A Christmas Message

From President and Mrs. I. B. Tigrett

In our terraced garden
We found a red, red rose,
A messenger of loveliness
Upon the brink of snows.

A crimson velvet memory
Of friendships, O so fair,
It cast its lovely fragrance
Upon the frosty air.

As we plucked this red, red rose,
We caught a Christmas message true.
Sweet and fragrant as the bud,
Right from our hearts to you.

New Orleans Man Named To GM&O’s Board;
Common Dividend Voted

A. B. Paterson, president of the New Orleans Public Service, Inc., has been named a director of The Gulf, Mobile and Ohio Railroad. Selection of the New Orleans executive and civic leader to our 15-man railway board was made in St. Louis on December 8 when the directorate met in quarterly session.

At the same time the board declared a 50-cent per share dividend on common stock payable on January 10, 1950, to holders of record on December 21, 1949. A similar common stock dividend was paid last year.

The payment of the present common stock dividend necessitated the payment to New Orleans Great Northern Railway,

Trains Replace Reindeer as Santa Visits GM&O Towns

Forsaking the traditional reindeer and choosing instead shiny GM&O streamlineders, Santa Claus visited two GM&O towns last month to mark the beginning of the Christmas season.

First trip was to New Orleans on November 12. Under the sponsorship of D. H. Holmes department store, Santa arrived on the Rebel following stops at Bogalusa, Slidell, Monticello, West Columbia and other towns along his route. Upon his arrival in the Crescent City, the jolly old gentleman was greeted by thousands of eager youngsters and their parents. Following a parade down historic Canal Street, he proceeded to Holmes.

The second trip was to Bloomington, where he arrived on a special coach to greet the youngsters of that community. Riding on a special mechanized sleigh, he joined four local bands and numerous floats for the parade through the city.

A. B. PATERSON

a part of the GM&O System, of additional rental which enables that company to declare payable on March 30, 1950, 1% interest on its outstanding income debentures along with 1% heretofore declared payable on that date.

Bank Board Chairman, Too

The new GM&O director is also chairman of the board of the Hibernia National Bank and a member of the board of directors of the following: Mid-South (Continued on Page 2)
COMOTIVE GRAVEYARD

GM&O puts all its steam engines to the torch, then first major U.S. railroad to dieselize 100%

succeeding this fall toward a milestone. The Gulf, Mobile and Ohio, through the Weston from Mobile to Chicago, became the first big railroad to complete its switch from steam to Diesel motive power. For the program GM&O has spent $1,250,000 to buy new Diesel engines, and $1,750,000 to buy new Diesels, totaling $3,250,000. This is more than the cost of the entire steam locomotive fleet of the GM&O.

The program is expected to save GM&O approximately $1,000,000 per year in fuel and labor costs. The new Diesels have been designed to run on 50% less fuel than the old steam engines, and the Diesels will be more efficient than the old steam engines. The new Diesels will be able to run on a single fuel, while the old steam engines required three different fuels. The new Diesels will be more powerful than the old steam engines, and the new Diesels will be more reliable than the old steam engines.

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A. B. Paterson Named
(Continued From Page 1)

Utilities, Inc.; International House; New Orleans Airport Authority; Audubon Park and Tulane University.

He is a past president of the New Orleans Chapter of American Red Cross; Association of Commerce; United Community and War Chest; and the State Board of Commerce and Industry. He is a member of the American Society of Electrical Engineers, the American Association of Mechanical Engineers, the Louisiana Engineering Society, the Boston Club, the New Orleans Country Club, and the Louisiana Club and was Rex, King of the Carnival in 1937.

Gulf, Mobile and Ohio has been operating into New Orleans since 1930 when it acquired the New Orleans Great Northern Railroad Company to link with its line at Jackson, Mississippi. A. C. Waters of New Orleans, is a member of the board of directors of the New Orleans Great Northern Railway, which still maintains its identity under GM&O lease.

Life Magazine devoted two full pages of its December 5th issue to chronicling the significance of GM&O's switch from steam to Diesel motive power. The first page of the article is reproduced above and "By Permission From Life December 5, Copyright Time, Inc. 1949."

An expert team of Life staffers worked on the story. Assistant Editor Herbert Brean (Transportation Department) of the New York office, scheduled the article for possible production and a writer and a photographer were assigned from the Chicago office. Working together Writer John Bryson and Photographer Francis Miller spent almost an entire week on the Railroad, traveling all the way from Chicago to Mobile to get the necessary material for their story. GM&O personnel all the way down the Line, co-operated to the fullest extent.

Back in New York Marcia Legere of the Research Staff, and Editor Brean, put the story in package form for the approximately five and one-half million Life readers.

At the right: Superintendent Spencer of Meridian, tries to translate light exposure "lingo" into railroad language as John Bryson and Francis Miller compare technical information before shooting the demolition of the water tank at left.
WHY THE CHANGE TO DIESELS ON THE GM&O

Engineer J. A. Woods of Tuscaloosa climbed down the steps of his big steam engine at Columbus one morning recently and bag in hand, boarded the new Diesel locomotive on the adjoining track. Thus, without ceremony, did our Railroad retire its last regular scheduled steam engine from service and become America's first major trunk line railroad to achieve complete Dieselization.

The passing of steam in its entirety becomes epochal in rail transportation; for with retirement of the last smoke-puffing engine on the GM&O, will also go many of the old facilities associated with the industry since its inception. For instance, there will be little need for the picturesque barrel-shaped water tank from which the "tank town" had its derivation. Diesels take water through boxes much as an automobile fills its radiator and water stops are hundreds of miles apart in contrast to a drink for the "steamers" on an average of every fifty miles. Coal chutes, the old type round-house, cinder pits and many other familiar railroad sights will pass from the picture.

Why The Change To Diesels?

Diesels are far more economical and efficient than steam locomotives, that is why a majority of American roads are gradually converting their power. The switch is comparable to the change from the horse and buggy day to the automobile era. Diesels can pull heavier loads and require less helper service. They can make longer runs without water, fuel and service stops. They are faster over the road and are on the job longer without repairs. Track wear is less from Diesels because the power is smooth and fuel oil is much cheaper than coal. With Diesels, costs can be kept down, competition met and in the final analysis, more steady jobs created for more employees by attracting new business.

Our Railroad A Natural For Dieselization

Because GM&O has grown from the merging of some six railroads, three of them bankrupt ones, and the power resulted has been of various types, conditions and ages; Dieselization to a standard type is particularly attractive. The actual start of our Dieselization program was in 1935 when we bought the Rebels and on the Alton segment of the line a Diesel was purchased to pull the Abraham Lincoln. The Rebel was the second Diesel in America, being placed in service just behind the Burlington Zephyr. The Abraham Lincoln Diesel was the first Diesel ever built that could be coupled and uncoupled into all types of rolling stock. GM&O now has 235 Diesel units which replace 350 steam locomotives. Among these Diesels is the one which pulled the Freedom Train. Following the trip it was purchased by GM&O; now runs between St. Louis and Mobile.

Reclamation Plant At Jackson

The remainder of steam locomotives have been scrapped or are being scrapped as rapidly as possible at the Company's reclamation plant at Jackson, Tennessee. Vice-President H. E. Warren (Purchases and Stores) has determined that the old engines are worth more when sold as scrap than as used equipment on domestic and foreign transportation markets. Also, scrapping by the Company provides jobs for GM&O men. A steam engine which took 73,000 man hours to construct can be dismantled by two men in five days. The men with the torches cut them into 34 different scrap classifications. For instance, boiler flues are carefully removed because they bring more money as irrigation pipe than they would as junk. Such a practice is followed in all cutting.

Diesel Instruction Car

Most GM&O employees are familiar with the Diesel instruction car. Vice-President and General Manager G. P. Brock developed this car with the assistance of one of the manufacturers so that engineers, firemen and mechanical maintainers could familiarize themselves with the new engines faster and more thoroughly.

The car has mock-up motors and complete controls, just as they are on a Diesel locomotive. When the controls are operated a model train performs on a tread-mill in front of the engineer. In another part of the car cut-away motors with glass windows show just what happens when such and so is done. Two instructors travel with the car to all points on the railroad where Diesel personnel is concentrated.

Industries For Shop Facilities

At Bloomington, The Alton had a large shop concentration because Bloomington was strategically located for its particular operation. With the merger and with the advent of Dieselization certain of these shop buildings have become unnecessary for economical operation. A Diesel service shop has been erected in one of the smaller buildings and Vice-President T. T. Martin has located a cellulose industry in one of the other big structures.

Mr. Martin's Department has been active in seeking industries for this property and for other similar locations on our Railroad. An aluminum label plant occupies the old round house at Murphysboro. The old M&O shop grounds at Mobile, idle since 1940, now house a naval stores operation. At Jackson, Tennessee, while not actually on shop grounds, the Railroad has located The Swiss Aluminum Company, which will have a large labor need.

At Bloomington, Mr. Martin is still trying to find an industry for the big heavy-duty back shops, where major steam engine repairs were made. He has had numerous inquiries and is trying to find one that will utilize skilled mechanical

(Continued on Page 9)
GM&O Doctor Realizes Hospital
Ambition Of A Lifetime

To Booneville, Mississippi, December 1st was a day for celebration. It marked the opening and dedication of a new ultra-modern fifty-bed hospital, the first in the state to be built under the Hill-Burton bill, which provided for funds to be raised by national, state and local agencies.

For GM&O's Resident Physician, Dr. W. H. Anderson, it was a big day, too. In the dedication of the new hospital he saw the fulfillment of 25 years of unselfish work to secure a better way of life for his people.

Not long out of medical school where he got his education between jobs to earn tuition money, he early diagnosed that the ills of his rural patients were attributable primarily to poverty and ignorance. He determined that the practice of medicine was more than the treatment of physical ills. He knew that poor living conditions affected efficiency and poverty and that poor education fostered selfishness, prejudice and base attitudes.

In one-room cabins he found costly medicines purported to cure all types of ills, real and imaginary, while the larder was bare of even the necessary foods of balanced diet.

To correct this, Dr. Anderson was instrumental in bringing one of the first County Agricultural Agents to northeast Mississippi. Together they preached home gardening for health-giving foods and crop rotation for higher farm income. To encourage milk herds he induced one of the big dairy products manufacturers to put a process plant in his town. He wanted better schools, electricity to lighten labors, better roads to efface isolation. The nearest charity hospital was 200 miles away in Meridian.

With the county newspaper which he acquired when no one else wanted it, he drummed away for these things and he spread his gospel by word or mouth through the use of guest speakers from selfishness, prejudice and base attitudes. The other parts of the state.

Today Booneville is a thriving city. It is industrially and agriculturally sound. Its people are prosperous and energetic. It has its own junior college and now, on December 1st, it saw the dedication of its new hospital, on land which Wick Anderson had started acquiring piecemeal for that purpose some fifteen years ago.

Railroads in 1948 moved 64.2 per cent of the commercial inter-city freight traffic of this country; inland waterways, including the Great Lakes, 15.3 per cent; pipelines, 11.8 per cent; and for-hire and private trucks on the highways, 8.7 per cent.
GM&O-Sponsored "Happier Living" Contest
For Negro 4-H Girls Completes First Year

Being a good citizen and an active participant in the community life of its territory is one of the primary duties of our railroad. One of the latest projects sponsored by the GM&O completing its cycle of work is the Happier Living Contest for Negro 4-H Club Girls in Mississippi.

Conducted by the Mississippi Extension Service under the sponsorship of the railroad the contest had as its aims:

1. To improve family living and create a greater love for home by making it more attractive and convenient.
2. To promote interest and further educational advantages for Negro girls.
3. To create a personal responsibility and an improved community citizenship.

There were 933 entrants throughout the state and prizes totaling $1,000 in scholarships and awards to further club work were presented. The grand state prize was won by Clotilde Simmons, an eighth grade student of Chatawka. The Railroad work is under the direction of Agricultural and Forestry Director S. A. Robert who co-operates with officials of the State Extension Service at Starkville.

Hard Work And Ingenuity
Make "Happier Living Home"
Winner Clotilde Simmons Outlines Work Which Won Her Statewide Prize

I am a member of a large farm family in the Mill community with nine children.

When I enrolled in the "Happier Living Contest" all of my family promised to help me, and they did. My father, large brother, older sister, my mother and the younger children set out to help buy or make the many things we have wanted and needed to make our home comfortable and beautiful.

The walls and floors were unpainted. We needed an ice box, mattress for my bed. Also a good bed, springs and mattress for my brother, blinds, curtains, rugs and finally we bought a new suite of furniture, and lots of other things. I painted the rooms inside, white washed the dairy, white washed the trees, planted flowers, cleaned the yards and all around the house.

I made a spread and curtains for my room. My brother made me a study table from our old sewing machine.

Earned Money for Improvements

Now about the cash to buy so much. We put all the cash from my poultry, all the meat profit from the dairy and my father and brother bail logs and bought the other things. There was not much cash from crops but we sell milk and calves and make good profit. All of us can milk well and we all do that. We had to buy a cooler to be able to put first class milk on the market.

We have added an electric heater also.

The county-wide "Dairy Day" was held at our home after we made the dairy and yard so attractive. There were 93 people present. Crowds of other people and 4-H children have come to see my project.

We all like the things we have added and needed so long. We will work on next year and make our kitchen modern and convenient.

My poultry project helped me a lot. I raised 450 chicks. We used 150 for home use, sold 200 fryers and have more than 100 on the yard now. We set a few hens for eggs.

I have sold five fat calves and put that on my project. I also help a neighbor week-ends and average $20 per month there with her and her boarders. All I make will go to my home until it reaches my satisfaction.

We are happy and promise to continue for years to come.

GM&O Stockholder Asks "How Can We Cooperate?"

Upon reading the article in the November NEWS, "Union Official Urges Co-operation to Defend Free Enterprise System," two GM&O stockholders wrote the following letter:

We, too, are for free enterprise.

We worked very hard all our lives to save a few dollars for our old days. What can we do to cooperate? To us it seems there is no hope.

We have a Holy Bible in our home, symbol of our right to worship as we wish.

Men have died to leave us those freedoms.

Albert A. Ceschinino and Marie Ceschinino.
New York, N. Y.

"Something For Nothing"

We have one good reason why we've never scolded the railroad too much for discontinuing the two passenger trains through here. Although we hate to see them stopped we have a guilty conscience about insisting that they remain. The reason for it is that we've never ridden the train. Whenever we wanted to go to Kansas City or anywhere else we jumped in our car and if it wasn't working we got on the bus which goes by every two hours or so. We weren't helping support the train and don't feel like we can ask something for nothing.

—Odessa (Mo.) Odessan.

Murphysboro Independent Lauds Gulf Transport Bus Operator

Bus Operator Harry Shea was praised by the Murphysboro Independent recently in connection with his courtesy to a blind passenger who was traveling with his "seeing eye" dog.

The article, which explained that the dog and his master were on route to Atlanta, Ga., stated:

"The courteous bus driver helped the man and dog avoid the crowd and confusion at the unloading area. The dog seemed to understand ... as if he could see that though it was his job to guide and protect his master, the bus driver was also interested in the man's welfare in the hustle and bustle of the station."

Congratulations to Operator Shea for again demonstrating the courtesy and service that have made the GM&O and Gulf Transport famous.
Teamwork Makes "Special" Click
And Pleases St. Louis Customer

Mr. R. A. Pearce,
Passenger Traffic Manager

It was our good fortune to select the GM&O Railroad, for the movement by Special Train, of our large delegation to the Annual National Convention of the National Association of Real Estate Boards which was held in Chicago, commencing November 18.

It was our further good fortune to have one of the General Agents of your Department, Mr. Charles S. Bluestone, in charge of all arrangements for the going and return trip. Mr. Bluestone possesses the patience of a Saint. His many years of experience with the public; his willingness to extend himself to have a satisfied customer; and his courteous, general demeanour, builds good will and friends for your company, which I am sure you regard as priceless.

To you, and through you to Mr. Bluestone, I desire to convey the gratitude of every person in our delegation, for the many little things and favors which contribute so much to the success of a trip such as we recently made.

For our Special Train on the going trip, the uniform equipment of four streamlined deluxe car cars and the two diners, was excellent. The conductor and his assistant were most courteous and accommodating.

The two dining car stewards, Messrs. B. L. Blackledge and B. Witty, as well as their corps of waiters, contributed materially to the enjoyment of the fine luncheon which got our folks off on the right foot when the Special Train pulled out of St. Louis Union Station.

The engine crew handled the Special Train expertly and arrived Chicago Union Station on schedule.

Then for the homeward movement on Tuesday, November 22, three deluxe streamlined chair cars and one diner were attached to the regular train for the exclusive use of our people. Here again, Charlie Bluestone was on the job in advance, and while tired and weary from almost five strenuous days in Chicago, everyone in our party enjoyed the train ride home.

The special dining car was in charge of Steward Robert Keefe, who together with his corps of waiters, added to the enjoyment of a delectable dinner.

The train arrived at St. Louis Union Station as per schedule, with a happy group of St. Louis realtors and ladies singing the praises of the GM&O, Charlie Bluestone and others of its employees who did a masterful job from the beginning to the end.

Should occasion again arise whereby the services of your railroad may be used by our people, you are assured that it affords them a source of real pleasure and satisfaction in doing so.

Cordially yours,
(signed) Clarence C. Lang
Executive Secretary
St. Louis Real Estate Board

There is an average of one mile of railroad track for every 7.8 square miles of land in this country.

Weather Rouses Engineer
To Care For Locomotive

Many men became devoted to their horses in the days before the automobile, and often stayed awake all night caring for them, but the GM&O boasts of one engineer who became so devoted to his locomotive that he spent the greater part of the night caring for it.

The engineer, M. M. Harper, Tupelo, awakened one night when the temperature had dropped below freezing. At 1 a.m., he became worried about his locomotive, for he had heard that the temperature was to drop to 25 degrees. Unable to sleep, Mr. Harper dressed and went to the yard, where he started the engine and let it idle to prevent damage from the cold weather.

At 4 a.m., a machinist from Okolona arrived to idle the engine—"I just couldn’t sleep for fear she’d freeze up," Mr. Harper said.

For his action, the Tupelo engineer has been highly commended by Superintendent Forelines.

For carrying 6 per cent of the intercity first class mail, airlines in 1948 received $41,000,000, while the railroads received only $26,000,000 for carrying the other 94 per cent.

Dr. and Mrs. A. E. Vitt of the staff of the Missouri Pacific Hospital were passengers aboard our Rebel recently and are shown here with their family as the train departed from Moble. The St. Louis physician and his family spent several days here. Shown with Dr. and Mrs. Vitt are their four sons and a daughter: Jim, John, Alvin, Donald and Mary Alice.
West Point Passenger Compliments GM&O Crews

Dear Sir:

When I rode on the Rebel from Artesia, Mississippi to Brent, Alabama about two weeks ago I procured a little booklet in which I found the name of the main offices of the Gulf, Mobile and Ohio Railroad. Recently my husband pointed out to me an article in the Rotarian Magazine, "Don't Be A Miner With Your Compliments," It inspired me to express my appreciation more freely.

I have never found a cosier place than the Rebel in winter and summer, and the attendants all the way from the time I got on in West Point until I had changed trains at Artesia were the nicest people with whom I have ever come in contact.

Mr. Robert, I believe, was the conductor on the train from West Point to Artesia and on the other train Mr. Crowder, Mr. Dantzler, Mr. O'Gwynne and Frank Wooten, the chef, were so hospitable to me and our four children on one trip and to me when I recently made the trip alone. I told friends in Alabama I felt as if I were in a fine old Southern home.

Wooten's scrambled eggs and coffee are "out of this world," and when I told him so he went into detail explaining just how he prepared them.

It was a little cool in the car when I got on in the early morning at Artesia and Mr. Crowder kindly offered me the use of his overcoat. I never heard of such thoughtfulness!

My recent trip was to Marion, Alabama where I was guest speaker at a woman's club. On the return trip I happened to observe one man sitting ahead of me--a very pleasant and nice appearing man--that I had never met with such efficient and courteous service, and to my surprise I found that he was a railroad official, a Mr. Ellis. I found his manners in keeping with the rest of the force on the GM&O.

So now, I've passed on to you my appreciation for the wonderful service you render at a very reasonable cost. I have told my family that if we ever get out of the low-income bracket I'm going to take my vacation by riding the Rebel from Artesia to Montgomery and back. It is the most wonderful opportunity for reading and studying I can imagine.

Yours sincerely,
Mrs. Enoch Miller
West Point, Miss.

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The New Orleans Rebel, shown on the overpass at Gentilly Highway in the Crescent City, was featured on the cover of "Transit Service," published by New Orleans Public Service, Inc.

Railroad Hour Discusses Highway Load Limits

The following message was introduced on the railroads' 50th birthday program which presented the musical show, "THE GREAT WALTZ," and was broadcast on November 7, 1949:

"When Horatio Allen drove the first locomotive to make a trip in America in 1829, the engine was too heavy for the track on which it ran. From the lesson of that day, and from much experience since, the railroads have learned that they cannot afford to overload their tracks and bridges. That's why the railroads apply the very best engineering research and skill to determining the loads and the speed at which they can be carried without risk or damage to tracks and bridges--and then the railroads see that nothing heavier is run over them. And if it is necessary to run heavier cars and engines over any stretch of track, then the railroads protect tracks and bridges by issuing, and enforcing, slow orders.

In the same way, skilful highway engineers have calculated the strength which can economically be built into highway pavements and bridges. In its report, the United States Public Roads Administration says that—and I quote—"The lessons of experience have brought highway officials almost unanimously to the conviction that the axle load limit of 18,000 pounds presently fixed by law in 34 states should not be exceeded but rather should be more rigidly enforced as a prudent measure of existing road preservation.""

Highway engineers have learned by experience the same thing which the engineering staffs of the railroads learned—that roads and bridges must be protected from overweight, and from the added impact due to excessive speed of heavy vehicles. Failure to protect them means damage, and even destruction. And that means added costs—costs to be borne by the taxpayers and the motorists who, in the long run, must pay the bills.

Gulf State Magazine Features Article By GM&O Official

Vice President (Industrial) T. T. Martin is the author of the lead article in the current Greater Gulf State Magazine, published by the Mobile Chamber of Commerce. Writing on "Industrial Progress in the Greater Gulf State," Mr. Martin outlined the development of industry in that area.

The Greater Gulf State is the designation used to include all the territory in the Mobile trade area, and the magazine is published annually to better acquaint the public with the factors influencing the development of this area.
Along the Line.

Chicago, Ill.—The News extends its sympathies to T. G. Seese, manager, Mail & Baggage Department, on the recent loss of his father.

Mobile, Ala.—Mr. and Mrs. P. C. Sprinkle became the parents of a girl, Viki Linda, on August 16. The father is employed in the Station Accounting Department.

Brent, Ala.—Mary Dorothy Rockwell, daughter of Agent V. A. Rockwell, was named district winner in a recent contest sponsored by a leading soap company. She received a wrist watch as her prize.

Meridian, Miss.—John Farrell, son of Division Freight Traffic Manager Leslie Farrell, recently completed his carrier landings with the Naval Air Force and has been transferred to Corpus Christi, Texas, where he will complete his training.

Mobile, Ala.—Mr. and Mrs. Robert W. Ellis are the parents of a boy, Robert, Jr., born November 26. Mr. Ellis is a Material Clerk in the Disbursements Department.

Carrollton, Ill.—Miss Madelyn Gaither became the bride of Phil H. Pohlman on November 23. Miss Gaither is GM&O agent in that city.

Mobile, Ala.—Miss Janet Lowery became the bride of T. M. Gilder on November 18. Mr. Gilder is a material clerk in the Disbursements Department.

Mobile, Ala.—Friends of J. H. Symonds extend their sympathies on the death of his wife who passed away November 19. Mr. Symonds is employed in the Disbursements Department.

Chicago, Ill.—Marilyn Marlin, daughter of Assistant General Freight Agent L. A. Marlin, will take part in the joint glee clubs of Rosary College and the University of Notre Dame. Miss Marlin is a senior at Rosary college and president of the glee club.

When Master Car Builder R. D. Douglas goes on the Rebel to Jackson, Tenn. on business, Mrs. Douglas is happy to accompany him. Jackson was their home before they moved to Mobile.

Bloomington, Ill.—Miss Claire E. Watchinski and Mr. John J. Kopka were married November 12. Mr. Kopka is secretary to the assistant chief engineer.

Cab To Caboose Radio Prevents Near-Accident

The value of GM&O’s “cab-to-caboose” radio was demonstrated effectively this month when Section Foreman Dave Bert, Booth, Ala., noticed a dragging brake beam on a passing freight.

Mr. Bert, whose attention was attracted by the dragging beam, quickly signaled the conductor, who notified the engineer by radio to stop.

In complimenting Mr. Bert, Superintendent L. C. Spencer said, “This is another instance where section crews, in inspecting passing trains, have discovered trouble and notified the crew, and it is quite possible that in a few instances, this has prevented derailments.”

Eighty-seven per cent of the parlor and sleeping cars, about 97 per cent of the dining cars and 95 per cent of the club, lounge and observation cars on railroads of this country have air-conditioning equipment.
Retirements

Engine Hostler Frank K. Wolf, Chicago, Illinois, retired from service on November 1, 1949. Mr. Wolf had been in the employ of the GM&O since March 3, 1914. He is retiring due to poor health. Mr. Wolf has purchased a farm at Bristol, Indiana where he plans to enjoy life in the out-of-doors.

Conductor W. H. L. Flynn, Kansas City, Missouri, retired on November 10. Mr. Flynn entered the service as brakeman on September 15, 1907, and was promoted to conductor on September 2, 1913.

In commenting on his retirement, Supt. Connerly wrote: "Although we will miss you on the line, I am happy to learn that you are going to take a well earned rest."

Operator-Towerman C. J. Duback, Chenoa, Illinois, retired from the service on November 14, 1949. Mr. Duback is 70 years old and entered the service July 21, 1903.

Superintendent B. V. Bodie wrote Mr. Duback: "Your services have been of the best, and I am glad to know that you are now able to enjoy a well earned vacation and that means have been provided whereby such old and faithful employees as you have been, can spend the remaining years in contentment and happiness."

Switchman L. A. Clowers of Springfield, Illinois, retired from the Gulf, Mobile and Ohio effective December 1, 1949. Mr. Clowers was born on September 17, 1882 and entered the service as switchman at Springfield April 25, 1920.


Mr. Beatty was born November 5, 1884. He entered our service as brakeman on May 12, 1910 and was promoted to conductor on May 30, 1937. Supt. Forlines calls attention to his retirement in a letter commending Conductor Beatty's "outstanding service record."

Deceased

Conductor T. M. Holley, Tuscaloosa, Alabama, on November 27, 1949. Conductor Holley was employed by the GM&O as brakeman on April 1, 1917 and was promoted to conductor on July 27, 1936. He retired in January of this year.

Mr. Holley is survived by his wife, a daughter, Mrs. C. W. Hosier; and a son, Hilmon D. Holley. Employes of the GM&O Railroad in Tuscaloosa were among the honorary pallbearers at his funeral.

Conductor Fred E. Saunders, Bloomington, Illinois, on November 15, 1949. Mr. Saunders entered service as a brakeman on September 27, 1899. He was promoted to freight conductor on December 15, 1905 and to passenger conductor April 3, 1939. He retired from the service on September 15, 1947.

Mr. Saunders was 75 years old at the time of his death. He is survived by his wife, Mrs. F. E. Saunders, at Bloomington.

Fireman E. C. Coursey at Norman, Illinois, on November 15, 1949. Mr. Coursey entered the service on December 20, 1917 and retired from active service on September 13, 1946.

Mr. Coursey was born on May 27, 1914. He is survived by his wife.

Yard Engineer James Keefe, Alton, Illinois, on November 9, 1949. Mr. Keefe had been with the GM&O since July 18, 1903. He had retired from the service on September 13 of this year. He is survived by Mrs. Keefe.

Retired Brakeman Seward E. Thompson, at the Missouri Pacific Hospital in St. Louis on November 7, 1949. Mr. Thompson entered the service of the company on December 17, 1910, and retired on July 16, 1947.

He is survived by his wife and one son, George E. Thompson.

Agent F. W. Tobias at Odessa, Missouri, on December 3, 1949. Mr. Tobias entered the GM&O service on July 30, 1909 and retired on December 1, 1949.

GM&O Dieselize (Continued From Page 3)

labor. In several instances on the Line industries which were attractive to the Railroad from a tonnage standpoint have been side-tracked in favor of plants employing more labor and of a type formerly used by the Company. There has been an inquiry from a fertilizer concern to use some of the old water tanks slated for destruction as storage facilities and as truck loaders.

Labor Savers Job Creators

Every labor saving device has usually proved itself to be a job creating device and as a result Americans are the most progressive and prosperous people in the world. Being able to do the job cheaper and better brings reduced prices and more business and ultimately more and steadier jobs.

GM&O is the first major railroad to achieve maximum benefits from Dieselize. It started its program early and has pursued it diligently. Working together we can all make our Railroad the best transportation agency in our territory.
Commendations

Engineer E. Harry and G. G. Schade, Jr., were commended by General Road Foreman of Engines J. N. Sanders for discovering a broken water hose connection and making temporary repairs without delaying the train. General Road Foreman Sanders commended their alertness and interest, followed by prompt action on their part.

Fireman H. B. Webb was commended on the recommendation of General Foreman C. W. Powers of Corinth, Mississippi, who brought to the attention of the superintendent Fireman Webb’s cooperative spirit. Mr. Webb assisted in making repairs to a slip wheel relay and other electrical trouble.

Brakeman J. T. Allred, Jackson, Tenn., was commended by Superintendent W. H. Forelines for attentiveness to duty in discovering a broken tread wheel, and setting the car out, thereby preventing trouble.

Superintendent B. V. Bodie commended Conductor M. L. Carmody of Roodhouse for alertness and prompt action in discovering a broken rail and immediately notifying the dispatcher.

Conductor P. L. Pointer and Flagman T. L. Eddy of Bloomington were commended for discovering a piece of broken rail and notifying the dispatcher in time for him to get in touch with a train close by, preventing trouble and delay.

Train Porters D. T. Strickland and George Patterson, Chicago, were commended by the superintendent for assisting in extinguishing a fire in a Diesel, preventing a long delay.

Conductor M. L. Carmody, Roodhouse, for discovering a broken rail and notifying the dispatcher for its repair.

Superintendent W. H. Forelines commended Brakeman J. W. Johnson for his watchfulness in observing a broken rail and calling the engineer’s attention to it so that it could be protected until a section crew was taken to it for its repair.

Pullman cars used on some of the trains operating between Chicago and the Pacific Coast make as many as from 72 to 90 round-trips a year, depending on the schedules and layovers.

A fifteen-car all-Pullman train operating between Chicago and the Pacific Coast is provided with about 12,000 gallons of water for the use of passengers and crew.

Gulf Transport Announces Five Safety Awards

Five Gulf Transport Bus and Truck Operators were presented safety awards last month, according to an announcement by Vice President J. 1. Gillikin.

Those receiving awards were: Bus Operator C. K. Bennett and Bus Operator E. I. McCullar, one-year awards; Truck Operator A. M. Maloch and G. L. Tyler, two-year awards, and Truck Operator T. C. Peterson, six-year award.

Memphis Editorial Praises Southern Research Work

GM&O sponsorship of research in the treating of crossties and timber for railroad use was stressed in a recent editorial in the Memphis Commercial Appeal which reviewed the operations of the Southern Research Institute.

This institute, which was organized five years ago, is dedicated to research to find new uses for southern products.

Call the Cops!

THERE'S A FREIGHT TRAIN COMING DOWN THE TURNPIKE

You’ll never see a freight train roll down a public highway. Too bad it couldn’t happen now and then...just as a striking reminder of how much we all depend on...and take for granted...railroad service.

We often forget that most of our food, fuel and other necessities are delivered to us by rail. When we stop to think about it...in peacetime or the emergency of war...the railroads are Mr. Transportation.

But, they don’t use our public highways. They use their own steel highways, their own stations, bridges and tunnels—built and maintained by their own money. The railroads pay their own way, in every way.

Yet, the railroads are forced to compete with other forms of transportation which use highways, airports and waterways, built and maintained largely by the people’s tax money—excluding taxes paid by the railroads!

This is neither fair to the railroads nor to you...because you pay twice for all subsidized transportation. First, you pay the direct charges, and you pay again in your share of taxes required to build and keep up the highways, airports and other public facilities used.

The railroads won’t favor. They do want fair play...competition on an even-stone basis. They are entitled to it and so are you. With open, “no-favorites” competition in the best American tradition, the railroads will serve you—and all the people—even better.

Fair Play for America’s Railroads

AMERICAN RAILWAY CAR INSTITUTE

Reprint of an advertisement which appeared recently in leading national magazines.