

OLD LOCOMOTIVE IS STILL ON JOB

Ancient Engine of Days of Crinoline and Stove-Pipe Hats Has History

Transferred many years since from a New York elevated railroad and its cosmopolitan environment, a stubby, blunt-nosed locomotive — remnant of the days of crinolines and stovepipe hats — continues to serve the traveling public on what is perhaps the shortest railroad in the United States — a four mile line which runs from Due West to Donalds in the Piedmont section of South Carolina, where it makes connections with a standard line and secures contact with the world, says the Christian Science Monitor.

The railroad and engine has another distinction of which its president, R. S. Galloway, is extremely proud, and that is that in the 21 years of its service it has run on Sunday but one, and then for a humanitarian purpose.

Road Is Standard Gauge

The road is a standard gauge, or, as Mr. Galloway likes to put it, "not as long as some, but just as wide as the best of them." Its entire equipment consists of one flat car, one passenger coach, one passenger and freight car, and two engines, one of which is the former elevated locomotive.

Mr. Galloway refers to his pet engine as "The Mogul," but long ago, before busses supplanted it as a passenger engine, students bound to and from the Due West Women's College and Erskine College for men dubbed it "The Dinky." They even wrote a song about it, one verse of which goes:

The Dinky runs
On a little biddy track,
It runs out to Donalds
And runs right back.

The last line refers to the fact that, there being no turntable on the Due West Railroad, the engine is forced to make one lap of its journey in reverse.

"It weighs 25 tons and is a fine piece of machinery," says Mr. Galloway. "It has never had a mishap, never ran into a person and has never presented a bill it couldn't pay. Only \$15 has been spent on it for repairs."

Still Hauls Freight

With the coming of busses the Due West passenger train stepped out of the picture as a regular means of transportation, but the Due West Railway company, which also operates the bus line, maintains the railway for hauling heavy freight or baggage, so the old New York engine continues to render service, although on no ordered schedule.

When word comes that freight is waiting at one end of the line, the engineer of the Dinky, who is also depot-agent, freight agent, and coal dealer, prepares to make the journey. The bus driver, who is likewise the brakeman, flagman, train crew and track foreman, is called into service.

When steam is gotten up in the old boiler they start out, pausing at every cross-road to clear the track of its accumulation of dirt. But in spite of such minor handicaps, they "run out to Donalds and back right back."

No Distribution of Gas Tax to Counties Until Year Completed

Garrett D. Kinney, state director of finance, has corrected an erroneous impression that counties will receive a share of the three cent gas tax soon after its imposition starts August 1st.

Director Kinney pointed out that under the gas tax act the counties

will receive one cent of each three cents paid into the state treasury. This one cent, however, will be paid in proportion to the amount of automobile license fees each county pays into the state treasury.

Inasmuch as the amount of automobile license fees paid by the individual counties cannot be determined until the end of the year, there will be no distribution from the new gas tax fund until that time.

There is a possibility, however, that

approximately \$6,500,000 in the state treasury raised by the invalid gas tax may be distributed, but it is deemed unlikely that the courts will determine who gets this money until some time next year.

Director Kinney insists there has been no agreement under which the oil companies were to dismiss their suits tying up this fund.

Consequently there seems little likelihood of any gas tax money reaching the counties before next year.

More Telephones— More Business

WHEN a person calling your place of business by telephone finds that the line is busy he is shut out just as completely as if the doors were locked against him. The caller may wait and telephone later—but if he is unable to reach you several times in succession he is quite likely to take his business elsewhere.

This condition exists in many stores and other business places. Many calls cannot be completed because all lines are in use.

The obvious remedy for this is more lines. Only one person can reach you at a time over one telephone. With more lines you would be able to receive more customers and know that you are pleasing them with quick and certain service.

A business cannot grow as it should without facilities to handle greater volume. Adequate telephone service is a genuine builder of business.

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