Wurlitzer Company OKs Corinth Plant To Make Electronic Pianos

From Memphis, Tenn., Commercial Appeal

The Rudolph Wurlitzer Company of Chicago, nationally known manufacturers of musical instruments, has selected Corinth, Mississippi as the site for a plant which will manufacture a new type electronic piano.

The announcement of the selection of Corinth as plant site was made August 16 by Wurlitzer President R. C. Rolfing through the Corinth Chamber of Commerce and the Mississippi Agricultural and Industrial Board.

Manufacturing operation will start this fall, and shipments of completed electronic pianos will be made before the end of the year.

"We have given the most careful consideration to the selection of a community in which our new plant will be operated," Mr. Rolfing said, "and we are confident that in Corinth we have made the best possible choice. We are impressed with the opportunities for growth in Corinth; we like its people and their representatives."

"Mayor Leslie Horn and the other officials and business leaders of Corinth with whom we have been discussing our plans have been most helpful. Their friendly interest and constant efforts to promote the welfare of Corinth indicated the fine character and progressive attitude of the community and its citizens.

"We hope and believe," Mr. Rolfing continued, "that the establishment of our plant in Corinth will mark the beginning of a relationship which will be highly satisfactory and beneficial to both the people of Corinth and our company."

World's Largest
The Wurlitzer company is the world's
(Continued on Page 7)

Over-all view of the approach to Union Station in St. Louis shows: 1. Interlocking tower from which all moves by trains in and out of the station are controlled. 2. The edge of GM&O's diesel and coach yard facilities. The station is operated by the

Terminal Railroad Association of St. Louis, of which GM&O is a member. All passenger trains operating out of St. Louis are made up there, and all trains back into the station.

Johnston Joins Staff Of GM&O

Percey W. Johnston, Jr., Mobile attorney, is now associated with the legal department of the Gulf, Mobile & Ohio Railroad.

The announcement was made September first by D. S. Wright, vice president and general counsel of the company.

Johnston has heretofore been associated with the law firm of Johnston, McColl and Johnston of Mobile.

He was born in Shubuta, Miss., and received his preparatory education at the University of Mississippi. He received his law degree from the University of Virginia in 1874 and shortly thereafter moved to Mobile, where he has practiced law since.

In World War II, Johnston served in the Army Air Force and at the time of his discharge held the rank of captain.
GM&O RUNS FOUR SPECIAL TRAINS TO ILLINOIS STATE FAIR AT SPRINGFIELD

Big days at the Illinois State Fair held in Springfield August 13-22 were the 18th, when GM&O transported two train-loads of Democrats from Chicago and the 19th when GM&O also brought two train-loads of politicians, this time Republicans, to attend the fair.

On Democratic Day, one GM&O Democratic Special handling 532 passengers was followed by another handling 735 passengers. Adlai Stevenson was the principal speaker at the fair that day.

On the two Republican Specials, GM&O transported more than 2,000 people. President Eisenhower was the principal speaker for the occasion which was attended by approximately 250,000 people.

Republican Special is loaded at Springfield Passenger Station. August 18th was President Eisenhower and Governor's Day.

August 18th was Democratic Day. Democrats are show on GM&O depot platform ready to board Democratic Special.

GM&O Passenger Agent Harold Johnson, Chicago, with entertainer, on platform at State Fair on Republican Day. The band was playing as the Republican Special rolled into the station on August 18.

The GM&O Democratic Special on August 18 was met by Scots Bagpipes on the platform. On the station platform on Democratic Day were Asst. Gen. Pass. Agent Nell Souders, Springfield; Master Mechanic H. Kinney, Chicago; and Asst. Chief Special Agent W. B. Jess, Springfield.

Seeing Republican Special off were GM&O Division Freight Agent Emil Yarke and Freight Agent C. A. Buscher. Also on hand for the day were Asst. Road Foreman of Engineers J. W. Tennill of Roodhouse and Special Agent W. R. Baldwin of St. Louis.

Riding the Democratic Special were GM&O Passenger Agent Herb Cromwell and Chicago City Ticket Agent Herb Thomas. It was a long day for GM&O Special Agent L. P. Jensen, Assistant Trainmaster John Callans and Assistant Trainmaster Fred E. Wall.

The Fair has 102 year old history. Conceived and promoted by a group of farmers organized as the Illinois State Agricultural Society, the first state fair in Illinois was held October 11-14, 1853, on a 20 acre site on the western outskirts of Springfield. Because the idea was received enthusiastically, it was decided to perpetuate the state fair in Illinois. For 40 years the exposition was moved among twelve Illinois cities, but in 1894 Springfield was selected as the permanent site.

Blue ribbons were awarded this year in more than 6,000 competitive classes in this, one of the world's largest agricultural exhibitions.

The pictures below are through the courtesy of GM&O Assistant Chief Special Agent W. B. Jess of Springfield.
NEWS AT A GLANCE

BID ACCEPTED FOR PURCHASE I. T. RAILROAD

A bid by nine St. Louis Railroads (including GM&O) for the purchase of the Illinois Terminal Railroad has been approved by Directors of the I. T. Company. Purchase of the 335-mile Missouri-Illinois line is subject to approval by I. T. stockholders and the Interstate Commerce Commission.

The railroad group is headed by A. K. Atkinson, President of Wabash, and includes B&O, C&EI, CB&Q, IC, GM&O, Frisco, Nickel Plate and L&M. Other roads may join in the purchase plan, which would preserve the line as an independent carrier and provide continuing service for the important territory it now serves.

The I. T. crosses the Mississippi at St. Louis on the railroad vehicular McKinley Bridge, which under the plan would be sold by the new purchasers to the Missouri-Illinois Bi-State Development Agency for $13.5 million.

GM&O WOULD SERVE NEW MOBILE WATERFRONT SITE

A plan to open approximately four additional miles of Mobile waterfront property for industrial development is being progressed by state and local interests. The site involves an island, formerly used as a U. S. Quarantine Station; and is opposite waterfront property owned by GM&O for many years. Under plans for developing the island, which would also include a modern sewage disposal plant for the City of Mobile, is the construction of an earthen causeway for a highway and for a rail line by GM&O.

The island fronts on the main Mobile ship channel and would offer industrial locations attractive to most any type of development.

RAILROAD EARNINGS LOWEST SINCE 1949

Railroad earnings in the first half were the lowest since 1949. Net of Class I roads tallied $224 million, down 46% from the $417 million of the like 1953 period. A 13% decline in freight loadings was mainly responsible for the drop.

EDUCATIONAL TOURS SOURCE OF REVENUE

Train tours for school children to historic and educational points of interest in GM&O territory have been increasingly successful and the program is being enlarged this year.

Any number of types and priced tours are available to Springfield and Chicago, Illinois. Sample sights include Lincoln's Tomb, New Salem and the State governmental bodies at Springfield; at Chicago, the Museum of Science, a broadcast, shows, etc.

SCHOOLS INTERESTED IN TRANSPORTATION LITERATURE

The Study of Transportation, particularly various phases of railroad transportation, is an important part of the school curriculum in nearly every school in the country.

During the 1953-54 school year The Association of American Railroads distributed approximately a quarter of a million teacher's kits, wall charts, booklets, pamphlets and other teaching aids in connection with teachers' and library conventions. The literature is largely distributed on a classroom basis, from kindergarten to college level.
GM&O CHIEF DISPATCHER WILSON RETIRES AFTER 53 YEARS

By Carl Mayhew
Of The Southern Illinoisan

When does a railroad career begin? On the books of the Gulf Mobile and Ohio Railroad, retiring Chief Dispatcher Harry C. Wilson of Murphysboro put in 53 years and 30 days, ending Saturday, his days on the payroll, and moreover all those 53 years and 30 days within the same division.

He stuck, and wound up his career Saturday as dean of the road’s Chief Dispatchers.

For another item, two of the railroaders who were around when he started out were present at the testimonial dinner. Both in talks at the dinner, gave bits of evidence which supported Wilson’s statement that he was a railroader well ahead of his first shift.

One O. W. Rendleman of Ava, formerly GM&O station agent at that city, taught Chief Wilson to telegraph. Rendleman was agent at Mountain Glen, West of Cobden, and Wilson’s brother-in-law, in 1901. He told the 97 guests at the dinner of the 16-year-old future Chief’s coming to him with an offer of manning the station’s water tank pump in exchange for lessons in telegraphy. “Only took him three months to learn the code,” Rendleman said.

Another oldtimer, John Sauerbenge of Murphysboro, was a “news butcher” — a vendor of soft drinks, candy and newspapers on train — and was at the old division headquarters building in Cairo to direct Wilson to the superintendent’s office the day the young telegrapher applied for that first job.

Another unique feature characterized the testimonial dinner. The newsman present to cover the occasion, and to take the pictures, was once a telegrapher under Chief Wilson eight years ago. This reporter remembers Wilson as a most surprising Chief Dispatcher, for Wilson alone of those he’d worked for was on hand for duty at some time during each of the day’s three trips — the retired Chief came to work earlier and stayed later than most do.

Consensus of opinion among railroaders present at the Friday night dinner was that Wilson “straightened all of us out” on how to railroad, during the years they worked with him. Guests commented on various highlight memories, such as Venice Yardmaster T. R. Long’s recount of his first telephone contact with Chief Wilson: “Is your name Jim? Well, my name’s Harry — let’s cut out formality and get to work!”

Wilson’s railroading stretched from the days when train orders were transmitted entirely by Morse telegraph, trains usually were about 40 to 50 cars long, all engines were coal-burning steam locomotives, and carbon-arc lights for locomotive headlamps were just beginning to be used, to modern telephone and tele-type communications, 150-car trains, 100 per cent Diesel-electric locomotives, and electrically interlocked signal systems for safe train movement control.

On the occasion of his retirement, Chief Dispatcher Wilson received many messages of congratulations, among which were telegrams from both Executive Vice President G. P. Brock and General Superintendent P. B. Bridges. Mr. Brock’s message read: “Not only because of fifty years of service or that he is Dean of the chief dispatchers on the Gulf, Mobile and Ohio, but I salute and congratulate Harry C. Wilson because of his determination to excel in the quality of his endeavors in an active and successful career. He will always have my very best wishes.”

Seeing Double

The twin daughters of Supt. J. C. Mill-er graduated from high school at Laurel, Mississippi in June and plan to enter college this month, where a good deal of confusion may be expected. May, at left, had an average grade in high school of around 85 while Gay, at right, only averaged about 94.5. Or maybe it was Gay who had the 95, and it might be that she is the one on the left, instead of the right. P. S. They say they are not identical.
Among the families participating in the Farm Family Tour sponsored by GM&O in 1948 was that of Mr. and Mrs. Charles Fink of Beacon, Illinois. This year, Charles Fink, Jr. entered the University of Illinois on a scholarship which he had won through the Community Service by Rural Youth Program sponsored by the GM&O. An essay on the Railroad Industry is one of the requirements of the boys making application for these scholarships. A portion of Charles’ essay is quoted below. Charles is one of 28 young people at the University as a result of GM&O’s Rural Youth program.

THE RAILROAD INDUSTRY

By Charles M. Fink

The first railroad in the United States was a short run of wooden rails drawn by horsepower in the State of Massachusetts in 1762. Today 222,500 miles of rails cross the United States and about 783,670 miles of railroads cover the world.

The first successful steam engine was made by George Stephenson, an Englishman, in 1829. These early trains were very heavy and slow. They were unpractical, but they were a start. They were improved time and time again. All the time they were being improved to a point of usefulness and practicality. The first rails were made of wood. Later they consisted of an iron in L, R, and I shapes being used. Today a T rail is spiked to a wooden tie laid in a rock roadbed. They are only two examples of improvements in the railroad industry.

The early train had an open passenger car. This was very undesirable because soot and smoke from the engine blew all over the passengers. These cars resembled the stagecoach until the “promenade deck” equipped with seats and awning, was added. Later these were covered, and in 1934 lightweight streamlined passenger cars were used. The first dome observation car was put into operation in 1945.

Many safety features have been added to the trains themselves, as well as along the tracks. Whistles, headlights, air brakes, and means of contacting other places from the moving train are factors which have helped greatly in making the train safer. The use of semaphores and light signals in the block system has helped improve the safety of rail travel. To prove it is safer now than formerly, since 1913 to 1952 the casualty rate has been reduced from 45 to 5.9 per 100,000,000 miles of travel and the casualty rate of employees has been decreased from 31 to 7 per 1,000,000 man hours.

The place where the most improvement was needed was the locomotive. The steam locomotive has over a mile of boiler tubing and will hold from 7,000 to 25,000 gallons of water. The steam engine travels seven miles per ton of coal consumed. This efficiency can be increased by chemically treating the water. One big objection to the steam locomotive is the fact that it had to stop to take on water. This later was remedied by putting a scoop to run in a water trough under the train. In 1952, 22% of railway passenger service was carried on by steam locomotives.

The diesel, which in 1952, had 72% of passenger service, has taken the place of steam. The first diesel was developed in 1929, placed in passenger service in 1934, and in freight service in 1941. The Gulf, Mobile and Ohio was the first major company to convert completely to diesel in 1949.

The railroad has indeed progressed. The first railroad bridge across the Mississippi River was built in 1856 at Davenport, Iowa. Since then 170,900 bridges have been built. Another great engineering accomplishment was building of tracks that never rose more than five feet per 100 feet. In this manner tunnels, grades, bridges, and other means were used to get a nearly level roadway. This is a difficult accomplishment when you realize that rails are as high as 14,110 feet above and 199.2 feet below sea level.

The railroads were a big factor in both World Wars. They carried soldiers to camps and homes. They also transported equipment that was vital for our defense. Railroads handled 90% or more of Army and Navy military supplies, equipment, and men. The fares of both passengers and freight advanced only slightly, while wages and taxes jumped to new “highs.”

Almost every boy wants to be an engineer when he grows up. This longing is usually forgotten sometime before he is old enough to be an engineer. Those few men, who do “stick to” their goal, have very good jobs. The railroad union is rated among the best. Its pensions for retired members are about the highest paid to any retired employees.

One big argument of the railroad industry is about privately-owned or government-owned companies. Those in favor of government ownership say that the price of freight and passenger service would be cheaper and that there would be no strikes. This argument may be true, but, when you look at government operation during World War I and privately-operated railways during World War II you see that prices were lower during private operation. The taxes paid by the American taxpayer in the first war amounted to $1,641,000,000 in four years, while the railroads paid $3,473,340,000 in three years. Anyone can easily see that private ownership appears to be much better. In both these wars the government was $5,000,000 better off per day during privately-owned operation. About 51% of every dollar is spent for taxes and from $257,000,000 to $396,000,000 is spent each year for taxes.

Anyone can see that the railroad industry is very sound and progressive. Railroads have taken the lead for many years in passenger service, and in the carrying of freight. The railroads are the backbone of defense in war and the main arteries of trade in peace. They have the finest roadbeds in the land, due to the heavy taxes they pay, railroads are the mainstay of local government. Let’s ride the rails toward success!
Century Old Freight Bills Are Found

Local Freight Agent J. C. Buscher of Springfield received a unique gift from a friend recently. While wrecking a house, the friend discovered some hundred year old freight bills and bills of lading of the Chicago and Mississippi Railroad, an Alton antecedent.

The “Alton” was only seven years old when the bills were issued, and the Alton and Sangamon had just become the Chicago and Mississippi.

The bill of lading specified that “1 box of Castile soap, 1 box of drugs, and 1 bbl. lamp black” had been received at St. Louis “to be transported by Steamboat to ALTON, thence on the CHICAGO AND MISSISSIPPI RAILROAD” to Springfield.

Walter Whittinger Retires

After more than 36 years with the company, Walter M. Whittinger of the General Accounts Department at Mobile retired on September first. Mr. Whittinger began his railroad career on June 1, 1918 as bookkeeper with the former Mobile and Ohio. He served in the Accounting Department in various capacities, and was, at the time of his retirement, general bookkeeper of GM&O.

Mr. Whittinger is prominently identified with the civic and fraternal life of Mobile. He has been a member of the Mobile County Democratic Executive Committee, a trustee and comptroller of Mobile County Tuberculosis Sanatorium, Inc., a thirty-third degree Mason, and an adult Bible teacher in his church.

During a tropical hurricane in 1906 he assisted in the rescue of twenty-two persons from drowning, for which hazardous enterprise he received a War Department citation.

On the occasion of his retirement, his associates presented Mr. Whittinger with a handsome gold pocket watch.

He “Always Thought Safety First”

When Section Foreman William Morris of Vandalia, Missouri retired on July 31st, he could look back on a job well done. For his forty-seven years with the company, he had a clear safety record, nor did he have a track record during that time that contributed to a derailment.

“I don’t know how we made it,” he said, “unless it is that I always thought Safety first.”

Mr. Morris started working for the Chicago and Alton in Bowling Green on March 1, 1907. In 1931 he was sent to Centralia where he worked for six years.

In 1937 he became a section foreman in Vandalia, where he has lived since that time.

On his ten miles of main line, he worked, summer and winter. Realizing that he was responsible for the safety of himself as well as his crew, he tried to watch out for all. Once his crew changed three times in one month. It took patience and praise for effort to make a crew safety conscious.

Mr. Morris said that he preferred the work in the summer to the winter, although he believes “the climate has changed and it’s not as cold as it used to be.” Snow plows were used around Vandalia in his earlier years, “but we haven’t needed them lately.”

“I always tried,” he said, “to see if I could save the company each month the amount of my salary. Sometimes I felt I did.” And he mentioned the time when he noticed that in a passing train a car of bricks was sagging. When he told the conductor, it was found that a beam in the center of the car was broken. Now, he said, “I have the habit, and can’t get out of it—watching trains pass and checking for trouble.”

Although he has no sons, Mr. Morris has one little grandson who flies to watch any GM&O train go by with “There goes Granddaddy Bill’s train.”

“Someday,” mused Granddaddy Bill, “he may be a railroader too.”

ALONG THE LINE

Mobile, Alabama—The Freight Receipts Department is hearing baby talk about John Vella, Jr., born August 19, to the John Vellas, and John Read Bell, Jr., born August 21, to John Bell and wife.


Mobile, Alabama—Mr. Ramon Corridori of the Transportation Department was married to Miss Pauline Allen of Sweet Water, Alabama on August 8th.

Venice, Illinois—Robert E. Schrader of the Purchases & Stores Department entered service of the Armed Forces in August.

Mobile, Alabama—Gwendolyn Marie was born to Mr. and Mrs. G. L. McLeod on July 8, 1954. Mr. McLeod is a clerk in the Passenger and Station Accounting Department.

General Bookkeeper M. B. Lyons, left, takes a look at the handsome gold watch presented Mr. Whittinger, right, on his retirement.

RETIEMENTS

Switchtender Wm. F. Nevin, Bloomington, Illinois, retired on September 1, 1954. Mr. Nevin was born on February 21, 1880, entered service of the company in October 1900. He resigned in 1911 and was re-employed as switchtender at Bloomington in 1913, where he remained until his retirement.

Agent-Operator F. H. Hairston, Brooksville, Mississippi, retired August 5, 1954. He had been in service of the company since November 1, 1907.

Loss and Damage Claim Investigator E. G. Griffith of the Freight Claim Department, Mobile, Alabama, retired on September 1, 1954. Mr. Griffith entered the service of the Alton Railroad September 24, 1945, and had 21 years or more of previous railroad service with other lines.

Mr. J. S. Bass, E. St. Louis, Illinois, retired on August 27th.

Mr. O. M. Rendelman, Ava, Illinois, retired on August 12, 1954.
Cross Word Puzzle

Agent Louise Gooch of Rensselaer, Mississippi, has been with GM&O a long time. That she knows her railroad is proved by the cross word puzzle which she executed and which appears on this page. Miss Gooch suggests that the puzzle may “cause some employees to dust off their Rule Books.” Solution on page nine.

DECEASED

Engineer G. V. Dodson, Slater, Missouri, on August 11th, at Marshall, Mo. Mr. Dodson entered service as a fireman in 1910 and was promoted to engineer in 1918.

Engineer C. Haines, Slater, Mo., who entered service as a fireman on July 2, 1911 and was promoted to engineer on April 1, 1916, died at Kansas City, Mo. on August 29. He is survived by his wife and his brother, Engineer W. J. Haines, also of Slater.

Fireman Raymond Jarrell Trolinger, who entered service of this company on April 27, 1943.

GM&O Farm Family Baby Attends Re-Union

When thirty-four couples from farm families in Illinois made a trip to Mobile and New Orleans in 1948 as guests of GM&O, no two couples were acquainted. Seven years later, at the annual reunion held by them, twenty-five couples were on hand, and one grandbaby of two of the couples. The daughter of Mr. and Mrs. Stuart Purcell of Jerseyville had married the son of the Floyd Meyers of Walsh, and the young folks brought their year old son, Gary, over to visit the reunion.

Wurlitzer OKs Corinth Plant

(Continued from Page 1)

largest manufacturer and merchandiser of pianos and other musical instruments.

The electronic piano is a development of the DeKalb, Ill., division. This new member of the Wurlitzer family has been under development in the company’s laboratory many years.

It is a totally new type of instrument and has been thoroughly market tested. It was enthusiastically received by the music dealers at the industry’s trade show held in Chicago last month.

29. For “Operator.”
30. Used in turning trains.
31. An open type of railroad car.
32. Accident report.
PIONEER RAILROADER REVIEWS EARLY YEARS

Engineer O. A. McMullan of Laurel, Mississippi received his fifty-year pin this year. Following the receipt of it, Mr. McMullan wrote his reminiscences of a half century ago.

"I entered engine service on the MJ & KC RR April 1, 1904," said he, "while it was under construction, with no track laid north of Roberts, Miss. The track was in good condition between Laurel and Mobile and sawmills were so numerous business was good. After building and absorbing other lines it has changed its name to Gulf Mobile & Ohio, and is one of the leading trunk lines of the nation, and I am proud of the fact I helped build it."

"We worked several days in the mud cut between mile post 155 and 156 trying to get it down near to grade so we could continue laying track. The hill got its famous name, Pikes Peak, from an extra gang foreman by the name of PIKE or (Captain Pike) with a large gang of track men. They would shovel mud on flat cars all day to go back next morning to see the ditches refilled and look as tho dirt had been moved. We built the track through the cut anyway, and one of the civil engineers said the grade was a two and one half percent on one side and two and three fourths on the other, tho after so long it is down to near normal grade."

"When the track was built into Newton, Miss. our work train with its train crew was moved to Ackerman, Miss. over the A & V - M & O - IC Railroads. From there we built 31 miles of track from the top of Williams Hill south, as that was all we could do there account of insufficient bridges and grading. We moved to Pontotoc, Miss. via IC RR and the Frisco; absorbed the G & C, a narrow gauge. We laid standard gauge track on the same ties and road bed with the narrow gauge and had narrow and standard equipment running over the same line. The tracks in New Albany yard had three point switches and coupling bars so that both gauge cars could be switched together."

"When we connected the rails at the top of Williams Hill I took a job as Hostler, and did a lot of emergency running until I was promoted to Engineer and placed on the Alabama Division and I was glad to get back on my home division. There were a lot of hardships in staying on what they called the pioneer job, although I enjoyed the experience I gained and getting acquainted with so many people and we were treated very nice by the people along the new line and they were so glad to have a Railroad come through their country."

"In my over 50 years of service I have really enjoyed my work and my association with my co-workers and the officials and am very thankful for my good health and I have not been injured at any time to the extent of having to lose time from my work."

I wonder if there can be as much improvement in Railroad operation in the next 50 years as there has been in the last 50. No doubt diesel power will be obsolete and atomic power will take its place.

"P. S. — Out of 50 years service, I have not missed a pay day."

(Continued on Page 9)
HISTORIC RAILROAD SPIKE IS CONTRIBUTED BY GM&O AGENT

On August 19th, GM&O Agent K. W. Vanderpool of White Hall, Illinois, mailed to the Wells Fargo Bank in San Francisco an oak, velvet-lined box, containing an ancient iron railroad spike. The spike, according to records in the possession of Mr. Vanderpool, was that which was driven on May 16, 1869 in ceremonies marking the completion of the first transcontinental railroad line.

The first train over the line joining East and West had as a member of its crew a fireman named David Lemon of the Union Pacific Railroad. Lemon was eyewitness to the ceremonies incident to driving the now famous Golden Spike. In order to prepare a hole for this final spike of solid California gold, an iron spike was first driven and then drawn. Lemon, according to his notarized statement, requested and received the iron spike from his superintendent. He left it to his son, who, in turn, gave it to Agent Vanderpool.

When he came into possession of the historical relic, Mr. Vanderpool tried to locate the original gold spike, and finally ran across a story in the NATIONAL GEOGRAPHIC MAGAZINE of June 1954 giving its whereabouts in a museum of the Wells Fargo Bank in San Francisco. To this museum he sent the iron spike to rest beside the gold one.

At the time of the arrival of the iron spike in the museum, Director Simpson of the Bank History Room said, Mr. J. N. Bowman, Historian, California State Archives, was doing some detailed research regarding the gold spike and its use. "He was very pleased," wrote Miss Simpson, "to have the opportunity to learn of the existence of and to see this spike and the notarized statement that accompanied it, for one of his many questions of us (and a question completely unanswerable up to that time) was 'what kind of a hole was prepared for the gold spike, and what was used to make that hole?'"

Their reference library showed, said the History Room director, that the superintendent who was said to have given the spike to Lemon had had a contract to build 100 miles of track at $50,000 per mile—later extended to 247.45 miles and to cost over 12 million dollars.

At the completion of this track, the dedication ceremonies were held. After the ceremonies, the golden spike was withdrawn and engraved. On it were listed the names of some of the notables attending the event among whom was California Governor Leland Stanford. (The spike is exhibited at the bank through the courtesy of the Board of Trustees of Stanford University, its owner.) Also inscribed on it are the words: "May God continue the unity of our Country as this railroad unites two great oceans of the world."

It was the driving of this spike that marked the end of the pioneer days and the birth of the modern West. The Pony Express, which had lost money carrying letters at $3 per half ounce plus regular United States postage; the Wells Fargo stage coach, sometimes prey to ingenious highwaymen; and the ponderous wheeled freight wagons with long strings of skinny mules or plodding oxen became relics of the past.

As Governor Stanford’s hammer came down on the spike, it closed a telegraph circuit. From coast to coast bells pealed out the news that the continent was spanned at last. East and West were bound together by a band of steel.

SOLUTION to puzzle on page seven submitted by Agent Louise Googe of Rienzi, Mississippi.
Commendations

Engineer E. D. Maharrey, Tuscaloosa, Alabama, was working as engineer when he heard a noise under his engine as it passed over a bridge. When he stopped the train, an inspection showed that two angle bars were broken on the bridge. The flagman was sent to notify the section foreman so that repairs could be made.

As train No. 3 was leaving Lincoln one morning in August, a man boarded the train and was hanging on the outside of the vestibule door. While passing through the train, Porter D. T. Strickland of Chicago, Illinois, heard a noise, opened the door and pulled the man into the train, perhaps saving him from a fatal injury.

Mr. B. B. Long of Louisville, Mississippi was thanked by Trainmaster W. E. Smith for notifying the train dispatcher at New Albany that it was stuck on a car of a northbound train.

For service of unusual merit, the following men were commended in August:

Section Laborer Lawyer Howlett, Shuquak, Miss.
Telegraph Operator E. N. Jones, Union City, Tenn.
Flagman E. A. Crider, Tuscaloosa, Ala.
Brakeman S. M. Cooper, Tuscaloosa, Ala.
Brakeman J. H. Pearson, Tuscaloosa, Ala.
Conductor O. U. Thomas, Tuscaloosa, Ala.
Flagman W. W. West, Tuscaloosa, Ala.
Conductor V. J. Hearin, Tuscaloosa, Ala.
Engineer I. W. Barnes, Jackson, Tenn.
Brakeman L. E. Patterson, Slater, Mo.
Brakeman W. H. Giles, Slater, Mo.
Brakeman J. F. Tracey, Slater, Mo.
Brakeman F. J. Baker, Slater, Mo.
Brakeman K. L. Jackson, Slater, Mo.
Brakeman L. E. Patterson, Slater, Mo.
Car Repairman D. D. Hicks, Corinth, Miss.
Brakeman H. R. Strauss, Slater, Mo.
Operator S. N. Jones, Union City, Tenn.
Brakeman Willie Hughes, Tuscaloosa, Ala.
Agent-Operator J. R. Burkhalter, Reform, Ala.
Brakeman R. B. Skelton, Tuscaloosa, Ala.
Brakeman J. W. Hamsford, Tuscaloosa, Ala.
Flagman W. L. Bush, Tuscaloosa, Ala.
Section Foreman J. L. West, Reform, Ala.

Mr. T. J. Mason, Lauderdale, Mississippi, was watching a GM&O train passing Lauderdale when he noticed a hot box on the train. He called GM&O offices in Meridian so that the crew could be notified. For his cooperation, Mr. Mason received thanks from GM&O officials.

Section Laborers Joseph Vineck and Frank Maliewski, were on their way to work on the morning of August 18 when they noticed that the track of the Illinois Central was out of alignment. They flagged an oncoming Illinois Central train and notified the crew of this fact. The track had been knocked out of line by a trailer truck running into it.

Painter William Robinson, Marshall, Missouri, was working with the crew of Paint Foreman E. J. Murphy near Shackelford, Missouri, when he noticed a brake beam down on a passing train and notified the crew. When the train was stopped to repair the brake beam, Mr. Murphy and his entire crew assisted in getting the brake beam up, thereby reducing delay to the train.

Brakeman K. L. Jackson, Slater, Missouri, was flagman on a Work Extra working between Slater and Shackelford, Mo., and volunteered his assistance in removing a brake beam that was down on train No. 92.

Telegrapher H. F. Thies, Glasgow, Missouri, discovered a brake beam down on a passing train and notified the crew.

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<table>
<thead>
<tr>
<th>OUR FREIGHT BUSINESS</th>
<th>1953</th>
<th>1954</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Car Loads</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Billed And Received</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On GM&amp;O</td>
<td></td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUNE</th>
<th>JULY</th>
<th>AUG</th>
<th>SEPT</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
</tr>
</thead>
<tbody>
<tr>
<td>51,871</td>
<td>50,303</td>
<td>50,352</td>
<td>50,500</td>
<td>51,910</td>
<td>52,456</td>
<td>52,431</td>
<td>50,427</td>
<td>52,014</td>
<td>53,003</td>
<td>51,113</td>
<td>42,837</td>
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<td>49,212</td>
<td>48,376</td>
<td>48,422</td>
<td>48,945</td>
<td>48,423</td>
<td>48,764</td>
<td>48,339</td>
<td>48,316</td>
<td>48,032</td>
<td>48,581</td>
<td>48,988</td>
<td>48,320</td>
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</table>

Comparison of the first 8 months of the years ...........

<table>
<thead>
<tr>
<th>1953</th>
<th>428,850</th>
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</thead>
<tbody>
<tr>
<td>1954</td>
<td>383,291</td>
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</table>