CHICAGO RAILROAD FAIR CELEBRATES "GM&O DAY" ON AUG. 18

Transportation Exposition
Draws Record Attendance

Now nearing the end of its first month, the Chicago Railroad Fair has broken all expectations of attendance records. In the first week of its existence, the 50-acre tribute to America’s transportation system had already been witnessed by half the number of spectators who witnessed the Chicago World’s Fair in the same period of time.

The fair, located on the shore of Lake Michigan, costs the 15 participating railroads an estimated $2,000,000 for buildings and maintenance, plus the staggering cost of the individual exhibits by the various railroads.

"GM&O Day"

Each of the participating railroads has had one day of the fair set aside for special celebrations. August 18 was designated as "GM&O Day."

At the Fair the GM&O has two of its modern passenger cars, a chair car and a parlor car, on display. An estimated 11,000 persons view these cars daily. A special feature of this exhibit is the invitation extended to visitors to rest and relax in the cool air-conditioned comfort of this new equipment. The cars on display are of the type which will be in service on the Ann Rutledge, Abraham Lincoln and Alton Limited.

Hostess Service

Visitors at the GM&O display find a staff of hostesses, under the supervision of Superintendent of Hostess Service Vera Elvert, ready to demonstrate special features of the cars and answer their questions. In addition, these lovely ladies distribute literature describing the GM&O’s history and service.

Deadwood Central

For a trip through the fairgrounds, thousands of persons use the “Deadwood Central,” a narrow gauge system owned by the Burlington. The Deadwood Central, using equipment which saw actual service on the railroad of the same name during the last century, runs between the north and south ends of the fairgrounds.

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Three pretty GM&O hostesses were made ambassadors of Good Will to the Chicago Rail Fair by Major Lohr, Fair Director, and were urged to spread the fame of the Exposition throughout GM&O land. Left to right are Miss Catherine Ahern, Caruthersville, Mo., Miss Sue Hamm, Booneville, Miss., and Miss Mary Henry, Jackson, Miss., inspecting “The General,” famous Civil War locomotive, on the day they were named “Ambassadors.”

The “General,” an old wood burner, was captured by the Union Army in the battle for Atlanta. It can be seen at the Fair in the pageant “Wheels-a-Rolling.”

Farm Family Group To Have Reunion With Railroad As Guests

The thirty-four outstanding farm couples, who made a tour of our railroad last March as winners of the Farm Family award contest which the railroad conducted in Illinois and Missouri, are planning a big reunion at New Salem State Park, Illinois on August 22, and this time members of the GM&O family will be their guests.

During the five-day tour last Spring, such warm friendships were established between the representatives of the thirty-four counties and members of the GM&O staff present, that it was decided to hold a reunion somewhere in Illinois or Missouri each year to renew ac-

(Continued on Page 5)

4-H Club Presents GM&O With Service Award

Director of Agriculture and Forestry S. A. Robert was recently presented with a distinguished service lapel button in behalf of the GM&O by the 4-H Club of Mississippi.

The award, which was made to several other outstanding organizations, was presented in connection with the annual meeting of the 4-H Club boys and girls from the entire state, there being more than 1200 young people and their leaders.

GM&O’s recognition was for outstanding work by Mr. Robert in forestry conservation through a farm youth work project.
GM&O and Gulf Transport members of Alabama's 711th AAA National Guard Battalion leave Mobile for their annual two weeks' camp. Shown above are, front row, left to right: J. G. Cassidy, Marduant Mahoney, Joseph Duralde, Norman Wells, Lenseul Stringer, and Charles Dowdie, all employees in the Accounting Department.

Back Row: W. H. Kivette, Shered Piere, John Sutton, Charles Brown, Norman Wells, Charles Green, and Dick Hamm, also members of the Accounting Department.

Traffic Department Announces Changes

Latest changes in the Traffic Department include the promotion of Charles W. Allen to Commercial Agent at Pittsburgh, and the appointment of S. E. Shelby as Freight Traffic Representative in Mobile.

C. W. Allen

Mr. Allen entered the Traffic Department in May, 1934, as a messenger in the Rate Department at Mobile, later transferring to the Solicitation Department. In 1942 he was named secretary to the Vice President (Traffic) and following his discharge from the Army in 1946 he became Freight Traffic Representative, which position he held until August 9, when he was named Commercial Agent at Pittsburgh.

Mr. Shelby began his railroad career in 1923 as a messenger in St. Louis. In 1940 he was transferred to Mobile as Car Record Clerk, and in 1943 he was named Chief Clerk to the Division Freight Traffic Manager at Mobile. Prior to his recent promotion he was Freight Service Clerk in Mobile.

Other Changes

Succeeding Mr. Shelby as Freight Service Clerk is H. O. Austin, formerly Chief Clerk to the Manager of Merchandise Traffic. Newly appointed as Chief Clerk to the Manager of Merchandise Traffic is W. A. Winer, formerly Chief Clerk to the Division Freight Traffic Manager, and the Chief Clerk to the Division Freight Traffic Manager is K. E. Litton, who formerly was in the Traffic Department.

Miss Mickey Perez became engaged to Charles W. Allen last month. Both were employed in the Merchandise Freight Department in Mobile. The wedding will take place in the Fall.
Railroad Women Can Help Safety Campaign

(Nota: The following is reprinted from Monthly News Letter Railroad Safety Section, National Safety Council, and is an excerpt from a paper prepared by Mrs. Edith Wyatt Moore, Natchez, Mississippi. Mrs. Moore is the wife of a former Illinois Central conductor. The chief train dispatcher to whom she refers was her grandfather, who was employed by the old Western and Atlantic Railroad during the days of the War Between the States and was an eyewitness to the famous Andrews' Raid, in which the famous locomotive "General" was captured.)

Time was, not so many years ago, when railroading was considered one of the most hazardous occupations on the face of the earth, if not the most hazardous. Today, with reasonable caution, the life of a railroad man is quite as safe as that of any other individual. The reason is obvious. Improved standards of efficiency have made him safety-conscious.

As the offspring of a chief train dispatcher, I heard of many gruesome accidents when I was a child. Engines jumped the track, boilers exploded, orders were overlooked and switches were frequently left open. All this was due to pure unadulterated negligence. But it was the tendency of that era to blame the carnage on an overworked providence.

Prayers for Crew

We lived in a large city and back of our house was a deep out where trains passed almost every hour. We soon knew the faces if not the names of the various crews; so a devout mother taught us to stand by a back window each night to say our prayers. Holding our hands together like cherubs, we would pray, "Lord, bless all the railroad men and keep them in Thy special care. Help each one to make a safe run and don't let any of them get killed tonight, for Jesus' sake, Amen." The snowier and more bitter the night, the harder we prayed.

Feeling of Responsibility

Perhaps this early training gave me a peculiar feeling of responsibility toward the railroad man, which marriage to one certainly increased. At any rate, it occurs to me that women ought to raise their voices on the vital subject of safety. All the literature, safety rules and regulations seem to be the work of men, which is as it should be. But have you ever stopped to think that nine times out of ten we women are indirect victims of every accident?

As wives, mothers and sweethearts, we suffer suspense, fear, heartbreak and want, according to the conditions and extent of every catastrophe. Believe me, no normal woman ever fully recovers from the shock of despairing heartbreak brought to her by the maiming or killing of the man she loves.

Safety Campaigns

So women believe in safety campaigns and want attention called to all the seemingly trivial things that may lead to injury or death. And they are 100 per cent behind every movement to lessen the toll of life, limb, and property.

Sales Manager Praises GM&O Passenger Service

Following a trip between St. Louis and Chicago, Hillyard Sales Company's General Sales Manager Elliot C. Spratt wrote Mr. Tigrett as follows:

"The thoughtful, friendly cooperation of your Station Passenger Agent, Mr. E. E. Jennings, is deeply appreciated. Living in trains and planes and hotels the greater part of the year (I feel) such "above and beyond" service is appreciated and should be commended."

Fred L. Johnson Promoted As Parks C. Archer Retires

Mr. Fred L. Johnson, formerly Assistant General Claim Agent at Chicago, was named General Claim Agent with headquarters in Mobile, following the retirement of General Claim Agent Parks C. Archer.

Mr. Archer, who retired July 20, began his railroad career with the IC in July, 1905, as a claim agent. In 1909 he accepted a similar position with the Alton and in 1916 was appointed Assistant General Claim Agent. Shortly after World War I he was named General Claim Agent, and when the Alton and GM&O were merged he assumed supervision over both properties.

Mr. Johnson has been railroad for 39 years, having begun his career with the Alton, as Tonnage Clerk. Succeeding Mr. Johnson as Assistant General Claim Agent is Mr. L. E. Grove, formerly Claim Agent at Bloomington.

Miss Dorothy Shelbourne, Tariff Department, Mobile, became engaged to Rubin Ishee this month.

Top Left: Cashier W. L. Warren and Stenographer W. E. Flynt at their desks in the Bogalusa freight office. Top right: Stoker and Diesel Instructor Tom Simmons checks the order book in the dispatcher's office.

Lower Left: Telephone Maintainer Clyde Sutton (standing) and Dispatcher J. Green check the communications circuits. Lower right: Chief Dispatcher George Glover studies the train sheets on his division.
Passing all the major exhibits, the narrow-gauge "tea-kettle" is a complete system, boasting its own timetable, stations and telegraph and signal system. Exact replicas of two old-time stations, Central City and Deadwood mark its two terminals.

Through fare over the length of the line is ten cents, and so far the train has carried capacity loads. A total of nearly half-a-million persons have ridden the "Deadwood Central" during the month of its operation.

"Wheels-a-Rolling"

On a gigantic stage on the shores of Lake Michigan, visitors can witness the entire history of American Transportation re-enacted. Beginning with the development of the stagecoach and its evolution to present-day railroads, the hour-long show boasts a cast of over two hundred and features actual equipment in the development of the railroads. Nineteen famous old-time locomotives will operate across the huge stage under their own power, and portray the highlights of American rail history.

American Travologue

Exhibits by the various railroads offer a veritable travelogue of America. Visitors to the fair can see exact replicas of the famous vacationlands of this continent. Among the various displays are an exact reproduction of the famous Yellowstone geyser "Old Faithful," presented by the Burlington; a full-size model of the French Quarter of old New Orleans by the Illinois Central; and a complete Indian Village, brought intact to the fair by the Burlington.

(Continued on Opposite Page)

Left: Aerial view of the Railroad Fair on the site of the Chicago World's Fair. The railroads' exhibits of their modern cars and equipment are shown at lower left, with arrow on GM&O exhibit. Trains at lower right are used for the Progress Pageant in front of the grand stand, right center. Lower left: Thousands of visitors daily line-up to view the GM&O parlor and chair cars. Lower right: Inside, visitors are invited to relax and enjoy the air-conditioning. Hostess Kruse distributes literature concerning the railroad's history and service.
These and other exhibits offer the fair spectator a comprehensive view of myriad types of scenery and peoples they may see on future vacations.

**Pioneer Exhibited**

Among the many famous pieces of historical train equipment is the “Pioneer,” the Pullman car which was first carried in the Lincoln Funeral Train between Chicago and Springfield over the Alton.

Total cost of the great pageant of transportation is only 95 cents to each visitor, including general admission, the pageant and a ride on the “Deadwood Central.”

**New GM&O Cars**

The new GM&O passenger cars which comprise our Railroad’s exhibit are of the same type which are now in service on the GM&O’s crack streamliners, the Ann Rutledge, Abraham Lincoln and Alton Limited. Visitors at the Fair are afforded an opportunity to view both the GM&O’s excellent equipment and its courteous service, as both representatives of the Hostess Staff and Passenger Department are on hand to explain facilities and offer advice on travel.

**Literature Distributed**

As additional aids in explaining the service and the hundred-year-old history of the Railroad, hostesses also distribute booklets explaining the new equipment and schedules, as well as a reprint of the Saturday Evening Post article on the Railroad’s history.

Top right: The “Deadwood Central” pulls into its Deadwood terminal while hundreds of passengers await the opportunity of riding the narrow gauge line about the Fair Grounds. Behind the crowd is the Illinois Central’s exhibit of a street scene in New Orleans. Center right: The Pioneer, famous Pullman car which was in the Lincoln funeral train, pulls across the stage in the reenactment of the episode. The car was the first Pullman car and made its inaugural run on the Alton. Later it was used when Lincoln’s body was returned to Springfield for burial. Below: Reenactment of the famous “Gold Spike Ceremony” which linked the East and West. Lower right: A reproduction of “Old Faithful” geyser. In the background is the Indian Village.
Daughter Of Purchasing Agent Recalls Flight From Albania

Joining the Navy isn't the only means to travel and adventure, according to Miss Martha Ann Shoemaker, daughter of Assistant Purchasing Agent V. Y. Shoemaker, Mobile, and a former GM&O employee herself. She's been doing very well with the U. S. State Department in Italy and Albania. Just returned from Rome, Miss Shoemaker will have a short vacation in the States and then return to work—this time in Naples.

Albanian Escape

Recalling her escape from Albania, Miss Shoemaker remembers vividly the withdrawal of the American mission which was supervising the elections. Although the mission had been ordered out of Albania, the government refused to allow U. S. ships and planes to enter the little country. Finally, Miss Shoemaker and 10 members of the staff were put aboard a tug which took them beyond the three-mile limit where they boarded an American Destroyer.

Miss Shoemaker says Albania is behind the iron curtain and the people are not very friendly. Otherwise, she found the little country pleasant.

Goes To Rome

Following her escape from Albania, the daughter of the GM&O official was assigned to Rome, where she spent the next 18 months.

Prior to her service with the State Department, Miss Shoemaker was employed by the GM&O and served in both the Publicity and Executive Departments.

Miss Shoemaker traveled widely during her off time, visiting many World War II famous battle fields. She was particularly impressed by the quiet beauty of the American cemetery at Salerno.

She says the better Italian trains are called "Rapi" and are all that the name implies.

H. B. Montgomery Retires; Railroaded 45 Years

When Engineer H. B. Montgomery, Slater, retired last month he was entertained by his family and friends at a picnic at the Slater Country Club. Two special cakes adorned the table—one in the shape of a rocking chair, inscribed with "45 years of labor—now take it easy," the other in the shape of a locomotive, complete with smokestack, coal tender and cow-catcher.

Mr. Montgomery began his railroad career in 1923 as a fireman on the Alton. He made his last run into Slater on June 30.

The NEWS and Mr. Montgomery's many friends wish him the best of luck in his retirement, and extend to him their hopes for a long and happy vacation.

Retired Employees Eligible For Easy Essay Contest

A new ruling by the Association of Railway Magazine Editors has extended eligibility in the ARMEA-GM&O "Why I Like to Work for the GM&O Railroad" contest to include retired employees. Under the new ruling any retired employee is eligible as a contestant.

With only six short weeks remaining in which to enter, contestants have sent in essays in ever-increasing numbers. To date, every division and department in the railroad is represented in the contest. Deadline for the GM&O contest is October 1. The three winning essays in the local contest will be submitted to the national contest and will compete with the winning essays from other railroads. First prize in the GM&O contest is $50, with second and third $25 and $10 respectively. In the national contest prizes are $1,000, $750 and $100 respectively.

Railroader's Daughter Returns To GM&O Family After 32 Years

When her father, an Engineer on the old M&O, died in 1915, Mrs. C. H. Hagele thought her days with railroading, and especially her connections with the GM&O were terminated for all time.

However, according to a recent letter, Mrs. Hagele returned to the GM&O family last year. Here's how it came about:

When her father died, Mrs. Hagele and her mother moved out of the GM&O territory. In 1929, she married Hagele, a Fireman on the Alton. Last year, due to the merger, Mrs. Hagele once again became affiliated with the railroad that her father, William F. McKnight, served for the 18 years prior to his death.

Mr. Hagele, who has been railroading for more than 33 years, now runs out of Springfield. Mrs. Hagele, coming as she does from a railroading family, says that she hopes her daughter, Francine, will some day carry on the railroad tradition.

Commendations

Brakeman J. E. Snow, Meridian, for his discovery of a broken flange on the wheel of a car as it was doubling over at Artesia.

Brakeman D. F. Collins, Bloomington, for his assistance to the train crew in repairing a broken air hose. Although not on duty at the time, Collins readily assisted the crew, and thus reduced the delay of the train.

Operator P. B. Marsh, Pearl, Ill., for his discovery of a dragging brake beam on a car as it was passing his station.

G.T. Agent Triples Sales With New Advertising Idea

Dan Colbert, Gulf Transport Agent at Chester, Illinois, used an unusual advertising approach to increase his inter-line ticket sales. By placing three small advertisements, under different listings, in the CLASSIFIED SECTION of his local newspaper he attracted the attention of new customers and tripled sales in three months.

His ads stressed the fact that he could sell tickets to points anywhere in the United States.
Public Survey Shows
What People Think
About U. S. Railroads

By far the great majority of the American people are opposed to nationalization of the railroads of this country, it was said by William T. Faricy, president of the Association of American Railroads, in announcing the results of the annual nation-wide survey of public opinion in respect to railroads which was conducted recently for the A.A.R.

The poll, Mr. Faricy declared, shows
Oppose Federal ownership
that only 13 per cent of the people questioned favor government operation of the railroads, and many of them hold this view primarily because they believe that government operation could prevent strikes. Opposition to the government's running the railroads is based largely on objection to the principle of government in business, the survey brought out.

Seventy per cent of those interviewed regard the railroads as the transportation system most important to the country's business, Mr. Faricy stated.

Air Travel Declining

Public preference for rail travel over air travel has increased in the past year, 58 per cent of the people this year having indicated they would rather travel by rail as compared with 51 per cent in 1947, the findings of the survey reveal. Many of those who said they would rather go by rail gave safety and spaciousness of trains or the freedom of movement as the reasons for their choice, it was pointed out.

Mr. Faricy said that the survey disclosed that 41 per cent of the public knew that there have been recent increases in railroad freight rates, and more than two-thirds of these people feel that the increases were justified and will have relatively little effect on retail prices.

Fair Rate of Return

The median estimate of what would be a fair rate of return on net investment for the railroads, according to the survey, is 9 per cent, which is more than two and a half times the rate earned in 1947.

GM&O Officials Attend
Lincoln Round-up

Eight officials of the GM&O, led by President Tigrett, attended the 1948 Annual Round-up of the Lincoln, Ill., Chamber of Commerce last month.

Joining in the festivities with Mr. Tigrett were Assistant Vice President R. E. Stevenson, Superintendent B. V. Bodie, General Industrial Agent W. M. Smothers, District Freight Traffic Manager E. H. Yarke, Assistant General Passenger Agent N. J. Souder, Trainmaster G. H. Thomas, and Livestock Agent T. J. Riordan.

Ex-Alton Employee
Publishes Reminiscences

In September, Crowell will publish SINGING TRAINS, the exciting and authentic railroad reminiscences of Herbert L. Pease. Mr. Pease, who went to work at 17, was first a night telegrapher for the Chicago and Alton Railroad in Illinois, then ticket seller in the Chicago office of the Wabash, and finally traveling passenger agent for the Missouri Pacific.

Competition between railroads in the 1900's was pretty rough and the methods of securing business devious. As traveling passenger agent the enterprising young man once brought, unannounced, a German band to an Elks meeting, and so entertained his prospects that he got their entire convention business away from the rival road.

Mr. Pease is retired now and lives in Monrovia, California. During the war he was passenger representative on the Southern Pacific's military trains.

Division Freight Traffic Manager and Mrs. W. B. Hahn are the parents of a daughter, Mary Katherine, born on August 8.

Railroad Language
Strange And Colorful

SPRINGFIELD, Ill.—The car toad told the head slack and the hog head that something was wrong on the crummy so that Annie was delayed a few hours.

Confused? You well might be—unless you're a railroader.

These are just a few of the slang phrases used by railroad men. The sentence means: The car inspector told the brakeman and the engineer that something was wrong on the caboose so the Ann Rutledge train was delayed a few hours.

Although most of the train nicknames have been replaced by numbers, railroadmen still refer to the "Annie" and the "Abe" instead of the Ann Rutledge and Abraham Lincoln trains running between Springfield and St. Louis and the "Doodlebug" traveling between Springfield and Beardstown.

Other railroad lingo terms are: the yardmaster, a "dinger";—the switchmen "snake" or "slingers," depending on their union affiliate—an engine not equipped with an automatic stoker "armstrong"; an engine and caboose only, "caboose bounce"—and an attentive telegraph operator, "dispatcher's delight."—Sent in by Rate Clerk Joe J. Jones, Tolson.

Wearing the required costume, President Tigrett mounts a Calico to view the activities at the Lincoln Round-up. Lincoln Courier Photo.
New Through Service Between Mobile And Meridian
Inaugurated This Month By Gulf Transport Rebeliners

With the new paved highway between Mobile and Meridian virtually completed, Gulf Transport Company will inaugurate a through air-conditioned service of six busses daily. The new service is effective August 18.

With its inaugural run marked by "on the spot" radio interviews at both Mobile and Meridian, the new service is expected to attract wide attention by residents of both cities. Radio Station WMXO will handle the broadcast at Meridian, while WKRG will interview arrivals in Mobile.

The new service will feature modern, air-conditioned, diesel-powered buses. The 37-passenger Rebeliners will make the run between the two cities in little more than four hours, without change of buses.

Bus Operator Commended
By Kosciusko Passenger


His letter said in part:

"We had a very enjoyable trip and Mr. Bryan was certainly a very good, safe, courteous, and congenial driver. He contributed a great deal to the pleasantness of our trip."

Modernization Of GT Stations
Assures Comfort Of Travelers

Poring of the foundation of the new Gulf Transport station at Louisville, Miss., marks another step in the modernization of bus stations by GT Agents.

The new Louisville station, which will cost an estimated $18,000, will offer complete restaurant facilities and the most modern waiting rooms and rest rooms. The station is under the management of Agent Howard Triplett. Due to the location of the station, it is planned that the Rebeliners will make meal stops on the Mobile-St. Louis schedule here also.

Recently completed were stations at Tylertown, Miss., Franklinton, La., and Beaumont, Miss. The Tylertown station is operated by Agent Bob Polk.

Agent Emile Wood manages the new station at Franklinton, while Mrs. Gene Cooper is Agent at the Beaumont station and restaurant.

The station at Lucedale, under the management of Mrs. E. D. Bailey, has been completely refinshed throughout and has a complete restaurant and hotel facilities for overnight guests.

Completion of these new facilities will assure passengers of Gulf Transport every convenience on their trips and provide pleasant meals and surroundings for the traveler.

Gulf Transport Officials
Entertain Alabama Bus Men

When the Alabama Bus Association held its annual summer convention last month, officials of the Gulf Transport Company and the GM&O entertained them at a barbecue on the banks of Fowl River near Mobile.

In addition to the members of the Bus Association, representatives of the Louisiana Public Service Commission and the Alabama Public Service Commission were guests. These included: N. B. Knight, Jr., Chairman L&PSC, and Jimmy Hitchcock, Associate Commissioner APSC.

Following the barbecue the group proceeded to Bellingrath Gardens and then to Bayou la Batre for a day and night of deep-sea fishing.


WHAT IS A CUSTOMER?

"A CUSTOMER, is the most important person ever in this office—in person, by mail, or by telephone.

"A CUSTOMER is not dependent on us—we are dependent on him.

"A CUSTOMER is not an interruption of our work—he is the purpose of it. We are not doing him a favor by serving him—he is doing us a favor by giving us the opportunity to do so.

"A CUSTOMER is not an outsider to our business—he is part of it.

"A CUSTOMER is not a cold statistic—he is flesh and blood human being with feelings and emotions like our own, and with biases and prejudices.

"A CUSTOMER is not someone to argue or match wits with. Nobody ever won an argument with a customer.

"A CUSTOMER is a person who brings us his wants. It is our job to handle them profitably to him and to ourselves.

"This is what a CUSTOMER is—in your business, in our business or in any business. Some people seem to have forgotten a few of those basic truths in recent years, but it is high time to be remembering them again. Tomorrow may be too late."

—Submitted by Montie Harmon, Agent, Jackson, Miss.
Bus Operators Praised
By Charter Passengers

Mrs. Freeman D. Wright, Murphysboro, complimented Gulf Transport's service and personnel following a charter bus trip from Murphysboro to the Municipal Opera in St. Louis.

In a letter to Passenger Traffic Representative E. B. Helming, Mrs. Freeman said:

"The drivers, Bob Gill and Bill Atchison, were swell fellows, most courteous and careful drivers. I thank you so much for the accommodations and complete success of a very pleasant outing."

N. O. Employee Starts
"Best Joke Of Month"

Not so long ago, Robert Erath, who is an employee of our Traffic Department at New Orleans, wrote us and suggested that

**ROBERT ERATH**

we start an unusual joke column as a regular feature of the NEWS.

Robert suggested—and we are hereby following his recommendation—that we ask employees to send in one favorite joke each month, the best joke from all entered being published in the NEWS as the "joke of the month."

In starting the ball rolling, Robert sent in the following joke for August:

Employe: "Boss, can I have the afternoon off to go shopping with my wife?"

Boss: "NO."

Employe: "Gee, thanks, boss."

Get busy and send us in your entries.

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Operator P. J. Null, Sr., Mexico, Mo., examines one of the antique clocks in his vast collection.

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Telegraph Operator Tells Time
With Collection Of Antique Clocks

The following article about the famous collection of clocks owned by Telegraph Operator J. P. Null, Sr., Mexico, Mo. was written especially for the NEWS by Miss Camilla Garrett, a fellow resident.

Arriving at the Null home, while waiting for Mr. Null to make his appearance, Mrs. Null drew my attention to a clock that had been in their family for forty-three years, in fact it had been on the same wall ever since the father of my host had hung it there.

"That clock," she explained, "once belonged to the Chicago and Alton Railroad and was in the Union Station here. Before the old frame station was torn down and before the present brick building was erected, the ticket agent there bought the clock and gave it to my husband's father, who was baggage man for the C. and A. at that time. He brought it here and it has been here ever since. It is an Ansonia clock."

There were clocks all over the house...to the right of us, clocks to the left of us, clocks behind us, seeming unnumbered. Some were on shelves and some were hanging. There was an Orton Presston, with wooden wheels, made at Farmington, Connecticut, about the year 1815. There was a Silas Hoadley with wooden wheels, of 1808; a Jerome and Darrah; two Eli Terry; in fact there were seven old timers with wooden wheels, and probably more.

Aha! There was a reproduction of the kind of clock Christopher Columbus used when he made his trip to America in 1492. It had been on exhibition at the Columbian Exposition in Chicago in 1893, and was a copy of those made in about the year 1400, a small wooden model, open on the sides, and a little like the cuckoo without the birds.

And, speaking of cuckoos—here we saw a double bird variety, with three weights. The cuckoo calls the half-hour and the hour, but the quarter-hours are announced by a whirpwhirr!

There were many eight-day clocks. One was a C. and L. C. Ives, made between the years 1827 and 1834, and seldom seen nowadays. There was a Silas Terry, an Elisha Minross, a Forestville, an original Jerome, a Bordeman, a Gothic Welsh, a Mosaic, a Jerome looking-glass clock, and some steple clocks. Many of these were originals, and handsomely carved by hand.

Here I stopped to ask how one might know an original from a reproduction.

"The picture on the panel is what counts, especially, and it is often defaced or broken," Mr. Null said. "Then there is a clock paper inside the case beneath the dial, which gives the name of the manufacturer, the place of manufacture, and directions for setting and keeping the clock in running order."

Mr. Null makes no claim to being a clock "collector"; for as he says, "I do not really collect them. I just get them when I can. I buy them when they are broken, and then I fix them. All of my clocks will run when they are wound."

"Do you ever sell any of them?" I asked.

"Oh no, I have never sold a one. I have exchanged them a few times, but never have sold any. Once in a while when I know of some friend, who is anxious to have a certain model, I make him a present of that one."

"One - Two - Three - Four - Five," interrupted one of the clocks, and then I realized that I had taken more than my share of my host's daytime hours, so I took my departure, feeling like a youngster again. AFTER HAVING SEEN, a "wonderful show."
SCENES AT MERIDIAN CLAIM MEET

Scenes from the Claim Prevention Meeting in Meridian are shown (Top Left, seated, left to right):

Trainmasters W. E. Smith, New Albany; S. J. Alewine, Laurel; E. R. Sumrall, Bogalusa; W. L. Cook, Artiesia; C. M. Ellis, Meridian, and M. C. Doolittle, Louisville.

Standing: Trainmasters R. L. Patterson, Jackson, Miss.; H. C. Sullivan, Corinth; J. R. Callans, Roodhouse; W. St. John, Tuscaloosa; S. G. Thomason, Bloomington; J. P. Elliott, Okolona, and B. J. Welsh, Bogalusa.

Top Center: Superintendent J. R. Conely and Assistant to the Vice President L. C. Windham at the left, Assistant Vice President E. B. deVilliers and Alabama State Docks Representative L. O. Wilson in the center and Agent O. H. Tabb seated at the right.

Top right, seated: Assistant to General Manager Art Walters, Mobile; Division Special Agent H. R. Dillingham, Laurel; Gulf Transport General Superintendent H. G. Wilson, Mobile; Chief Clerk L. A. Baushard, Venice; Yardmaster H. D. Feldenstein, Springfield; Gulf Transport Superintendent A. W. Ming, Mobile; Superintendent of Freight Claim Prevention R. R. Greenwood, Bloomington; Freight Traffic Representative C. W. Allen, Mobile, and Alabama State Docks Representative L. O. Wilson.

Standing: Chief Clerk G. M. Wolbrecht, Jackson, Miss., and Chief Clerk A. H. Hight, Sr., Jackson, Tenn.


Lower Left Center: Agents B. H. King, E. St. Louis and H. G. Kingman, Kansas City.

Lower Center: General Road Foreman of Engines J. N. Sanders, Meridian, and Road Foreman of Engines W. S. Boyd, Laurel; J. W. Tennill, Roodhouse, and J. P. Hancock, Jackson, Tenn.

Lower Right Center: Chief Special Agent E. Mason Brown describes "the one that got away" to Agent Frank McKee and Division Freight Traffic Manager Leslie Farrell, both of Meridian.

Lower Right: Superintendent of Motive Power J. O. Green and General Car Foreman E. A. McAdoo.

Two Sides To Case

Referring to the report of a subcommittee to the House Committee on Executive Expenditures, William T. Paricy, president of the Association of American Railroads, said:

"There are two points in connection with the audit of railroad freight charges by the government's General Accounting Office to which special attention should be called.

"One is that a very large part of the supposed overcharges is due to differences of opinion between the railroads concerned and the government auditors as to whether certain freight handled during the war was property of the government used for military and naval purposes. If so, it would have been entitled to receive deductions from the regular rates on account of land grants. If moving for civil purposes, it would not have been so entitled.

"A second point to note is that the audit being made of the many millions of transactions involved is a one-way audit. Where an error is found which led to an overcharge of the government, it is reported and refund of the overcharge claimed. Where an error which resulted in an undercharge to the government is found, and of course there are many such, it is ignored. There is no evidence as to what would be shown by a balanced audit, taking account of both overcharges and undercharges."