WE MUST “CUT OUR COAT AFTER OUR CLOTH”

The Interstate Commerce Commission recently granted an additional 4% increase in freight rates in the South, even though I testified that we would need an additional 10% increase to overcome the increased costs of wages, materials, pay roll taxes, and other related items of expense, which on an annual basis amount to over $7,000,000. We, of course, had not expected to retain the full 10% increase requested nor will we be able to retain the full 4%, as many adjustments will have to be made in order for us to remain competitive with other modes of transportation.

I also testified at this hearing as follows:

"With the impact of increased costs we have found it necessary to reduce in every way possible our operating expenses by curtailing drastically various needed programs and by deferring to a more favorable period projects which can be safely deferred. If the requested relief by way of an additional increase in freight rates is not obtained, provident management would require that we make effective further curtailments and deferments."

GM&O must and will provide dependable service for its patrons, and we, therefore, have no alternative but to discontinue every expense that is not essential to that end. As much as we regret it, publication of the GM&O NEWS must be suspended. Among other immediate economies is the removal of hostesses from the St. Louis-Chicago trains. This step is also taken with reluctance, particularly since GM&O originated this service in 1935. Certainly we can no longer afford the luxury of little used passenger trains.

It is an inescapable fact that when wages and other costs increase and cannot be absorbed by increased productivity, it means paying out more than is being taken in, creating the necessity for an immediate provision for fewer jobs.

F. M. HICKS
Chairman

Martin Is Reappointed
To U. S. Chamber Post

GM&O Vice President, Industrial Development, T. T. Martin of Mobile has been reappointed to the committee of Manufacture and Industrial Development, Chamber of Commerce of the United States, according to an announcement by Chamber President Philip M. Talbott. Roy C. Ingersoll, Chairman of the Board, Borg-Warner Corporation, Chicago, has been reappointed chairman of the committee.

Whitlow Heads UF
At Jackson, Tenn.

C. B. Whitlow, assistant to president, Jackson, Tennessee, has been named to head the United Fund in Jackson. Mr. Whitlow is the first president of the organization, which was inaugurated on August 28, and will include the majority of Jackson's fund-raising drives.

He served as chairman of the special committee which led the planning for the
Perry Promoted; Compton Joins Traffic Department

V. M. Perry, since 1942 district freight agent at Washington, D. C., has been promoted to general freight agent of this railroad at Chicago, Illinois, effective September 1. At that same time, Mr. M. E. Compton was appointed district freight agent at Washington, succeeding Mr. Perry.

Mr. Perry has been associated with the GM&O since 1934, when he was employed in the Traffic Department of the former Mobile and Ohio at Jacksonville, Florida. In 1936 he was promoted to freight traffic representative at Jacksonville. In 1940 he was transferred to Tampa, Florida and promoted to commercial agent. He remained in Tampa until October, 1942, when he was promoted to district freight agent at Washington, D. C., where he has been until the present time.

Mr. Perry has been president of the Traffic Club of Washington, and his picture appeared in the June issue of the NEWS with Vice President Nixon, who was shown welcoming a delegation during National Transportation Week.

Mr. Ed Compton, who succeeds Mr. Perry, was born and reared in Montgomery, Alabama.

He began his railroad career with the L&N line in 1922. He served with the U. S. Navy for three years, being discharged in 1945.

After his discharge from the Navy, he returned to the L&N in the Traffic Department in Montgomery. In 1949, he went with the Western of Alabama-Atlanta & West Point-Georgia Line. He was advanced to city freight agent in Montgomery in May 1951, and later promoted to commercial agent in New Orleans. In 1953 he was elevated to general agent in New Orleans.

He left the railroads briefly to serve as regional sales manager for a large truck line in New Orleans, but soon returned to "his first love," the railroads.

He comes to the GM&O from the Piedmont & Northern at Greenville, S. C., where he filled the position of district freight agent.

Mr. Compton is married and has three children.

Noxubee's Big Livestock Shipment Goes By GM&O

What was said to be the largest livestock transaction in the history of Noxubee County, Mississippi was completed the week of August 22, with the 1600 head of cattle which changed hands leaving for Texas via GM&O.

Averaging between 850 and 900 pounds each, the cattle made up sixty boxcar loads from Macon, Mississippi.

The sale was made by the R. L. Zeigler ranch, which lies in the Mississippi-Alabama line in eastern Noxubee. Moore and Woods Commission Company handled the sale, which amounted to more than $250,000.

Final out of cars leaves Macon via GM&O to Texas in pictures at right. Below: principals in the deal by one of the cars are: Larry Thomas: R. L. Bullard, Fort Worth; Wythall Woods of Macon; and Art Shaul of Panola, Alabama. (Photo courtesy Macon BEACON.)

DECEASED

Section Foreman Irvin W. Breckenridge, Jackson, Mississippi, passed away on August 6, 1957. Mr. Breckenridge entered service in the Maintenance of Way Department on June 1, 1916 and was promoted to section foreman July 18, 1927, in which capacity he served until his retirement on July 30, 1955.

Section Foreman Leander Bray Pirtle, Friendship, Tennessee, who entered service of the Maintenance of Way Department on February 16, 1919 and was promoted to section foreman May 5, 1927, passed away on August 4, 1957.

Retired Engineer H. E. Cutrer, Bogalusa, La., passed away at Bogalusa on August 18, 1957. Mr. Cutrer is survived by his wife.

Engineer Lewis Swoboda, Bloomington, Illinois, passed away at Bloomington on August 28, 1957. Mr. Swoboda entered service as a fireman on October 26, 1908.

Retired Brakeman F. L. Howard, Slater, Missouri, passed away at Slater on September 1, 1957. Mr. Howard, who entered service as brakeman in 1913, retired on June 11, 1956. He is survived by his wife and one son.

Yard Engineer W. N. Stoner, Kansas City, Missouri, passed away on July 31, 1957 in St. Louis. Mr. Stoner entered service as yard fireman on August 24, 1919 and was promoted to yard engineer July 18, 1941.
George Martin Retires
From GM&O Railroad

George Martin, who once called himself a rover, came to the GM&O Railroad one day in 1925 and took the job as secretary to the general manager. The railroad recognized George as one of its own, and George gave up travelling, except by GM&O.

On June 22 this year George retired after more than thirty years with the company.

George's friends in the Operating Department had planned a party for his retirement as transportation secretary, but an illness on his part postponed it until last week. Then L. H. Thietje, B. S. Bowron and E. S. Cato went out to his house as a committee, representing the many on the railroad who had participated in buying a gift to show their good wishes on George's retirement.

They found him enjoying his new easy chair which they had sent on ahead, and ready to reminisce about his early days of railroading.

A wiry little Canadian, George had picked up a taste for adventure in the Boer War, and had drifted south trying out new places and different jobs. He was working for a lumber company at Laurel, Mississippi, a major point on the GM&O, when he decided to take a shot at railroading.

The GM&O had a new general manager, who was looking for a secretary who might prove adept at more practical matters than taking shorthand, and George was hired. George's first and only boss with the railroad was GM&O's present president, Mr. Brock.

If George was looking for action, he found it. "We'd be going into the station on the caboose of a freight train, meeting a passenger, when Mr. Brock would unexpectedly say, 'Come on, George. We're going to catch that one.'" George might have three minutes to collect their joint impedimenta.

Mr. Brock acquired the reputation of never sleeping, and, wherever he unexpectedly appeared, he was trailed by his diminutive shadow. Railroad men, who tipped one another off as to the location of the "brass," signalled the presence of Mr. Brock by measuring a hand over their heads to indicate his height, and dropping it to their shoulders to indicate George.

Full of droll humor, he would sometimes jibe at his huskier companions who shivered on a motor car, and when they arrived at a warm station, remove his coat and peel off layers of newspapers from under his clothing which had been a buffer to the wind.

When George and his boss were promoted to a business car of their own, George doubled as cook and secretary. Feeling that the proper dinner for such splendor must be steak, George often served it, accompanied by potatoes which he mashed with a Coca-Cola bottle. One day Mr. Brock passed through the kitchen to find George busy with the inevitable mashed potatoes, but he had broken his masher and was carefully retrieving the pieces. When the potatoes were served, Mr. Brock cautioned everyone to eat plenty of bread.

In recent years George has been in the General Offices in Mobile, and has satisfied his itching foot by an occasional trip on the line — and a ride on his motorcycle.

Besides the new easy chair, George was presented on his retirement with a purse and a card bearing the good wishes of numerous friends and associates.

GM&O FARM FAMILIES reunited together in August at Lake Bloomington, Illinois. While there, they accepted the invitation of NOGN Director and President Eugene Funk, Jr. of Funk Bros. Seed Co. to visit Funk Bros. Research Acres. The families are shown at a plaque presented Funk Bros. in recognition of the company's outstanding research. Below, holding child, is Mr. Funk.
Louisville Shops Modernize Diesel Units:
They Come Out "Like New"

Master Mechanic J. T. McIntosh has been around the Louisville, Mississippi shops most of the time since 1924, but during the entire time, he says, the shops haven't undertaken a job more interesting than the one in which they are now engaged. "We're in the middle of modernizing diesel units, and when they leave here, you can't tell them from those just leaving the Alco factory."

McIntosh points out that the units are not only having each part reworked or replaced by new ones, but also they are having built into them the improvements which have been developed since their purchase.

In addition to the Louisville shops, the shops at Iselin, Tennessee and Tuscaloosa, Alabama are engaged in the work.

Modernizing an engine is interesting work, says Mr. McIntosh. "An engine is much like a person. You can tell what sort of life it has been leading by how soon it starts wearing out."
NEWS AT A GLANCE

GM&O TO SERVE NEW NAVY JET AIR BASE

Ground has been broken for the Navy's new jet aircraft training base 12 miles north of Meridian, Mississippi. It will be served by GM&O, and temporary tracks are presently being constructed for suppliers of materials for culverts, etc. The Navy hopes to be operating on part of the new base by July 1959, with station fully commissioned by early 1960.

ICC ANNOUNCES RESULTS OF SECOND 1957 ROADCHECK

The Interstate Commerce Commission recently completed its second 1957 nationwide safety roadcheck. ... reported that of 12,237 vehicles inspected, 88.2 percent had one or more defects or deficiencies, and 2,273, or 18.6 percent, were so imminently hazardous that they were marked "out of service." Principal violation found was in braking system with a total of 7,150 defects.

GM&O HAS WELL BALANCED TRAFFIC PATTERN

Gulf, Mobile and Ohio has an unusually well balanced traffic pattern with the flow evenly balanced in each direction. ... also significant is that no single commodity accounts for as much as 5% of gross revenues (last year). Of our gross revenue from freight last year, 58.7% was originated. ... 55.8% terminated, and 16.7% was in the nature of overhead or bridge traffic.

HIGH WAGE LEVEL FOR RAILWAY EMPLOYEES

The wage level for American railroad labor in 1956, based on average straight time hourly earnings, was nearly three times what it was in 1940. Straight time hourly earnings in 1940 amounted to 77.5 cents, and in 1956 had risen to 224.9 cents. The average annual compensation in 1956 was $5,107 as compared to $1,913 in 1940.

TRIUMPHANT RIVERMEN WANT STILL MORE AID

Crowned the Waterways Journal: "The waterways program has been championed by able advocates, whose testimony has impressed Congress and helped overcome the concerted economy movement which has characterized this session."

So pleased are the rivermen with the size of their pork barrel ($1 1/2 billion in this session of Congress alone), that they're now talking about complete renewal of at least part of the multi-billion dollar rivers and canals system. Not satisfied with the profits they've reaped from the taxpayer-built and maintained Ohio River system, for instance, rivermen now claim the entire system is obsolete and must have still more federal funds poured into it. — Western Railways News
Conductor Describes Trip In First Pullman

Ninety-eight years ago this month, the first Pullman car made its initial trip from Bloomington to Chicago over the St. Louis, Alton and Chicago Railroad (GM&O antecedent company.) The car had been built in this railroad's shops from two day coaches (one sixth of the company's passenger cars) which the railroad had turned over to youthful inventor George Pullman for construction into a sleeping car.

How the novel new car appeared to its conductor as it made its first trip is given in his own words by Pullman Conductor J. L. Barnes, and quoted in Joseph Husband's "The Story of the Pullman Car." Mr. Barnes said:

The first Pullman car was a primitive thing. Besides being lighted with candles it was heated by a stove at each end of the car. There were no carpets on the floor, and the interior of the car was arranged in this way: There were four upper and four lower berths. The backs of the seats were hinged and to make up the lower berth the porter merely dropped the back of the seat until it was level with the seat itself. Upon this he placed a mattress and blanket. There were no sheets.

Stored Mattress in One Section

The upper berth was suspended from the ceiling of the car by ropes and pulleys attached to each of the four corners of the berth. The upper berths were constructed with iron rods running from the floor of the car to the roof, and during the day the berth was pulled up until it hugged the ceiling, there being a catch which held it up. At night it was suspended about half-way between the ceiling of the car and the floor. We used curtains in front and between all the berths. In the daytime one of the sections was used to store all the mattresses in.

The car had a very low deck and was quite short. It had four wheel trucks and with the exception of the springs under it was similar to the freight car of today. The coupler was "link and pin," we had no automatic brakes or couplers in those days.

There was a very small toilet room in each end, only large enough for one person at a time. The wash basin was made of tin. The water for the wash basin came from the drinking can which had a faucet so that people could get a drink.

Compelled Passengers to Remove Boots

I made my first trip between Bloomington, Illinois, and Chicago . . . . I was twenty-two years old at the time. I wore no uniform and was attired in citizen's clothes. I wore a badge, that was all. One of my passengers was George M. Pullman, inventor of the sleeping car . . . . All the passengers were from Bloomington and there were no women on the car that night. The people of Bloomington, little reckoning that history was being made in their midst, did not come down to the station to see the Pullman car's first trip. There was no crowd, and the car, lighted by candles, moved away in solitary grandeur, if such it might be called . . . . I remember on the first night I had to compel the passengers to take their boots off before they got into the berths. They wanted to keep them on — seemed afraid to take them off.

The first month business was very poor. People had been in the habit of sitting up all night in the straight back seats and they did not think much of trying to sleep while traveling . . . . After I had made a few trips it was decided it did not pay to employ a Pullman conductor, and the car was placed in charge of the passenger conductor of the train which carried the sleeping car, and I was out of a job.

Paint Gang

The paint gang at Quitman, Miss., had just finished cleaning and painting the bridge over the Chickasawhay River when this picture was snapped. Gang consists of, left to right, L. M. Dunn, V. B. Walker, Foreman J. F. Garrett, E. W. Dew, Floyd Welford, R. O. Thomas.

Prettiest Freight Solicitor

The title of GM&O's "prettiest freight solicitor" goes uncontested to Miss Carolyn Lawley, daughter of Engineer C. H. Lawley of Tuscaloosa, Miss. Lawley, on a recent trip to Sikeston, Missouri, visited a prominent milling company there and put in a good word for her favorite railroad. It's not surprising that the Milling Co. officials agreed to watch out for the GM&O in the future.

RETIREMENTS

Section Laborer Albert J. Burck, Lexington, Illinois, who had been an employee of the Maintenance of Way Department since April 25, 1927, retired on August 30, 1957.

Engineer T. H. McCage, Louisville, Mississippi, retired on August 6, 1957. Mr. McCage entered service as a fireman on June 6, 1923 and was promoted to engineer on January 17, 1943.

Section Laborer Clinton E. Brown, South Standard City, Illinois, who entered service on August 1, 1928, retired on August 30, 1957.
Helping Hands

Friends along the right of way have earned the appreciation of the company in numerous cases within recent weeks.

At Blue Springs, Missouri, Mr. William Rumbo was driving his automobile along the highway when he noticed a hot box on G&M&O Train 97. He drove to Blue Springs and gave the signal to the crew so that the car could be set out.

Mr. Jack Owen, Wheeler, Mississippi, called the operator at Tupelo, Mississippi, to report a hot box on the west side of Train 30 as it passed Wheeler.

When Mr. A. E. Page, Madison, Illinois, found a broken rail in G&M&O track near Bridge Junction, he called Venice Yard and reported his defect. Mr. Page is a car inspector for the Nickel Plate.

Mr. Ralph Keith of Alto Pass, Illinois, observed a hot box on Train 28 as it passed, and notified the crew of the trouble.

At Booneville, Mississippi, Mr. M. M. Cole discovered a hot box in Train 31 and notified the conductor.

Operator R. L. Soule of the Wahash Railroad at Clark, Missouri, discovered a hot box on G&M&O Train 91 as it was passing through Clark. He notified the crew so that the car could be set out.

Mr. Billie Boler, Jellow Pine, Alabama, was watching No. 31 pass Yellow Pine when he detected a hot box. He signalled the crew so that the car could be set out.

City Policemen A. Smith and V. Bayer, Dwight, Illinois, noticed sparks flying from G&M&O Train 92 and signalled the crew on rear end of train. Upon inspection, it was found that a brake beam was down on a car of the train.

Mr. J. H. Quinn, Lemont, Illinois, was watching No. 33 pass his home when he discovered that it had a hot box. He immediately called G&M&O South Joliet tower so that the crew could be notified.

Mr. John F. Clemmons, Kenton, Tennessee, who in October notified the crew of a G&M&O train that it had brakes sticking, discovered a hot box in Train 32 on August 18 and signalled the crew so that the car could be set out.

On The Job At Louisville Shops

Machinist C. O. Cullens inspects bearing cap in connection with diesel modernization program in progress at Louisville.

GT Safety Awards

Each month Gulf Transport Company takes pleasure in issuing safe-driving awards to its Bus and Truck Operators completing their safe-driving year during the month.

The following operators received awards earned in the month of July, 1957:

Bus Operators
- O. J. Fehr, 1 year award
- W. M. Howard, 10 year award
- L. W. Kemp, 12 year award

Truck Operators
- H. D. Barton, 1 year award
- A. L. Lewis, 17 year award
- S. R. Powell, 12 year award

During the month of August, awards were presented to:
- Woodrow Cox, 11 year award
- Wib Haberman, 10 year award
- D. N. Hall, 3 year award
- L. M. Horne, 4 year award

Home From Japan

GM&O Road Foreman of Engines, Robert Jefferies and Mrs. Jefferies of Jackson, Tenn., had an unforgettable August. Home from Japan after two years and visiting them for most of the month was the family of their daughter, Mrs. Page Dougan, shown with Major Dougan, Jane and Bob. The Dougans arrived home by plane from Tokyo after two years in the Orient with the Air Force.
Commendations

On August 26, insulation boards loaded on a GM&O car caught fire, apparently from spontaneous combustion. The fire was put out by the city fire department of Bloomington; however, during the night this car again caught fire several times. Each time it occurred, Switchman W. B. Whalen, Bloomington, extinguished it with a fire hose without assistance or instructions to do so.

For attention to duty and service of merit, the following men were commended during the month:

Conductor J. D. Amfahr, Slater, Mo.
Brakeman W. W. Wenzel, Slater, Mo.
Brakeman R. J. Moore, Slater, Mo.
Section Laborer Roger Ruffin, Lena, Miss.
Conductor M. R. Stubblefield, Slater, Mo.
Brakeman W. H. Murray, Meridian, Miss.
Agent A. P. Hewell, Shubuta, Miss.
Brakeman W. E. Eaves, Meridian, Miss.
Engineer R. L. Harry, Meridian, Miss.
Section Laborer John Avery, Buckingham, Miss.
Brakeman J. A. Horne, Meridian, Miss.
Agent W. B. Boardman, State Line, Miss.
Brakeman H. A. Chancellor, Meridian, Miss.
Brakeman W. H. Hall, Slater, Mo.
Conductor E. C. Metz, Slater, Mo.
Bridge Tender C. W. Dillinder, Louisiana, Mo.
Brakeman T. M. Gilliam, Slater, Mo.
Brakeman W. H. Bales, Slater, Mo.
Brakeman U. Wilhite, Slater, Mo.
Brakeman T. L. Peel, Slater, Mo.
Operator J. A. Marland, Dwight, Ill.
Operator R. K. Smith, Atlanta, Ill.
Conductor V. McCracken, Slater, Mo.
Section Laborer Ivory R. Powell, Trenton, Tenn.
Conductor W. F. Thomas, Mexico, Mo.
Conductor A. Ramsey, Slater, Mo.
Section Foreman J. C. Oxiner, Lena, Miss.
Brakeman W. C. Thompson, Slater, Mo.
Telegrapher O. G. Madden, Louisiana, Mo.
Brakeman W. H. Haley, Sr., Slater, Mo.

Fireman W. W. Austin, Slater, Missouri, noticed smoke coming from traction motor on engine 807-A and notified the engineer, who found that traction motor was burned out.

When Extra 1900 was switching a car of poles at Union, Mississippi due to a hot box on the car, the crew discovered fire had broken out in the poles. They promptly took the car to a fire hydrant and obtained a hose and extinguished the fire. The men commended for this action were Conductor M. C. Gage, Engineer J. T. Metcalf, Fireman W. S. Kinard, Brakeman W. L. Burrag, Brakeman B. K. Martin and Brakeman C. R. Isbcan.

After the fire from a car of burned poles at Ludlow, Mississippi had buckled the rails, causing the car to derail, Fireman J. C. Webb, Laurel, Mississippi, assisted in re-railing the car, earning a commendation from Supt. Walter Henley.

Yard Engineer C. F. Hicks, Roodhouse, Illinois, discovered a broken rail and notified the proper authorities so that the defect could be corrected.

Engineer F. A. Henley, Bogalusa, Louisiana, was engineer on Extra 748 when he discovered several angle bars on the rail ahead of his train. Engineer Henley due to his alertness, was successful in bringing his train to a stop without striking them.

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OUR FREIGHT BUSINESS
Revenue Car Loads Billed And Received On GM&O

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Comparison of the first 8 months of the years

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