THE UNION SHOP

The Gulf, Mobile & Ohio Railroad Company has signed a Union Shop agreement with the representatives of a majority of its labor organizations, effective March 1, 1953. Although our ideas on the subject as expressed by Mr. Tigrett's article in the "News" on September 15, 1952, have not changed, the employees' request remained before us as a formal notice which under the law required disposition. When viewed realistically in the light of all the circumstances it was considered that less good would follow continued resistance than that which would follow the action taken. The agreement is the culmination of the President's Emergency Board Recommendation, which has already been put in effect by approximately 90 railroads involving several hundred thousand railroad employees.

Railroad is Saddened by Loss of Two Officials

R. A. Pearce Dies In San Antonio, Texas

Supt. of Terminals Hoeksema Succumbs in Mobile

R. B. Weaver Named Passenger Traffic Manager

R. B. Weaver, University City, has been named passenger traffic manager of Gulf, Mobile and Ohio with headquarters at St. Louis. He has been connected with the company since 1918, the last five years as assistant passenger traffic manager.

Weaver succeeds R. A. Pearce who passed away suddenly on January 23 at San Antonio after forty-eight years service with the railroad.

Weaver was first employed by the company as ticket stock clerk, and has held the positions of city passenger agent, depot passenger agent, and general agent in the Passenger Department. He has been located in the passenger offices in Peoria, Chicago and St. Louis.

He is married and has two sons and a daughter. He is a past president of the City Passenger Club, a member of the State Chamber of Commerce, Chicago Association of Commerce, the Bon Vivants Club, Skal, the Executive Club of Chicago, the Missouri Athletic Club, and numerous passenger clubs.

Mobile's azaleas are now in bloom. The Trail which opened on February 1st will continue in progress until March 25th. Special ceremonies in connection with the Trail will be held on March 1st. "Miss America" will be among those in attendance.

Mobile, a position which he held until his passing.

Mr. Hoeksema was born at Grand Rapids, Michigan on April 21, 1885. He was educated at the public schools of Kalamazoo, Michigan and at Kalamazoo College. He was a member of the Masons, the Presbyterian Church and a long time member of the Kiwanis Club. He is survived by Mrs. Hoeksema, two daughters, six grandchildren and one sister.
South American Engineers Visit GM&O

When chief engineers from three Brazilian railroads came to the United States to study North American methods of rail transportation, Gulf, Mobile and Ohio was one of the five lines which they visited. Sent to the United States by their government in agreement with ours, in connection with the Point 4 Program, the three men are spending six months studying American railroad techniques which they hope to introduce in their own country.

The men are R. U. Knudsen of the Leopoldina Railroad, Orlando M. Da Rocha of Rede Ferroviario do Nordeste and Eliezer B. da Silva of Vitoria Minas Railroad.

Subject for intensive study by the visitors on GM&O was the power ballaster in operation on track south of Jackson, Tennessee. Accompanied by Assistant Chief Engineer J. V. Johnston and Roadmaster A. L. King the men viewed the modern rail tamping machine which increases the speed and efficiency with which a track is ballasted.

The Brazilians were greeted by executive officers in Mobile and by Chairman Tigrett in Jackson, Tennessee.

Top left. Brazilian engineers with GM&O officials study GM&O track maintenance. Left to right are GM&O Roadmaster A. L. King, Murphysboro; R. U. Knudsen, Rio de Janeiro; GM&O Assistant Chief Engineer J. V. Johnston, Mobile; Orlando M. da Rocha and Eliezer B. da Silva, both of Brazil. Power ballaster is in rear of picture.

Left. Engineers observed GM&O track being raised and tamped by power ballaster near Selmer, Tenn. In front of ballasting machine section foreman sights through surfacing scope to direct raising and leveling of track ahead. Thirty jacks raise rails between ballaster and level board, and ballaster tamps the ties.

Below, ballast feed arm throws ballast under ties as needed.

Below, extreme left. Track Supervisor C. W. Butts, Corinith, stands by as Section Foreman L. E. Overton, Ramer, Tennessee lines track. The lining scope he is using was invented by GM&O Supervisor John L. McMillan, Springfield. (Story to appear in later issue.)

Below, left. Trackmaster George Gudie, Bloomington, came with the machine to the Southern Division.
Trucks Too Heavy Now
—Richard E. Davis, Editor and Publisher,
Trenton, Tenn. Herald Register.

There is now under way a campaign to increase the weight limits on trucks traveling Tennessee highways, a campaign which was predicted during last year’s gubernatorial arguments.

We are not opposed to trucks. In fact, we realize that they are a very important part of our transportation system. But we think that truck sizes and payloads should be designed to fit the roads on which they travel and that the road builders, who happen to be taxpayers of this state, should not be constantly bothered with the problems of trying to make roads to fit whatever ‘trucks somebody wants to run over the roads.

This writer is old enough to have followed the development of our road system from the old days of nothing but dirt roads to the present network of paved highways. His children are old enough, at least some of them, to have seen fine concrete highways built, broken up by excessive weight of big trucks, and resurfaced, not once, but twice, with asphaltic compounds.

These fine concrete roads were not worn out. In fact, the actual wear on them was very light. They were broken to pieces by the pounding of excess weight coming at high speeds.

The General Assembly made a serious mistake when it voted, several years ago, to raise the weight limit on trucks from 35,000 to 42,000 pounds. And now, instead of a campaign to increase truck weight limits in Tennessee, there ought to be a campaign to reduce the maximum to 35,000 as in the past.

Truck operators will counter with the claim that only one state has such a low limit, which may be true. But the fact is that truckers have obtained excessive weight limits in other states by playing one state against another.

C. W. Burrage is Agricultural Agent

C. W. Burrage, left rear, is the newly appointed GM&O agricultural agent stationed at Louisville, Mississippi. Mr. Burrage is a native of Winston County, and received his B. S. and Master’s degrees at Mississippi State College. He has taught Vocational Agriculture, and in the picture he is shown with a group of 4-H boys inspecting the Gaylord Container Plant at Bogalusa. To extreme right are Asst. County Agent Anderson and Extension Forester Ralph Robertson of Lawrence County.

Trenton Has Unique Collection

The figurine in the hands of Mr. Sylvanus Freed, Trenton, Tennessee, is an antique teapot, one of 169 to be presented to the city of Trenton by Dr. Frederick C. Freed of New York. Mr. Sylvanus Freed, president of the Bank of Trenton, administers the collection for his brother.

GM&O employee at Trenton, Tennessee claim to have handled the line’s most unique express shipment last year when the railroad brought to that city a rare collection of porcelain veilleuse-thières (night-light-urns).

The antique teapots, 169 in number, were donated to the city of Trenton by Dr. Frederick C. Freed of New York, a native of Trenton. In shutterproof glass cases with mirrored backs, the display is open to the public without charge at the Peabody High School in the city. The collection is administered by Dr. Freed’s brother, Mr. Sylvanus Freed, president of the Bank of Trenton.

The veilleuse-thière was not an unusual sight in an eighteenth century European home. It represented a mode of brewing and serving floral or herb tea, or tisane, during the night hours to babies for more than a century. It offered the advantage not only of furnishing a medicament that would give immediate comfort to a restless baby, but also of furnishing a vigil light in the sick room long before electricity was available.

A short candle or vegetable oil was the fuel in a small boat-shaped vessel over which the tea was warmed and from which light was provided for the room. Often the teapot was so disguised as a figurine that there was difficulty in finding the spout from which the beverage was poured. Elaborateness of the vessel depended upon the wealth of the family, some being adorned with crests and insignia. All are of porcelain which was tempered to withstand moderate heat for a long period of time.

Dr. Freed became interested in the veilleuse-thière in his travels about Europe because of his profession. Over a period of twenty-five years he collected the items from France, Belgium, Holland, Germany, Spain, Portugal, Switzerland, Italy, Greece, Turkey, North Africa, and Egypt. One is from the home of Napoleon, and bears the famous N, his insignia.

The people of Trenton are proud of these bits of European culture and agree with GM&O’s Gilbert Lowery who helped unpack them that “they sure are pretty.”
With Mechanical Force at Frascati Shops, Mobile

To keep twelve thousand, eight hundred GM&O freight cars in repair is the job of the Freight Car Department. Examples of work in progress daily in GM&O shops are shown in pictures made at Frascati in Mobile, where cars are being readied for the road again.

**Gondola car is being prepared for application of new siding.**

**Mechanical wrench is being used to tighten nuts on siding bolts.**

**Truck bolster is being lifted for applying springs.**

W. H. Giles, general foreman, car department, Mobile, and E. L. Yelverton, car foreman on heavy repair track, inspect repair job on hopper car. Mr. Yelverton has recently been transferred to Frascati from Laurel.

**Radio equipment is being installed on caboose.**

**Journal box is being re-packed. All boxes are re-packed before leaving the shop.**

W. C. Gray, master mechanic, Mobile terminal area, steps into office at Frascati.
NEWS AT A GLANCE

→ POSTMOBILE'S PERFORMANCE NEAR PERFECT

Gulf Transport—GM&O’s highway subsidiary—was the first company to inaugurate the mail bus. Several postmobile routes are now in operation on highways paralleling the Railroad’s tracks.

Recently the Jackson, Tennessee-Meridian, Mississippi service completed its first year of operation and we take pride in Postal Division Superintendent Hackett’s comments on the performance. He said in POST HASTE, official Division magazine—“their men (GM&O and Gulf Transport) are strictly business . . . during the first year of service the trips operated on an average delay of less than one minute in reaching its outer terminal.”

→ LIVING STANDARDS AROUND WORLD

How well we live in America is evidenced by the fact that in the United States an auto mechanic, for instance, works 4 minutes to purchase a loaf of bread while in Russia he works 51 minutes; in England 8 minutes; in France 7 minutes and in Italy 21 minutes.—N. Y. Journal American

→ RAILROADS SAFEST IN HISTORY

The Railroads last year set a new all time record in the safety of operations. It was the safest year for passenger travel in the entire history of the industry . . . and it was also the safest year for railroad employees.

→ RAILROADS CANNOT BE STATIC

Railroads cannot be static and unchanging, any more than any other private enterprise. Financial health is a problem to be solved by constant progress. Steam locomotives must give way to diesels. Passenger trains may decrease or disappear, but the rails will be kept bright and shiny by increased freight-train movements. Yards must be relocated, rebuilt, and operated so as to provide better freight service. Railroads cannot be forced into a service pattern justified solely by past practice and habit. On the other hand, if allowed to undertake this constant process of economic and financial liquidation and reinvestment, of abandonment of one activity in order to facilitate expansion of another transportation service, railroads will remain healthy private enterprises.

E. Grosvenor Plowman, Vice President-Traffic
United States Steel Company

→ NEW EQUIPMENT COSTS

The average cost of new standard passenger-train cars was coaches, $94,318; combination cars that of a 3-unit passenger locomotive was $601,000.

The average cost of a new standard passenger-train cars was Coaches, $94,318; combination cars, $96,322; parlor cars, $95,161; dining cars, $132,000; club, lounge and observation cars, $133,755; postal cars, $56,357; baggage, express and other passenger-train cars, $45,765 each. Present day costs are approximately 148 percent higher than costs in 1939. (A. A. R.)
Wisconsin bound—Twenty-eight students from the Laurel, Mississippi High School impatiently await the Rebel in the Station at Waynesboro, Mississippi. They are to spend two weeks as guests of youngsters their own age at Wausau, Wisconsin. In the Spring, the Wausau hosts expect to return the visit.

A group of high school girls and boys from the deep South caught GM&O's Rebel north on February 6th for two weeks of school life in a Northern city. The twenty-odd youngsters from the Laurel, Mississippi high school had a special car to Chicago from which they went to Wausau, Wisconsin to be guests in the homes of their new classmates.

The train trip is the first step of an exchange plan worked out between authorities of Wausau and Laurel. In April, a similar group of Wausau students will travel to Laurel to return the visit for two weeks in the Southern city. The anticipated round of skating, skating, and sledding parties for the Southerners in Wausau will then be repaid with typical amusements of the South.

The exchange plan was started because Wausau and Laurel—cities of nearly the same size but of contrasting climate, traditions and mode of life—have a common industrial link that has created a bond. Wausau is the site of home offices of the Masonite Corporation, which operates a mill in Laurel.

A group of Laurel business men paid the expenses of the youngsters' trip, and the city was well represented at the station at Waynesboro where the departing students caught the train North—for many their first train ride as well as their first trip into a Wisconsin winter.

Pearce (Continued from Page 1)

several business courses. He was married to Julia Koenig Pearce.

He began his long career of railroad ing in June 1906 with the Chicago and Alton Railroad at Grain Valley, Missouri as a telegraph operator. In 1908 he became assistant agent at Mexico, Missouri, from which he was transferred to the Passenger Department at Kansas City.

In 1914 he became city passenger agent at St. Louis. After that time he held various positions in the Passenger Department in St. Louis and Chicago including those of special passenger representative, general passenger agent, and passenger traffic manager. In 1946 he became passenger traffic manager at St. Louis.

Mr. Pearce was a member of the American Association of Passenger Traffic Officers, the Traffic Club of St. Louis, Missouri Athletic Club and the Union League of Chicago.

C. E. Norris Heads Club

C. E. Norris, who retired from the position of District Freight and Passenger Traffic Manager of Peoria, Illinois can't get away from railroading. Since going to Miami a few months ago he has been elected president of the retired railroad employees club of Miami.

The club, composed of retired employees, their wives, and widows, has a membership of more than a hundred people. It meets twice monthly, and is looking forward to an interesting year under the presidency of Mr. Norris.

Rate Clerk is "Sailor of the Week"

One of GM&O's representatives "In the Service" received signal honors in January at Norfolk, Virginia when he was feted as "Sailor of the Week."

Whitney Stubbs, Jr., former rate clerk in the office of the auditor of receipts in Mobile, was given the key to the city for the week of December 20 through January 5th. He was entertained at a leading hotel, dined and entertained by the Norfolk Chamber of Commerce. He was selected for the honor by a Navy publication.

Stubbs was an employee of the GM&O from 1947 until he was inducted into the Navy in March 1952.

Former GM&O Rate Clerk Whitney Stubbs, Jr. was presented with the keys to the City at Norfolk, Va. when he was selected as "Sailor of the Weak" by a Navy Publication.
THE MAIL TRAIN

PROGRAM BRINGS HAPPIER LIVING

Mr. S. A. Robert,
Jackson, Tennessee.

Dear Mr. Robert:

This letter is one to express our sincere appreciation for the Happier Living Program, sponsored by your department for the Negro 4-H club girls and boys of West Tennessee.

It is amazing to watch the progress of these families and the interest in improving their homes and surroundings for happier living.

This sponsored project will pay off in results and the influence of it is going out far beyond our conscious knowledge or remotest thoughts.

We are happy to have the program again this year, and on behalf of the 4-H club members thank you very much for the privilege.

Sincerely yours,

Beatie L. Walton,
Assistant State Agent in
Negro Home Demonstration Work
Nashville, Tennessee.

Dear Mr. Robert:

The City Federated Colored Clubs of Jackson, Tennessee feel greatly indebted to you and your company for making it possible for our girls to be a part of the Happier Living Contest.

We wish you to know that many homes were brightened, and girls inspired by being a part of the contest.

We shall ever be grateful to you and your company. Again, accept our heartfelt thanks.

Sincerely yours,

Federated Colored Clubs of Jackson, Tennessee.

Darlene Hutson, President

Annie Bond, Chairman

Gracie Hurst, Secretary

★ IN THE SERVICE ★

Harry L. Edgecomb, Rate Clerk, Mobile, Alabama.

R. X. Hanna, Agent-Operator, Kinnei

dy, Illinois.

Charles Mallie Frasier, Record Clerk,
Mobile, Alabama.

James Joseph Gibson, Jr., Yard Clerk,
Canal Yard.

John David Cullom, Freight Car Repairer,
Meridian, Miss.

Robert Earl White, Carman Apprentice,
Tampa, Ill.

John William Mount, Carman Apprentice,
Jackson, Tenn.

Charlie Hendrix, Section Laborer, Nega
apere, Miss.

William Dilley, Jr., B. & B. Laborer,
Bells, Tenn.

Major Leigh, Section Laborer, Elwood,
Ill.

Roberson Hightower, Section Laborer,
Streator, Ill.

Donald Lee Clevenger, Section Laborer,
Girard, Ill.

EMPLOYEES SHOW COURTESY

Dear Mr. Tigrett:

I make with my wife several trips to Kansas City every year via GM&O to St. Louis, then plane to Kansas City. We have recently made this trip, and I would like to express our gratitude for the service rendered by the officials of your road, especially two of your officials, viz Mr. Bob Jennings, your genial Passenger Agent, and Mr. Fred Bean, Conductor. We are both getting along in years, and appreciate greatly the courtesies shown us. And last, but by no means least, your gracious Hostess, Miss Hudgens. The officials that I have named no doubt are a great asset to the GM&O.

Yours truly,

Mr. and Mrs. W. H. Harris,
Union City, Tennessee.

LAMENTS STEAM WHISTLE

Dear Mr. Tigrett:

If you haven’t read the article in December Readers Digest “Lament of the Steam Whistle”, I hope you will take time to do so.

My father, W. C. Lancaster, worked with Col. W. C. Falkner in building the first of your railroad from Pontotoc to Middleton and I have come up right along with your road from as far back as I can remember to the present. I am 55 years old and I have seen a lot of changes made and they have so far always been for the better.

Your road has always been called the Road of Service and truly so, for it is all that and more too. Please don’t think me a crank, but I just can’t help but feel just like the writer who wrote this article in the Digest. Please perfect some kind of whis

tle that will take us back to the steam locomotive days. We can’t blame you for operating diesels if they are cheaper, and I am sure they are, and you could not give the service that you do if you were operating at a loss. But please give us a whistle like the past. I am sure that thousands along your line will agree with me.

R. B. Lancaster
Louisville, Miss.

Merchandise Traffic Manager Jim Cole says his prestige at home has improved considerably since he shot the nine point buck shown in this picture on December 27th. A month previously Mrs. Cole (left) had bagged an eight point deer creating a rather intolerable situation for Jim until he redeemed himself by getting this one on the Steilworth Naval Stores property near our line at Vinegar Bend.
Two Time Man

You can always count on Traveling Watch Inspector Aubrey Sanders having the time. Besides wearing two watches of his own, he checks some 3500 watches every six months for maintenance of way and operating department employees. With this vocation there is very little about railroad watches that Sanders does not know.

Back in the 'twenties Sanders "got to tinkering with watches"—and liked it. He liked it so well that he went with a watch inspecting firm in 1923 and has been at it ever since. He made his first trip on the GM&O in 1946, and has covered the line from St. Louis to Mobile every six months since.

Railroad men wear good watches, says Sanders. Most of them are either the Ball, the 23 jewel Vanguard, the 992 B. Hamilton, the 940 Hamilton, or the B. W. Raymond (Elgin). Each of these watches has 21 or 23 jewels and is open-faced, lever set. By lever set is meant that the crystal of the watch must be removed and watch set by lever instead of by the ordinary stem. According to Inspector Sanders, Vanguard, made in Walling, Massachusetts was the first watch manufactured in the United States.

When the watch inspector checks a watch, the owner is issued a blue card. This card states the condition of the watch—whether it has been cleaned within the past two years, its make, its state of repair, and whether it is keeping perfect time.

Mr. Sanders wears a wrist watch in addition to his open-faced watch. Once, he said, he was approached by a railroad employe who wanted to purchase Sanders' watch. The reason he preferred the watch of the inspector, the railroad man said, was that he knew that it would "have a good engine in it."

DECEASED

Retired Engineer W. R. Alexander, Laurel, Mississippi, at the hospital in Laurel on October 26, 1952. Mr. Alexander had retired from the service on November 26, 1939.

Engineer W. H. Whitworth, Bloomington, Illinois, at St. Louis, Missouri on December 12, 1952. Mr. Whitworth entered the service as a fireman in 1918 and was promoted to engineer in 1931.

Retired Engineer J. O. Sparlock, Corinth, Mississippi, at Corinth on December 27, 1952.

Retired Crossing Flagman B. H. Daniels, Jackson, Tennessee, at Jackson, December 27, 1952. Mr. Daniels first entered service May 1, 1919 at Rutherford, Tennesse and was placed on Crossing Watchman's position March 16, 1931. He retired on November 9, 1951.

Retired Engineer Charles S. Wray, Jackson, Tennessee, at Jackson on December 15, 1952. Mr. Wray entered the service of the company in 1902 and retired on April 8, 1949.

Yard Engineer J. P. Wynn, Kansas City, Missouri, on January 2, 1953.

Conductor H. Flowerree, Kansas City, Missouri, at Kansas City, on December 31, 1952.

Agent-Telegrapher R. B. Brady, Hillview, Illinois, at Jacksonville, Illinois, on December 2, 1952. Mr. Brady entered the service on August 30, 1912 and was granted disability annuity effective January 25, 1952.

Retired Switchman Elmer P. Rhodes, at Bogalusa, Louisiana on February 3, 1953. Mr. Rhodes entered the service on June 25, 1918 and last worked on November 18, 1951.

Retired Switchman Vernon V. Weatherby, at his home at Columbia, Mississippi on February 5, 1953. Mr. Weatherby retired on February 5, 1951 on account of disability. He entered the service in 1920.

Local Company Surgeon H. P. Boswell, Sr., at New Albany, Mississippi on January 19, 1953, following a heart attack.

Fireman William H. Kirby at home at Bogalusa, Louisiana on January 9, 1953. Mr. Kirby entered the service on November 15, 1942.

Retired Master Mechanic J. A. Dempster, Jackson, Tennessee on February 1, 1953.

Along The Line

Peoria, Illinois—Naval Air Cadet Bill Bell, son of GM&O District Freight and Passenger Traffic Manager Herb Bell has successfully completed his basic flight instruction at Pensacola, Florida, and has been transferred to the multi-motor Naval Air Field at Hutchinson, Kansas. With Cadet Bell went his wife, the former Jo Ethel Lambert of Chatom, Alabama.

Mobile, Alabama—Comparing statistics on new additions to their families are three men in the Freight Receipts Department in Mobile. Reese Murphy and James Smillie each has a daughter and John Bigby is celebrating the arrival of a new son.

Mobile, Alabama—Doris Williams of the Freight Receipts Department became Mrs. Charles Bitzer on January 16 at a wedding celebrated at St. Thomas' Church at Chickasaw, Alabama.

Tulsa, Oklahoma—District Freight Agent Tom Peake has received from Governor Johnston Murray of Oklahoma an honorary appointment and commission as Commodore in the Oklahoma Navy.

Mobile, Alabama—Kathy Lucille Read is being welcomed into the home of Lt. and Mrs. Hunter Read. Born on December 24, she is the daughter of two former GM&O employees, her mother being the former Jean McCord of the Transportation Department.

Midnight, Jackson, Tennessee—Engineer E. S. Manley (left) signs register before taking No. 15 North and Engineer W. J. Robbins (right) prepares to take No. 15 toward Mobile. Asst. Supt. G. R. Kelly (center) was also on the job. Manley is looking forward to his 56th anniversary with GM&O on August ninth.

Mobile, Alabama—Nineteen women from the General Office in Mobile attended the bi-annual meeting of the National Railway Business Women's Association in Chicago in January. Among the festivities was a banquet and dance with a business luncheon the following day.

By the way, have you seen the attractive booklet called "Journal Box" that the Mobile members are now putting out?
They Represent 148 Years of Railroading

When J. P. Foster, 77, and L. E. Foster, 66, joined their brother, H. L. Foster, 79, in retirement this month, a milestone was reached and an era was past in the history of Gulf, Mobile & Ohio Railroad.

The eldest brother retired in February 1942 after 46 years, one month and 22 days. J. P. Foster's service with the railroad totaled 57 years, nine months and 18 days, and L. E. Foster had 48 years, five months and 29 days. All started as firemen with the old Mobile & Ohio and retired as engineers.

W. H. Forlines, GM&O superintendent, believes the three hold a record as railroading brothers—"and they are three of as fine railroad men as I have seen," said Mr. Forlines, who has been on the line 29 years. "They were co-operative, receptive to instructions and had the highest regard for rules and regulations." The receptive to instructions and had the highest regard for rules and regulations." The GM&O became the GM&O in 1944. Headquarters are at Jackson.

L. E. Foster, baby brother of the trio, was asked if there were any serious wrecks during their long employment. "You can't serve that long without wrecks," he said. "He said he broke a shoulder and a couple of ribs in a collision with a caboose at Humboldt some time back."

What about the change to Diesel locomotives? "Is the Diesel better than the steam engine?"

"On a 50-car train, I'll take a steam engine," said L. E. Foster. "It's more than 50. I'd rather have a Diesel. But the Diesel has all the luxuries of a modern car. An engineer on a steam engine had oversalls to wash. You can wear a business suit on a Diesel and keep clean. Some of the engineers now even wear neckties."

H. L. Foster raises chickens at his home on Highway 46 just south of Jackson. J. P. Foster, 704 Chester, Jackson, has a hobby with clocks. "He can fix any clock that ever was," says the youngest brother, L. E. Foster. "The city of Chester, Jackson, who intends to spend as much time as possible fishing and hunting."

One more question. Which was really more fun—the steam or Diesel locomotives? "Well," chuckled L. E. Foster, "the steam engine had a whistle."

RETIEMENTS

Switchman Edward R. Buescher, Danvers, Illinois, retired effective February 1. He was employed as a switchman on September 1, 1924.

Switchman Frank England, Roodhouse, Illinois, retired on December 31, 1952 after being in the service of the company since December 10, 1918.

Engineer Frank L. Walder, Cairo, Illinois, resigned from the service of the company to be effective March 2, 1953. On that date Mr. Walder will have had fifty years of service with the company, most of the time on the yard engine at Cairo.

Fireman J. H. Hibbs, Bloomington, Illinois, retired on January 21, 1953. He entered the service as freight brakeman in June 1918, and was transferred to road fireman on August 21, 1918.

Yard Engineer H. L. Hyke, Slater, Missouri, retired on January 7, 1953 after being in service as yard engineer on the

Notes On The Inauguration

The Eisenhower Inauguration established new records for railroad travel on-time arrivals, and efficient handling. Between Saturday afternoon and Tuesday morning, January 17-20, no fewer than 119 special passenger trains arrived in Washington or vicinity, each bringing organized groups or individuals to take part in or witness inaugural events. Normally, daily arrivals and departures at Washington Union Station total about 260 passenger trains—130 in and 130 out.

Largest of all rail-borne contingents to arrive for the inauguration was the smart West Point Cadet Corps of the United States Military Academy, composed of 2400 cadets traveling in eight special trains. To augment dining car service, the railroads set up a temporary mess hall in a nearby freight warehouse. Steam for heating and cooking was furnished by a locomotive; refrigerator cars served as storehouses for foods, and the cadets were served piping hot meals around the clock.

Animals played a conspicuous part in the inauguration. More than 300 horses rode into Washington, principally by railroad, to take part in the inaugural parade. Still another arrival by rail was "Miss Burma," the prize elephant of Mills Brothers Show, borrowed by the Inaugural Committee to symbolize the return of the G.O.P. to power after twenty years. "Miss Burma" rode from Greenville, Ohio, to Washington in a private car commonly used for the shipment of horses.

Rail travel was heavier than some had expected, mainly because the Washington National Airport was temporarily closed by fog while the capital-bound rush was on, and many airline passengers were compelled to leave their planes at various points and complete their trips by rail...
Engine Foreman C. R. White and Engineer M. S. Cook, Mobile, Alabama, brought their yard engine with cut of cars to a stop to investigate what they thought was a broken rail. They found, instead, a large piece of steel on the main line, which had evidently fallen from some vehicle passing over the crossing. By their alertness, they prevented possible trouble on the main line.

Telegraph Operator Kenneth E. Wilson, Sparta, Illinois, detected a brake beam down on Train No. 38 passing his station. He gave signal to the rear end, causing the train to stop. He rendered further assistance in transporting the car in his automobile to replace the broken knuckle which was damaged in making the stop.

Postmaster Thompson of Houston, Illinois, earned railroad commendations from Supt. Thomson when he reported a crossing board torn from the crossing at Houston.

Also receiving a GM&O "thank you" were Mr. Bill Myers, president of the Deemer Lumber Co., Mr. J. J. Fox, and Mr. Herman Johnson, all of Deemer, Mississippi. These gentlemen, in discovering a broken rail on the GM&O line, reported it to the agent at Philadelphia so that repairs could promptly be made.

Agent-Operator C. H. Holder, Louin, Mississippi, was at the station on his day off when he heard an unusual noise on the passing of a freight train. He investigated to find the track spread. He reported this finding to the dispatcher and then got in touch with the section foreman in that territory who attended to the necessary repairs. Mr. Holder then reported to the dispatcher that the track was all right. For his actions he was commended by Supt. Currie.

Brakeman Harold McGraw, Bloomington, Illinois, was commended by Supt. Conley for volunteering to use a motor car and flag in the rain, permitting a work train working against the current of traffic to complete work which would not have otherwise been possible.

Brakeman D. W. McCann, Slater, Missouri, was commended by Supt. Miller for flagging a train from which sparks were coming. Upon investigation an air brake was found to be sticking.

Engineer D. O. Buteo, Bloomington, Illinois and Train Baggage Car C. M. Dixon, Chicago, assisted in making repairs to a baggage car when trouble developed on it, saving delay to the train.

Section Foreman E. Compton, Dwight, Illinois, was commended for flagging a passing train when some timbers fell from a flat car of the train. When the car was set out, Section Foreman Glenn Anderson and his crew of the New York Central Railroad rendered valuable assistance in helping re-load the timbers which fallen from the car.

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**Safe Driving Awards**

Gulf Transport drivers who earned safe-driving awards due to the month of December 1953 are:

- Bus Operator D. N. Hall, 2 yr. award.
- Bus Operator E. P. Stone, 10 yr. award.
- Truck Operator Wilson Cox, 6 yr. award.
- Truck Operator Q. M. Pant, 9 yr. award.
- Truck Operator Joe Hill, 8 yr. award.
- Truck Operator James L. McMichael, 3 yr. award.
- Truck Operator A. G. Raley, 10 yr. award.
- Truck Operator C. E. Tucker, 8 yr. award.
- Truck Operator John Blandford, 7 yr. award.

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**OUR FREIGHT BUSINESS**

<table>
<thead>
<tr>
<th>Revenue Car Loads Billed And Received On GM&amp;O</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1952</strong></td>
</tr>
<tr>
<td>50,987</td>
</tr>
<tr>
<td>52,099</td>
</tr>
<tr>
<td>58,679</td>
</tr>
<tr>
<td>54,688</td>
</tr>
<tr>
<td>56,532</td>
</tr>
<tr>
<td>50,487</td>
</tr>
<tr>
<td>54,107</td>
</tr>
<tr>
<td>52,909</td>
</tr>
<tr>
<td>55,699</td>
</tr>
</tbody>
</table>

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

1952 58,667
1953 54,964

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