70 years are his wisdom and understanding.

Mr. Budd has been an inspiration to me as well as to many, many others who have had the pleasure and benefit of his association. On behalf of all of us here, it is my privilege to present to him this token, and with it we extend our esteem and our affection and our everlasting good wishes.

May God bless you, Mr. Ralph Budd!

Tupelo Editor Acclaimed By National Magazine

A well-known on-line editor was acclaimed by Collier’s magazine recently when Hodding Carter credited Editor George McLean of the Tupelo Journal as one of a group of Southerners who “accomplish vast changes quietly but forcefully.”

Mr. McLean’s contribution to the South was described as “concentrating on the economic development of his TVA-transformed region, as a vital preliminary to social progress.”

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Bloomington Editor Recognized For Outstanding Civic Project

H. Clay Tate, editor of the Bloomington Pantagraph, was also the subject of a recent Colliers’ article. The story told how Tate “revitalized” business in some of the neighboring smaller towns.

Two of these towns, Stanford and Lexington, are located on the GM&O, and they are cited as having been rejuvenated through the efforts of their citizens combined with the inspiration and information furnished by Mr. Tate.

Editor Tate, from a small town himself, saw the possibilities of building business in Bloomington by stimulating business and growth in the small surrounding towns. With Alvin T. Anderson of the University of Illinois extension service helping, he inspired civic meetings in five “guinea pig” towns to seek the cause of degeneration of the small towns, and methods for their improvement.

Lexington, Illinois has proved a most successful experiment. People flocked to the community meetings. Under the Tate-Anderson formula, the three separate aspects of industries, education and civic affairs were studied and improved. Questionnaires on these lines were distributed among the townspeople and brutally answered by them.

For that farming territory some kind of rest and recreation center headed the list of needs for the city.

The results have been astounding. Lexington has a complete new look. But the thing that impresses her citizens most is “Jive Junction” — a recreation center for the youngsters of the town, who formerly sought entertainment more expensively in nearby Peoria and Bloomington. “Jive Junction” is equipped with all

When the Lincoln, Illinois Chamber of Commerce had its annual round-up recently, there were several GM&O representatives who were present for the occasion. In the picture at left from left to right are Vice Presidents T. T. Martin (Industrial) and L. A. Tibor (Traffic); Superintendent B. V. Bodie of Bloomington and Director of Publicity and Advertising B. M. Sheridan.

Also present but not in the picture were W. M. Smothers, General Industrial Agent, St. Louis, and E. H. Yarke, Division Freight Traffic Manager, Springfield, Illinois.

The cowboys in the picture are (left) John Nugent, Co-Publisher of the LINCOLN EVENING COURIER and Managing Editor Ken Goodrich. Among the features of the round-up were western horses to ride; gas-filled balloons to shoot with rifles and six guns; a golf tournament and a big dinner to wind up the day.
Arthur L. Jackson
(Continued from Page 1)
the American Association of Passenger Traffic Officers. He belonged to the Catholic church.
Surviving are his wife, Mrs. Marie W.

Gulf Transport Awards
New Safety Emblems
Vice-President J. I. Gilliken announces that the following Gulf Transport bus and truck operators became eligible for, and received safety awards during the months of June and July.


4-year Award — Bus operator J. W. Mothershead.

5-year Award — Truck operator S. R. Powell.

7-year Award — Truck operator A. L. Lewis.

Ripley, Miss. Builds
New Shoe Factory
In co-operation with GM&O's General Industrial Agent E. L. Robison, Ripley, Mississippi, has been selected as the site for a new $250,000 shoe factory. The factory is to be operated by W. B. Coon and Company of Rochester, New York. Voters in Tippah County overwhelmingly favored a bond issue to construct the plant in an election held on July 5th.

In operation, the company will manufacture boots and casual shoes, and will employ 250 persons.

Mississippi Sets
New Industrial Record
The Mississippi Agricultural and Industrial Board stated that Mississippi has shown a 120.5 per cent industrial growth in the past nine years. This is a new record for the South.

In 1938, the board said that Mississippi has 2354 factories in operation as compared with only 1294 in 1929.

New Hopper Cars
Speed Cement Delivery
Beside a GM&O sidetrack at Marshall, Mo., loose cement is unloaded from a covered hopper car by special machine. According to the Daily Democrat News, this is the first time that such a machine has been used at Marshall.

The hopper cars are in two sections, each with a square outlet on the bottom. A chute is attached to the opening by a canvas tube. The loose cement falls into the tube and is carried by elevator to the top of the big hopper where it feeds into a dump truck below.

In transit the cement packs down, and a special air compressor vibrator is used to loosen the cement. In the accompanying photograph, a man with a scraper is speeding the loosening process.

Prior to the installation of this type of equipment, cement was hauled into Marshall in 100-pound bags and unloaded from the cars by hand labor.

Unloading cement for the new highway at Marshall, Mo., is greatly simplified by use of the special unloading machine and covered hopper cars.

— Photo by Daily Democrat News, Marshall
Chicago’s Miniature Railroad Performs Important Intra-City Services

Least known of GM&O’s Chicago rail connections is the Chicago Tunnel railroad, midget of the Windy City’s 29 railroads.

Unknown to most Chicagoans, the narrow gauge track makes its way through 62 miles of Chicago’s Loop area without ever coming above the surface of the ground.

The tunnel railroad is a small line with 125 electric locomotives and 2500 freight cars, all of 24 inch gauge. One of the major advantages of this hidden railroad is that it relieves the streets of congestion and makes it possible to unload carloads of freight directly from freight terminals to warehouse floors.

As interesting as the operation of the little railroad today, is the history of its founding. The project was begun in the ’50s when regular telephone service was first popular. A telegraph and telephone company started construction of a tunnel under the downtown section of the town to eliminate the overhead stringing of wires and cable. The original company bankrupted itself after constructing 20 miles of this tunnel, and in 1912 the Chicago Tunnel Company was formed with the plan to transport freight between the city’s various rail terminals and warehouses — using these cable tunnels as a basis of its underground system.

Today, the greatly expanded system makes connection with all other Chicago railroads at 49 different points. It has 26 private connections with stores and large volume shippers and maintains four public terminals for smaller shippers.

Not all the traffic of this small railroad is in package goods, however. A special service supplies coal to various businesses and removes cinders from these concerns. There are 56 stations for this service and three coal receiving stations.

In an average day more than 2500 cars of “less-than-carload” package goods leave Chicago through the tunnel connection, while thousands of shipments arrive over the same route.

The 10 and 15 car trains, which never approach closer to the surface than 40 feet are directed by telephone and an efficient system of signals and switches. There are 266 telephone stations along the line, and lines to every street in the Loop district.

Tunnels through which the miniature trains pass are approximately six feet wide and seven and one half feet high, illuminated by 3,800 electric lights.

Goods are picked up and delivered at the surface by means of elevators, of which there are 96, located in freight along the system.

The Chicago Terminal Company furnishes through bills of lading to cover transportation on their own line and out over all lines running from Chicago, so that shippers with consignments to out-of-town destinations need make only one delivery to the Tunnel freight terminal.

An important function of the railroad is in the construction of new buildings. In such cases, a siding is installed through a newly driven tunnel and the project serviced. Mud, rock and waste materials are hauled to the line’s barges on Lake Michigan and dumped where parks are being constructed from filled land.

The temperature in the underground system remains at about 55 degrees the year around. The air is 15 per cent more pure than surface air, and many theaters and restaurants have found it convenient to use this source for a supply of cool, fresh air for ventilation.

Members of the train crews and other personnel in the tunnel wear the same clothing all year, and have a remarkably high health record.

The Chicago Tunnel Company connects with the GM&O at 340 W. Harrison St., where the General Offices of the miniature railroad are maintained.

A three-way switch deep in the tunnel shows details of tunnel construction. Note the power lines at the top of the picture.
Mississippi Press Association Adopts Resolution To Reduce Highway Carrier Load Limits

(From the 83rd annual convention at)

WHEREAS, the situation in Mississippi today is such that farmers have little hope of securing farm-to-market highways. The highway authorities say that the money is not available now and that higher taxes alone can make it available. The people feel that taxes are already too high. The farmer's situation, therefore, is hopeless insofar as rural road development is concerned. Today millions of dollars are being spent in maintaining highways to carry super truck loads of freight. Railroads that are sources of large reduced rates from truck competition by trucks given roadbeds constructed and maintained by the state.

This problem should be considered jointly by the Mississippi Public Service Commission, the Motor Vehicle Commission and the State Highway Commission. The problem of Mississippi transportation as a whole should be studied with a view of handling the millions of tons of freight in the most economical way. This would lead to limiting the truck loads, thus cutting down highway construction and maintenance costs, switching more of the heavier freight to the railroads that maintain large payrolls and thus provide more highway funds for rural roads. Mississippi farmers cannot hope for improved rural roads so long as present main highways in Mississippi consume such large proportions of the available highway funds in Mississippi. In view of the foregoing facts it is hereby resolved that the Mississippi Press Association recommend to the Mississippi Highway Commission that the highway problem of Mississippi be studied from this angle with a view of diverting more funds to the construction of rural roads in Mississippi.

BE IT FURTHER RESOLVED that we recommend the adoption of a more efficient system of checking truck transportation at points of entry in this state.

Class I railroads on May 1 this year had over 1,600 more air-conditioned passenger cars in operation than they had one year ago.
Promotions Announced
By Passenger Department

Mr. Tigrett Nominated
For South’s “Man-of-Year”

President Tigrett has been nominated as the South’s “Man of the Year” in the annual election conducted by the magazine DIXIE BUSINESS. The award is for the man who has rendered the most distinguished service to the South. The civic clubs of Jackson, Tenn., and numerous newspapers are wholeheartedly endorsing the nomination.

The selection is to be made from a group of fifty of the South’s foremost business leaders. Letters of endorsement will be counted as votes for the person named.

The Daily Corinthian of Corinth, Miss., says, “Mr. Tigrett is an indefatigable worker for development of the South and has done more than any other man to point the way to bettering of industry and agriculture in this section.

“The honor of being named the “Man of the Year” could fall on no more deserving shoulders than those of President Ike Tigrett of the GM&O.”

R. B. Weaver

The Passenger Department announces three promotions, which were effective August 1.

R. B. Weaver, former General Passenger Agent in Chicago has been promoted to the position of Assistant Passenger Traffic Manager in St. Louis. With the company since 1918, he succeeds A. L. Jackson, who passed away recently. Mr. Weaver has held numerous jobs in the GM&O Passenger Department, and at the time of his promotion was General Passenger Agent at Chicago.

Willard R. Godley has been appointed as General Passenger Agent at Chicago to succeed Mr. Weaver. Mr. Godley comes to Chicago from Detroit where he has held the position of District Passenger Agent since 1943. Mr. Godley began his railroad career in 1926 as Traveling Passenger Agent.

L. L. Deck has been named to succeed Mr. Godley in Detroit as District Passenger Agent. Mr. Deck has been with the Gulf, Mobile and Ohio since 1929, when he became traveling passenger agent with the company in New York. Since that time he has held various positions in St. Louis and New York.

W. R. Godley

First “Rail Road” In U. S.
Was Built In 1795

The first road of rails in the United States is said to have been a short inclined track used as early as 1785 to convey brick and other clay products from kilns on Beacon Hill, Boston, to a street below. In 1807 Silas Whitney built a short railway at the same location. The first railway company which actually built and operated a railroad in this country was the Granite Railway Company, incorporated by the Massachusetts legislature on March 4, 1828. That railroad began operations on Oct. 7, 1839.

L. L. Deck

Hospital Staff Ever Ready
To Serve It’s Members

This is an account of an incident that happened recently at the Missouri-Pacific Hospital. Now that it is over, it is doubtful if it is even remembered by those members of the staff who played such an important part in it, for although a man’s life was saved, such incidents are not ordinary in the busy everyday life of this merciful institution.

Two of our GM&O men were traveling on No. 5, the north-end passenger train which arrives in St. Louis at midnight. Leaving Springfield one of them suffered a severe heart attack and it was evident that he would have to have immediate attention upon arriving at St. Louis.

The well man did not know anyone at the Missouri-Pacific Hospital and as it was one o’clock in the morning by St. Louis daylight saving time, he knew that it would be a hard job to reach anyone connected with the railroad quickly.

So he called the Missouri-Pacific Hospital from the station and told the first person to answer the phone that he had a critically ill man in the station who needed immediate medical attention. The telephone operator asked only one question, “Does he belong to the Missouri-Pacific Hospital Association?” Assured that he did, she said to bring the patient right out and she would make all arrangements.

Arriving at the hospital there was a wheel chair at the receiving entrance. The lady who had answered the phone was present to say that it was unnecessary to furnish official entrance data at this time and to personally expedite the movement of the patient to a hospital room above.

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Commendations

To Conductor H. A. Gueffrey, Bloomington, for discovering a blazing hot box, and signaling the crew to stop and set the car out.

To Operator O. D. Elam, Rives, Tennessee, for discovering a hot box on each of two trains, and notifying the crews of the trains, and also the dispatcher.

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Dear Mr. Tigrett:

I was pretty thoroughly banged around when the Abraham Lincoln was ditched July 1. As a result, the next day I was feeling real sorry for myself. I hurt all over, my holiday golfing was shot. I was apprehensive over future physical impairment. When your Assistant Claim Agent, J. F. Hampton, called on me I just wasn’t holding kindly thoughts about the GM&O.

You’ve got a good man there. He soon had me believing the GM&O was a good bunch of fellows who were concerned about me and interested to see I was treated fairly all the way. I found myself following his suggestion to place myself under the excellent care of your Doctor Mock while he kept in touch with me just frequently enough to assure me the GM&O wasn’t forgetting me.

As soon as Doctor Mock assured me I suffered no permanent injury, Mr. Hampton and I sat down and easily reached a mutual fair compensation figure. At no time did I even consider the necessity for legal advice or action.

Since clearing this up yesterday I feel very friendly toward the GM&O and am going to express that feeling by seeing we route via GM&O as much freight out of our Chicago and Lafayette, Louisiana, plants as possible. We just hadn’t considered GM&O previously.

Although I did not meet Mr. Groves personally, my telephone conversation with him indicated the same fairness I found in Mr. Hampton. I thought you would like to know you have men capable of turning a set of unfortunate circumstances into profitable good will.

Sincerely yours,

ROBERT L. JENKINS (sp)
Central Products Co.
Chicago, Ill.

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As dusk falls, the powerful floodlights at Glenn Yards are turned on to increase yard efficiency. From his position in the tower (left) the Yardmaster supervises operations in the entire yard.

New Lights, Communication Installed At Glenn Yards

As a further step in its efforts to increase safety practices among its employees and to speed service to its patrons, GM&O has recently installed a complete floodlighting system and intercommunications facilities in its Glenn Yards. A similar unit is now under construction in the three yards at Venice.

Glenn, GM&O’s largest Chicago yard, is more than two miles long and is equipped with 19 switching tracks. With the newly installed equipment, the Yardmaster is able to watch the entire operation from his station in the tower at the north end of the yards.

From this vantage point, the Yardmaster can maintain voice contact with any part of the yard through one or more of the 28 two-way speakers which are placed at vantage points throughout the area. For general announcements and paging, there are four larger speakers which cover all parts of the yard simultaneously.

At night, the banks of powerful floodlights at each end of the yard are turned on, illuminating the entire area. This illumination, which affords practically the same working conditions as daylight, enables members of the yard force to check cars and make switches with much greater efficiency.

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M. P. Hospital (Continued from Page 6)

Two nurses and a doctor were waiting in the room and when the doctor learned that the patient had been in the hospital before, it was not five minutes before he had his previous case record in hand and had started treatment.

The nurses and doctor were most solicitous and human, and could not have shown more compassion had it been a member of their own family. After about two hours the patient was out of immediate danger and today he is recovering from the effects of the attack.

We hope that you will never have to use your hospital association membership. But if you do, you’ll know what we mean by the above. It was our first introduction to this efficient institution.

Railroads move a ton of freight one mile on two ounces of coal, or a tablespoonful of oil if burned in a steam engine, or a teaspoon of oil if burned in a diesel.

The average load per car for all carload freight traffic in 1948 was 41.98 tons, the highest on record.
Leading Tourist Attraction Is 223-Year-Old New Orleans Home

(Each year countless tourists travel to New Orleans on the streamlined Rebel and discover the Vieux Carre as one of its outstanding attractions. The following article, from the Roosevelt Review, Roosevelt Hotel, describes one of the most interesting houses in this section. Photos are by Ray Cresson.)

Today it is part of the Louisiana State Museum and is open to visitors daily, except Sundays and holidays, from 9:30 a.m. till 4:30 p.m. Yesterday it rang to the lusty shouting and ribald singing of the pirates of the Gulf of Mexico as they celebrated their visits to Nouvelle Orleans after a successful and profitable capture off the coast.

This building, the oldest in the Mississippi Valley, dates back to 1726. It is named in New Orleans history as Madame John’s Legacy and has withstood the ravages of time for more than two centuries. Only within recent months however has it been rehabilitated and completely restored to its former glory.

There really was no Madame John. The beautiful quaint old mansion at 623 Dumaine Street received its name through the mere fabrication of an author’s imagination. Years ago, novelist George W. Cable immortalized this old building in a novel, “Tite Poulette,” and since that time the structure has been called by the name he gave it—“Madame John’s Legacy.” In the novel it is stated that here lived the beautiful Quadroon, Zalli; “A polish, handsome woman by the name of, or going by the name of, “Madame John,” and her reputed daughter “Tite Poulette.” At the death of “Monsieur John” (no other name was given), “Madame John” inherited the property as a legacy from him. He said: “This is for you and the little one, Tite Poulette.” And so it was that one of the most famous buildings in the French Quarter of New Orleans got its name.

The building is a peculiar structure, considered “freakish” architecturally speaking; and as unique as the strange history which it bares. Even to the casual observer, it is fundamentally odd... giving impression that originally it was intended to be constructed entirely of brick and that suddenly the builder changed his mind and created a half-brick, half-timber mansion that is as fantastic and crude in design as the whimsical mind that planned it. In certain characteristics it resembles that of the early plantation home... part country... part town house. It exhibits in an extreme degree what at first appears to be an irreconcilable contrast in the use of material between the basement floor and the gallery above.

Not unlike similar dwellings, the “legacy” seems formidable and forbidding from the street. Huge wooden doors open from the “banquette” and lead into a brick-paved basement, dim and quaint. As one enters the basement, which now contains the Craft shoppe, mecca of tourists and seekers of “objects of art,” a glimpse of the deeply foliaged courtyard can be seen. By walking toward the interior of the house, the visitor reaches an obscure but beautiful patio, considered one of the most beautiful in the “Old Square.”

Surrounded by a high brick wall, the courtyard is in the form of a rambling “L.” The thick walls are draped with tangled

(Continued on Page 9)
Leading Tourist Attraction
(Continued From Page 8)
honeysuckle vines, whose soft, fragrant perfumes permeates the atmosphere.

Potted plants are scattered about the patio in bewildering profusion. Here and there, stands a high urn with a flowering Spanish Dagger swaying in the breeze. Reasonably enough, the entire courtyard is paved with bricks instead of stones. The latter was a more recent adaptation and is found only in the newer residences of the Vieux Carre.

The bricks of which the house is constructed are, in themselves, interesting reminders of a glorious past. Unusual in color, the bricks are a vivid red, soft and powdery. Made by hand centuries ago in rough kilns, they are as firm today as they were in the days of the “Dens.” A remarkable quality of these hand constructed bricks, is that their age has caused their hue to become more soft, more pleasing to the eye and in contrast with the dense green of the foliage, more beautiful.

The gallery of the second story is supported by huge brick pillars, cemented together with mortar which was made from crushed oyster shells. The upper frame of the house is laid upon hand hewn timbers, joined together with slender wooden pegs, carved by hand, and driven into tiny holes which leads from the courtyard to the balcony above, which is long and rambling, putting out from the house and shading the patio. From the balcony one can see out across the neighboring roof tops, mellow and soft in the sun. Just above a clump of banana trees at the far end of the courtyard, the twin spires of the Saint Louis Cathedral rise . . . symbolic of an era of charm and dignity that has almost faded.

The quaint wrought iron bench or table, with its tiny chairs to match which stands in the courtyard recalls the days when Jean Pascal strolled leisurely about the patio . . . perhaps with his wife by his side, holding in her arms his baby daughter. little dreaming of the horrible death that awaited him at the hands of the revolting Natchez Indians . . . One can easily visualize debenair Captain Rene Beluche, swaggering about the grounds, hand on rapier hilt, ever a champion of “honor.” Here, twice Governor Roman may have taciturnly sipped “cafe au lait” with his widowed mother in the early morning, before he strolled over to the Cabildo on some affair of “state.” Here the six daughters of old Lanzas, may have, insipidly entertained the “gay young blades” of old New Orleans by day, who by night may have ventured to the more popular Theatre d’Orleans and participated in the notorious Quadroon Balls. Here, today,

in a maze of dense green foliage and vivid red brick, lurk the mellow memories of the fine old culture and custom, guileless and serene, that constituted Nouvelle Orleans and made it truly the quaintest city in the New World.

C. M. Whitmer Retires:
Served GM&O 32 Years

The Freight Traffic Department announces the retirement of District Freight Agent C. M. Whitmer of Shreveport, La., effective August 1st. He is succeeded by Mr. A. J. Turgeon, who comes from Little Rock, Arkansas. The Little Rock office is being discontinued.

Mr. Whitmer is retiring after thirty-three years with the GM&O. In announcing his retirement, Traffic Manager Parrell said, “In his railroad career, Mr. Whitmer has earned and enjoyed the esteem, confidence and close friendship of a wide circle of friends, all of whom we are sure, join with us in wishing him much happiness in the years ahead.”

Bloomington Editor
(Continued from Page 2)
things dear to a young person’s heart — Juke box, Ping-pong tables, soft drinks, candy, etc. As many as two hundred youngsters have been there at one time, enjoying a new regime in Lexington.

There is a new municipal water plant; adult classes have been started; for the first time, there is a kindergarten; and half a dozen new businesses have moved into the once empty stores on Main Street. John O. Denson, who runs the local paper and who has supported the idea from its beginning, says businessmen are showing more initiative and consequently making more money — which in turn also helps the near-by cities.

Today the experiment tried in Lexington is being used in other towns. The feeling is growing that any community can insure its future by returning to old-fashioned democracy and the pioneer spirit of hard, unselfish shoulder-to-shoulder work.

THE BIG JOB GETS THE SMALL CHECK

PAY TO THE ORDER OF: The Airlines $41,000,000.00 1948 FOR CARRYING 6% OF ALL CLASS MAIL Uncle Sam

U.S. Mail 41,000,000.00 1948 PAY TO THE ORDER OF: The Railroads FOR CARRYING WHS PASS 6% OF ALL FIRST CLASS MAIL Uncle Sam
Along the Line.

Mobile, Alabama — Mr. L. A. DeOrellas, Assistant to Comptroller, has been elected Chairman of the Southern Accounting Conference.

Mobile, Ala. — Miss Hortense Turner, Purchasing Dept., was married on July 16th to Mr. John Steber, a member of the Washington Redskins.

Alton, Ill. — Dining Car Steward R. E. Keele became the first golfer of the season to get a hole-in-one at Alton Municipal Golf Course when he aced the third hole with a four iron. The hole is 175 yards long.

Mobile, Ala. — Mr. W. D. Hardee, Passenger Receipts Department, was married Saturday, July 15, to Miss Sarah Kitchens of Chickasaw. The ceremony was performed at the Chickasaw Baptist Church.

Mobile, Ala. — Miss Evelyn Smith, stenographer in Freight Receipts Department, was married to Mr. Frank Rossman on August 6 in the Spring Hill Ave. Baptist Church.

Kansas City, Missouri — Miss Charlotte Rose Garrison, daughter of Mr. Henry Clay Garrison, Freight Traffic Agent in Kansas City, was married to Mr. Byron Arthur Stewart, Jr., of Independence, Missouri, at the First Baptist Church in Independence, on July 31st.

Commuter passenger traffic in 1948 represented about 52 per cent of all passengers carried and 14 per cent of all passenger-miles of service.

Mobile, Ala. — James W. Hunter, Accounting Dept., was married to Miss Elizabeth Marrill at the St. Johns Episcopal Church on July 16th.

Mobile, Ala. — The Freight Claims Department announces additions during July to the families of Mr. and Mrs. Gus Miller with a boy; Mr. and Mrs. James P. Tillman with a boy; Mr. and Mrs. James A. Thomas with a girl; and Mr. and Mrs. B. J. Niedel with a girl.

Mobile, Ala. — A. W. Mosley, who has been in the Navy for the past three years is back at work in the Freight Receipts Department.

Tuscaloosa, Ala.—The News regrets to learn of the death of Engineer L. B. Darden, who died on July 28, following a year's illness. Mr. Darden, a veteran engineer, was 62 at the time of his death.

Youth's Parents Praise Conductor Ed Johnson

Conductor Ed Johnson noticed a teenage boy very ill on his train the other day after he left St. Louis. Mr. Johnson moved the youth to a vacant drawing room and wired for a company doctor to meet the train at Sparta, the boy's destination.

Several days later he received the following wire from the boy's parents, Mr. and Mrs. Rosco Tippay:

"There are no adequate words to express our thanks to you and your crew for the kindness shown our son, Donald, in his sudden illness on your train."

Wood River Doctor Serves Four Railroads

Wood River, Illinois claims the only doctor in the United States to be regularly employed as company surgeon for four railroads, among which is the Gulf, Mobile and Ohio. Dr. L. D. Archer's work with the railroads is a method by which he can satisfy his interest in trains which he has had since boyhood. He has recognized at least twenty train whistle calls. Dr. Archer says "I am very busy now, but when the family gets a chance, we stop at a trestle to watch and listen to such trains as the Southwestern Limited and Abraham Lincoln."

Dr. Archer is company surgeon for GM&O, the New York Central, CB&Q and the Illinois Terminal Railroad Co. He is married to a former railroad stewardess, and his two sons share their parents' obsession for anything that runs on tracks.

Among his observations that show how the doctor feels about trains are, "Trains pay their own way while other forms of transportation are subsidized"; "Trains offer the safest place in the world to be"; "Railroad people are among the friendliest people in the country" and "Railroads are the backbone of the nation."

Attending a recent staff meeting at Venice, Ill. were (left to right) Superintendent S. G. Thomason, Trainmaster G. N. Fischer, Assistant Trainmaster H. E. Hanson, Trainmaster William Rogen, Yardmaster J. A. Crawford, Jr., Yardmaster J. A. Crawford, Sr., General Yardmaster D. R. DeBourge, Yardmaster G. R. Gauen, General Yardmaster J. E. Redman and General Yardmaster William Ohlendorf.

The photograph was submitted by Superintendent Thomason.