GM&O Director Is Named Mobilian Of Year

J. Finley McRae, president of the Merchants National Bank of Mobile and for many years a director of the Gulf, Mobile and Ohio Railroad, was selected in January as Mobile's "Mobilian of the Year." On January 25, more than 400 people attended a testimonial dinner in his honor, and participated in the awarding of a plaque to the honor guest.

Although the award is sponsored by the Mobile Civitan Club, a committee composed of members from more than 50 organizations made the selection.

In presenting the plaque, Mayor Joseph N. Langan told the group that McRae was always "big in leadership, initiative and ability."

The son of a Baptist minister, Mr. McRae was born in Montgomery, Alabama, but has resided in Mobile since 1907. He graduated from Barton Academy in Mobile and attended Howard College in Birmingham.

He has been associated with the Merchants Bank since 1915, when he was employed as a combination stenographer and runner. He has worked in every department of the bank except the Trust Department, and has been president of the bank since 1941.

Attorney Joins GM&O Legal Staff

William H. Sanders, an Assistant Attorney General of the State of Alabama for the past two years, has joined the Legal Staff of the Gulf, Mobile and Ohio Railroad. A resident of Montgomery since 1949, Mr. Sanders will make his home in Mobile where the attorney assumed his new business connection on February 1.

Thirty-two years of age and a native of Piqua, Illinois, Mr. Sanders served as a law clerk to Justice Thomas C. Lawson of Alabama before being appointed to the staff of the Attorney General in 1951. He moved to Montgomery in 1949 where his father is a member of the Research Studies Institute of the Air University at Maxwell Field.

Mr. Sanders served in the Armed Forces in England and in France in World War II, returning to Indiana University in (Continued on Page 2)

Directors Declare Dividends At St. Louis Board Meeting

Gulf, Mobile and Ohio Railroad reported net income for 1955 of $6,658,693, up approximately 12½% over 1954. Directors declared quarterly dividends of 20c per share on common and $1.25 per share on preferred stocks of the Company at a meeting held in St. Louis on February 2.

President F. M. Hicks said that planning for 1956 operations was being based on the same level of business as last year. Because of increased operating costs of some $4,800,000, he estimated, however, that a similar year, without the proposed 7% freight rate increase, would produce a rate of return of only 3.12% as compared with 4.47% in 1955.

The common dividend is payable March (Continued on Page 2)

Four new base radio stations, including the one shown here at Bogalusa, have been recently installed on the Louisiana Division. They facilitate the movement of trains, especially those on the Tyler-town and Covington lines. Bogalusa is the chief dispatching point on the Division.
Lee Poettgen Heads Traffic Club

The Traffic Club welcomed its new president, Lee H. Poettgen (right), division freight agent of the Gulf, Mobile & Ohio at an installation dinner Feb. 2. More than 700 traffic managers and freight agents attended. Congratulating Poettgen are Lester G. Sever (left), retiring president, and L. E. Clarahan (center), St. Louis vice-president of the Wabash—(Kansas City Star photograph).

Ceremony Ends a Day of Conferences Attended by 709 Traffic Managers and Freight Agents.

(From Kansas City Times)

Lee H. Poettgen, division freight agent of the Gulf, Mobile & Ohio railroad, was installed as president of the Traffic Club at a dinner last night at the Hotel Muehlebach.

The dinner ended a day of conferences at which 709 traffic managers and freight agents discussed the buying and selling of industrial transportation. Representatives of the traffic departments of thirty-five firms rented suites at the hotel to meet with representatives of rail, truck, water and air carriers. Fifty-two railroads were represented by freight agents.

Poettgen, who lives at 2210 East Sixty-eighth street terrace, came here in 1925 as city freight agent for the old Chicago & Alton railroad. He has held his present position since 1951. He served as first vice-president of the Traffic club in 1955.

Poettgen received a gravel signifying his new office from Lester G. Sever, president of the Freight Rate Service Company, retiring president. B. A. Everett, assistant general freight agent of the Santa Fe, gave Sever a plaque commending him for service to the club.

"Kansas City is one of the fastest growing cities in the country and we in the transportation industry must keep pace," Poettgen said in accepting the gravel.

Other new officers:
Richard L. Rowley and C. Bones Smith, vice-presidents; A. F. Persels, executive secretary-treasurer; and P. R. Medland, recording secretary.

Scion Of Railroad Family Retires

Ralph W. Kirby, member of an old-time railroad family, retired from the Accounting Department of the GM&O at East St. Louis on January 31. He had worked for the railroad for 38 years.

Mr. Kirby, who is sixty-five, was honored at noon on the day of his retirement by the office force. He received from his fellow employees a gold watch and set of garden tools, presented by Chief Clerk George Bat zugila, representing Agent L. A. Boushard, who was prevented by illness from being present.

Kirby's father was an engineer for the old Wiggins Ferry Railroad, and was killed in 1894, when the engine he was operating on the riverfront rolled into the Mississippi River when track equipment failed while his engine was pushing cars on to a ferry boat.

An uncle, Kale Kirby, was an engineer for the New York Central Railroad, and another uncle, William Kirby, for the old Wiggins Ferry road. A brother, Charles, was an Alton and Southern Railroad engineer.

Directors Declare Dividends

(Continued from Page 1)

12 to stockholders of record February 17, 1956, and the preferred dividend, for the current quarter, is payable September 17 to stockholders of record August 17, 1956.

As a prerequisite to the payment of the two dividends the Board provided for payment on April 1, 1957, of interest of its General Mortgage Income Bonds amounting to $1,305,560, being 5% on such Bonds of Series A and 4% on Bonds of Series B, for the calendar year 1956, and additional rental to the Company's subsidiary line, New Orleans Great Northern Railway Company, amounting to $93,000.

Following the GM&O Board Meeting, Directors of New Orleans Great Northern Railway Company convened and declared interest payable on that Company's 5% Income Debentures, due 2032, 1 1/4% on March 12 to holders of record March 7, 1956, in addition to 1% already declared for payment on that date and 1 1/4% hereafter declared for payment on June 11, 1956, and declared 1 1/4% payable September 10 to holders of record September 5, 1956.

Attorney Joins Staff

(Continued from Page 1)

1946 to graduate with an AB degree in 1948. He entered Yale Law School the same year, graduating in 1951 with an LL. B. degree. Mr. Sanders is a member of Phi Beta Kappa, scholastic honorary society; Sigma Alpha Epsilon, a social fraternity and Phi Eta Sigma, a scholastic honorary fraternity.

He is married to the former Lee Stalworth of Evergreen and Montgomery.

Ralph W. Kirby of the Accounting Department in East St. Louis, receives a gold watch from Chief Clerk George Battagila on behalf of Mr. Kirby's fellow employees at his retirement.
Three Retire In
Traffic Department

Effective January 1, three retirements
have been announced by the Traffic De-
partment of GM&O.

At Chicago, Division Freight Agent,
James J. Hennessy retired after being in
the service of this and predecessor com-
panies since 1927. Also at Chicago, James
T. Riordan, perishable agent, retired after
more than fifty years of service in the
railroad industry, thirty-eight of which
have been with this company. And at
Peoria, Illinois, Commercial Agent Robert
H. Burns retired after forty-seven years
in the railroad industry, twenty-eight of
which were with this railroad.

Mr. Hennessy was employed by the for-
mer NOGN Railroad in 1927, and became
a commercial agent with the former GM
&N at Chicago in 1929. His whole time
of service with the company has been in
Chicago, where he was promoted to divi-
sion freight agent in 1944, the position he
held at his retirement.

Mr. Riordan went into service of the
former Alton Railroad in 1905 as a clerk
in Chicago. In 1917 he became an inves-
tigator in the Claim Department. He served
in the army during World War I, and was
reinstated after his return. In 1944, he
left the Claim Department for the position
of perishable agent in the Traffic Depart-
ment, which position he has held until
the present time.

Mr. Burns was first employed in the
Operating Department of the TF&W Rail-
road in 1908, and first came to the former
Chicago & Alton Railroad in 1927 as chief
clerk in Peoria. In 1943 he became travel-
ling freight agent at Peoria, and in 1947
was promoted to commercial agent, which
position he held at his retirement at
Peoria in January.

Mr. J. Murtaugh, D.P.A.
GM&O RR
Milwaukee, Wisconsin

I would like to again thank you
for the most wonderful cooperation
that you gave me and the group
going to St. Louis. Your Rail-rid
and employees were very kind
and helpful in every way. I am sure if
the Achievers ever go to St. Louis, your
will remember your Railroad.

If at anytime you would like to
use me or Junior Achievement as a
reference, please call on us and I
will give you the highest
recommendation that I can. We all thank
you again.

Ken Weidt
Program Director
Junior Achievement of
Southeastern Wisconsin, Inc.

New Inter-Communication System
Speeds Merchandise Classification

A new centralized system of checking merchandise freight through the use of modern
inter-communications has just recently been instituted in GM&O's East St. Louis freight
depot. The four checkers above are located in the second-story offices of the freight
house and with the day's freight bills before them are directing classification of mer-
chandise by crews on the warehouse floor below.

The floor crews plug voice receptacles into stations located throughout the warehouse
and platforms and are in constant contact with the central office above. Through this
communication, classification is simplified and expedited.

In pictures, left to right, top, are Check Clerks Paul Edwards, John Sergerson,
Harry Knann and Edward Pleva.

Lower left picture, Freight Agent L. A. Boushard, East St. Louis, stands on warehouse
runway showing four-wheel equipment being pulled by a tractor.

Right, Isaiah Beckum and Jessie Imes unload a carload of merchandise and call the
freight to the Check Clerk through the transmitter contained in the reel hanging on the
wall of the car. This reel also contains a speaker and fifty feet of extension cord, and
may be plugged into any one of 63 different locations throughout the warehouse and
platforms.
Azalea Trail Will Feature Bellingrath Home For First Time

Ribbons were cut in historic Bienville Square in Mobile on February 6 by Miss America of 1955, inaugurating another Azalea Trail season for the city, expected to reach its peak in mid-March.

Enhancing the interest of Trail visitors this year, will be the opening to the public for the first season of the Bellingrath mansion in beautiful Bellingrath Gardens, south of Mobile. The house, along with the Gardens, was left by the late Mr. and Mrs. Bellingrath to a charitable foundation. The foundation opened the house with its priceless treasures to the public for the first time in January of this year.

Among the priceless articles are mementos of such famous personages as Queen Victoria, Adelina Patti and Sir Thomas Lipton.

The house and its collection of fine art treasures eventually may prove as popular with visitors as are the gardens. The treasures the house contains will appeal to the connoisseur and sight-seer alike.

The dining room is one of three, all of which are magnificently furnished with antiques and collector's items. This first dining room might be known as the International Room, with its Russian church candelabra and Russian tea pot, Chinese urns, early American beehive candlesticks, hand decorated French china, and English covered cups and saucers. A collection of milk glass and a beautiful fan-shaped firescreen, complete the room.

In the Bottle Room, set among shelves of Venetian, Waterford and other fine glass, is a plain, sturdy bottle, remarkable for its simplicity. This is one of the earliest types of Coca-Cola bottles, the soft drink that led to the foundation of Mr. Bellingrath's fortune. This bottle is said to have inspired Mrs. Bellingrath to begin her extraordinary collection over half a century ago. Nearby is an intricate bottle of ruby red, overlaid with silver, a brilliant amber German wedding cup, a set of Royal Doulton dinner plates with portraits of characters from Dickens, and a rare dessert set of decorated Ironstone.

The Collection Room houses four sets of 22-carat gold service plates. In addition there are nine complete dinner services of the finest china — Royal Doulton, Worcester, Haviland and Black Knight, to name a few. There is an impressive display of Old English silver, huge, heavy Sheffield trays, giant candelabra, intricately wrought epagines, handsomely embossed punch bowls (one with a set of 12 silver cups), vegetable dishes, ramkin bowls, wine coolers, vases, goblets, center-pieces, baskets, bells, pitchers.

After such elegance, the comfortable

With the Bellingrath Home in famed Bellingrath Gardens now open to the public, here is one of the views that will be awaiting the visitor. This is the Drawing Room where French antiques, Dresden and Meissen porcelain and brocaded satin draperies and upholstering lend an air of baronial magnificence to the setting. Much of the furniture came from two sets formerly owned by the well-known Madame Pentalba of New Orleans.
Porch Dining Room seems comparatively simple. Large needle-point portraits of Generals Washington, Lee and Jackson are a feature of the room as is the set of silver loving cups presented Mr. Bellingrath by well wishers on his 80th birthday.

Through the Sun Porch overlooking the east patio and lily pool, one reaches the drawing room, or living room as it was called by the Bellingraths. Here the French antiques, the Dresden and Meissen porcelain and the brocaded satin draperies and upholstery give the visitor an interior view of the baronial magnificence suggested by the handsome exterior of the home. Much of the furniture came from two sets formerly owned by the well-known Madame Pontalba of New Orleans, among whose accomplishments was the building of the historic French Quarter apartments which still bear her name. Of special note are the Dresden Armorial vase with its incredibly elaborate decorations, and the 18th Century Servres urn with its extraordinary grace and beauty of line.

Off the Drawing Room is the Banquet Room, probably one of the most impressive dining salons in the South. Covering the floor is a 250-year-old Aubusson rug, handmade in France. The enormous dining table and its 16 chairs were formerly owned by Sir Thomas Lipton, the English tea magnate and yachting enthusiast. On the table is a remarkable Dresden centerpiece of figurines on the gallery at Versailles. On a side table under one of a pair of Chinese Chippendale mirrors stands the tea service which was the beginning of Mrs. Bellingrath’s silver collection.

In one guest room there is a gold and silver jewelry box that once belonged to the famous singer, Madame Adelina Patti.

Mr. Bellingrath’s large, comfortable bedroom is filled with items of interest. Chief among these for many visitors will be an ivory chess set with its handsome ebony case inlaid with mother of pearl. This set was a gift from Queen Victoria to Paul Murphy, world champion chess player of the 19th century and a former student at Spring Hill College in Mobile. Another feature of the room is a beautiful Mallard chest, originally built for Jefferson Davis’ grandfather.

Visitors to the gardens who wish to see the home must pay an additional admission fee.

**ALONG THE LINE**

**Chicago, Illinois** — At the January meeting of the Chicago Claims Conference Mr. L. E. Grove, GM&O assistant general claim agent, was elected chairman of the conference which is composed of claim representatives of the various railroads serving Chicago and vicinity.

**Tuscaloosa, Alabama** — Tommy C. Thompson, son of Engineer C. W. Thompson, has enlisted in the Navy at San Diego, California, entering the service on January 19.
NEWS AT A GLANCE

PRESIDENT URGES PROMPT ACTION ON CABINET REPORT

In his State of the Union message sent to Congress January 5, President Eisenhower urged that prompt consideration be given to the Presidential Advisory Committee on Transport Policy and Organization. "In my message last year," he said, "I referred to the appointment of an advisory committee to appraise and report to me on the deficiencies as well as the effectiveness of existing Federal transportation policies. I have commended the fundamental purposes and objectives of the committee's report. I earnestly recommend that the Congress give prompt attention to the committee's proposals."

STRIKING EXAMPLE OF RAILROAD TAX BILL

This will give you some idea of the railroads' annual tax bill. If on every cross-tie, every bridge tie and every switch tie in the railroad structures of the United States you would put a silver dollar, a dime, a nickel and four pennies — $1.19 in all — you would have a sum equal to the amount which the railroads of the United States pay in taxes to federal, state and local governments each year.

The total tax bill of the railroads averaged $1,161,000,000 a year during the last five years.

FAIR SHARE OF ROAD COSTS FOR TRUCKERS URGED

A public highway program paid for largely by increasing the gasoline tax would give the highway freighters another break at the taxpayers expense, Joseph Hays told a South Dakota group recently.

The General Counsel of the Association of the Association of Western Railroads explained, "an average 36-ton highway freighter gets five times as much road use as the average automobile or small truck for the same amount of gasoline tax."

WHY RAILROADS WANT PROMPT FREIGHT RATE INCREASE

Hearings are currently in progress before the ICC on the American Railroads' request for a general 7% freight rate increase to become effective February 25.

The railroads' justification for the increase is a simple one . . . . . the need to meet a recent and abrupt rise in costs. Price, wage and tax increases, in the last three months of 1955, totaled $591 million on an annual basis.

The railroads have increased their average prices by less than half since pre-war days, while many other lines of business and industry have doubled and even trebled theirs.

The present proposal is a business like attempt by one of the nation's largest employers and most indispensable industries for quick relief. Every day of delay before the proposed increase goes into effect will cost the railroads $1,600,000 — a loss they are in no condition to absorb.
Engineer’s Son Is Elected Mr. Mississippi Southern

When Fred Smallwood was elected Mr. Mississippi Southern on February 7, he had received almost every honor his college could bestow on a senior. The son of GM&O Engineer J. P. Smallwood of Laurel, Mississippi, Fred is completing this year an enviable college career; and entering the Marine Reserves where he anticipates receiving his commission after six more weeks training.

Fred, who is a major in personnel management, graduated from Laurel High School as an “all time great” in athletic sports, and won almost every honor the school afforded. He was president of the entire Laurel High student body, president of the student counsel, vice president of the state student counsel, president of the “L” club, and the senior favorite. He won the Lauren Rogers Memorial Trophy annually accorded to the Laurel High senior whose scholastic achievements excel those of any other student, and he won a four year scholarship to Mississippi Southern College. He was named Mr. Laurel High School.

His first year at Mississippi Southern, Fred was named “Freshman Favorite” and made Freshman letter in football. He lettered the following three years on the varsity squad of the Southerners. At only 165 pounds, Fred played every position in the backfield, and was known as Southern’s all-purpose back.

At the end of the 1955 football season which ended his college football career, he was awarded the trophy by the Athletic Officials’ Association for the most outstanding sportsmanship and athletic ability, and was elected captain of the 1955 football team.

In this, his senior year, he is councilor to the Freshman boys, president of the “M” Club, and has been tapped for membership in the college circle of Omicron Delta Kappa, the national leadership honor society, with membership going to only 18 students in the college.

Fred was named to represent Mississippi Southern College in WHO’S WHO in American Universities and Colleges. He was selected because of his church activities to play in the first annual “Christian Bowl” this year at Murphysboro, Tennessee.

Fred’s future looks bright. He has turned down an attractive business offer to do his stint with “Uncle Sam,” and expects to complete training necessary for his commission as second lieutenant in the Marine Reserves this summer. Then he plans to return home for a wedding — his own — to Miss Carolyn Cochran of Lucedale, Mississippi. An “A” student herself, Miss Cochran was named Miss Mississippi in 1956, and is a junior at Mississippi Southern.

Miss Cochran will not remain at Mississippi Southern to graduate. After all, she and Fred have “gone together for three years, and been engaged for two years.”

Pipefitter Retires At Chicago

George F. Elko, left, pipefitter at Brighton Park Coach Yards, Chicago, retired on January 1, 1956 amid the good wishes of his fellow employees. Congratulating him on his retirement after forty years of service is Master Mechanic H. R. Kinney.

He Wants To Hear Trains Blow

N. T. Parsons, after forty-six years as section foreman has decided to retire. For the past nine years he has been stationed at Godfrey, Illinois, and now he is building a house next door to the section house in which he has lived for these years. He just doesn’t want to get too far away to see the trains pass, for, he says, “It would be pretty lonesome if I couldn’t see and hear them.”
He'll Move To Sun From Snow On Retirement

When General Roundhouse Foreman John C. Murray of Glenn Yards, Chicago, retired in January, he was surprised with a party by his railroad friends, complete with music and gifts.

An employee of this railroad since 1907, Mr. Murray was honored by GM&O employees in the Chicago area, who presented him with a drill press, a sander, a pipe, humidifier and other gifts. Master of ceremonies was Mr. James Duggan, and music was furnished by Machinist Helper Tony Good. Photographs of the occasion were made by Supt. R. F. Jeter.

Mr. Murray started his railroad career with the former Alton in Bloomington, Illinois as a tool carrier on June 27, 1907. He was married to the former Miss Kathryn Casey, also of Bloomington, on September 30, 1913.

Mr. and Mrs. Murray are planning to make their home after retirement at Fort Lauderdale, Florida, where Mr. Murray will spend his time “fishing, loafing, and putting around in his new home and workshop.”

E. A. Schrader

The many friends of Edgar A. Schrader have been saddened to learn of his death on November 19, 1955. Mr. Schrader had been with this company more than fifty years, and, at his death, was special representative in the office of the executive vice president and general manager, in Mobile.

Born in Stuttgart, Germany on November 18, 1885, he accompanied his family to this country as a child. In 1903 he was employed by the former M&O Railroad as a clerk in the local freight office at East St. Louis.

He served as traveling auditor, chief clerk to the superintendent of transportation, car accountant, and as special representative in the office of executive vice president and general manager.

On October 13, 1955 he was presented with a Fifty-Year Service Button and Life Time pass in recognition of his service.

Mr. Schrader was married to the former Genevieve F. Schefer of St. Louis. They resided at 115 South Fulton Street in Mobile. He is survived by his wife, one daughter, and three grandchildren.

Railroad News Even in Death

Two GM&O railroaders, a father and son, lie buried at Columbus, Mississippi beneath unique tombstones commemorating their many years on GM&O trains.

On the tombstones of Kellie Richmond Riley, a former Gulf, Mobile and Ohio Conductor, and his son, John K. Riley, also a conductor, are inscribed accurate reproductions of the cabooses assigned to the men during much of their railroad service. The carvings are about fifteen inches long and six inches high.

The senior Riley died March 23, 1948 at the age of sixty-nine. His son followed him in death a year later at thirty-four. Their graves lie only a short distance from GM&O rails.

Retirements


Conductor W. L. Ross, Jackson, Tennessee, retired on January 4, 1956. He entered service as a brakeman in 1912 and was promoted to conductor in 1913.

Section Foreman J. C. Monroe, Decatur, Mississippi, retired on February 1, 1956, after being "a faithful, loyal and efficient Section Foreman since April 1, 1915, and an employee in the Maintenance of Way Department since December 1908."

Mr. W. N. Morris, Lacombe, Louisiana, who entered service of the company on June 2, 1917, retired on February 1, 1956.

Retired Boilermaker J. W. Lackey, Tamms, Illinois, was photographed on his seventy-fourth birthday at his home in Tamms. Mr. Lackey retired in 1947, but still likes to hear the railroad news.
DECEASED

Cashier D. H. Reed of Cairo, Illinois, died at Cairo on January 27, 1956, after being in the service of this company since 1917. Mr. Reed is survived by his wife, one son and several brothers and sisters.

Section Foreman Ervin R. Alexander, Bay Springs, Mississippi, passed away on December 21, 1955. Mr. Alexander entered service in the Maintenance of Way Department on May 23, 1927. He was promoted to Relief Section Foreman in 1941 and to Section Foreman in 1946. He is survived by his wife and one son.

Boilermaker Charles Roane Wood, who was born on March 6, 1897, died at Louisville, Mississippi on November 18, 1955. Mr. Wood served his apprenticeship in the boilermaker's craft with the Illinois Central Railroad. He came to the former GM&O at New Albany, Mississippi on October 10, 1922, where he worked under Master Mechanic H. L. Campbell. He returned to Louisville in 1931 where he worked at the Louisville shops. He made his home at Louisville since that time. Mr. Wood is survived by his wife, a daughter, and one son.

Retired Brakeman C. E. Bras, Slater Missouri, died at Slater on January 23, 1956. Mr. Bras entered the service of this company in January 15, 1918 and retired on September 27, 1951.

Conductor John H. Ladner, Laurel, Mississippi, died at Laurel on January 17, 1956. Mr. Ladner had retired from company service in 1937. He is survived by his wife.

Car Inspector Charlie O. Kemp, Corinth, Mississippi, died on January 9, 1956. Mr. Kemp had been in the service of this company since 1918.

Trucker Leroy B. DeWees, who entered service of the company at Springfield, Illinois in 1941, died at Springfield on January 8, 1956. He is survived by his wife and one daughter.

Retired Engineer William Lee Pipkin, Sr., Jackson, Tennessee, passed away at Jackson on January 6, 1956. Mr. Pipkin entered company employment on July 27, 1907 and retired on February 13, 1942.

Commercial Agent W. Frank Wilson, St. Louis, Missouri, died at St. Louis on December 11, 1956. Mr. Wilson had first been employed by the former M&O Railroad as a boilermaker at Tamms, Illinois in 1907. He was promoted and transferred to East St. Louis, and later promoted to commercial agent in St. Louis in 1929. He is survived by three children.

GM&O District Four Sets New Western Division Safety Record

—From The Roadhouse Record

A perfect record of safety for fifty-five consecutive months, as of January 7, and a record unparalleled in the history of the Western Division of the GM&O Railroad has been set by the 100 men of District 4.

Under direction of T. B. Hillman of Roadhouse, Supervisor of Maintenance for District 4, Maintenance of Way of the Western Division, Northern Region of the Gulf, Mobile and Ohio Railroad, no reportable injuries have occurred since June 6, 1951.

The district is comprised of one hundred men in 12 crews, representing maintenance of about 200 miles of trackage in the Western Division. Roadhouse is headquarters of the district.

The safety program responsible for the record was started by Hillman shortly after he was promoted to the position of supervisor March 15, 1951. Three weeks later, the crews began amassing records of non-reportable injuries.

Keeping his men safety conscious has called for a broad program of education that features a monthly bulletin, which Hillman prepares and distributes. An annual picnic for District men and their families and guests is held the first Sunday of each June, attracting large crowds for the day's program of athletic and fun events, as well as drawing for valuable free merchandise awards. Hillman also awards prizes for the best monthly safety slogan, most recent of which comments, "As it is in baseball, so it is in life. Your career is measured by the number of times you get home safely."

Three classifications of accidents are reportable injuries, reportable derailments, and motor car accidents. With his complete program promoting safety Hillman states that he notes his men observing year around caution, avoiding characteristic seasonal accidents.

Citations have been received from the GM&O executive offices for four consecutive years, with special commendation from the Chairman of the Board; the President, F. M. Hicks; the executive vice president and general manager, G. P. Brock; vice president and chief engineer, B. V. Bodie; the assistant chief engineer, M. D. Carothers, and the division engineer, E. G. Wall.

Last year, the entire Western Division, comprised of District 4, 5, and 6, with nearly 400 men, marked a perfect record of non-reportable injuries.


(Continued on Page 10)

Outstanding Lineman

Ward Thomas McCraney, son of Engine Foreman W. T. McCraney, Laurel, Miss., has been voted outstanding lineman in the Junior High football team at Laurel. Although he's played basketball (note uniform) this is the first year the fourteen-year-old six footer has gone out for football. He is an honor roll student, vice-president of student council and president of Monogram Club.

When Mrs. Bob Wells of Langdon, North Dakota visited her former home in Mobile, she brought her three children to see the office where she had formerly, as Miss Laura Rafield, been a clerk in the Statistical Department at GM&O. Sons Brent and Bradley were interested in mama's work, but Baby Theo was a little bored with it all.
Commendations

Section Foreman G. Morrison of the Illinois Central Railroad, Brandon, Mississippi, discovered a broken rail in the GM &O main line near Luckney, Mississippi, and flagged a GM&O Extra to prevent damage.

Conductor J. F. Donnelly, Slater, Missouri, although not a member of the train crew, greatly aided by passing signals and rendering other assistance when Train No. 94 was delayed at New Yards, Kansas City, due to air reservoir being down.

Switchman B. H. Kearns, Slater, Missouri, discovered a brake beam down on a passing train and notified the crew.

Conductor N. M. McQuig and Engineer P. J. McCarty, both of Bogalusa, Louisiana, realized their train was running over rough track. They stopped it and discovered twelve inches of rail break out.

For service of unusual merit during the month, the following men were commended:

- Brakeman G. D. Short, Slater, Missouri
- Brakeman J. R. Holtman, Slater, Missouri
- Brakeman J. W. Hansford, Tuscaloosa, Alabama
- Brakeman J. P. Tracy, Slater, Missouri
- Conductor V. J. Hearns, Tuscaloosa, Ala.

District Four Sets New Record

(Continued from Page 9)


SAFETY FIRST, LAST, AND ALWAYS
—From Roodhouse RECORD

With so many reports of traffic injuries, fatalities, acts of violence, tragedy and horror glutting the nation's press, radio and television, the news of caution and safety that has "paid off" comes as a welcome change.

We're grateful to T. B. Hillman for the news item — and for the chance to discuss the almost lost art of being careful. The record he reports involves a team of one hundred men who have each worked more than 11,000 hours without a reportable injury. The figure seems fantastic in the light of modern business and travel, when so many persons are more intent upon proving how easy it is to have an accident, rather than trying to prove that safety can be easy, too — if you work at it.

Too few reports of this nature appear in public print, for such records do not come easily. We'll venture the guess that thousands of hours have been spent in earnest effort in being cautious. If more thought, downright hard thinking, about safety were done — newspapers such as the Record could forget about the bad news it sometimes has to print.

There's no such thing as an easy road to safety. No short cuts. T. B. Hillman's crew, cited by top officials of the GM&O Railroad for the outstanding record of safety it has amassed, knows to a man that constant thinking about avoiding accidents and injuries is well worth the real effort used in proving that it can be done. If only each man on the Hillman district could speak to each thoughtless person, we'd have a much safer area, state and nation in which to live — and there would be fewer heartaches for the families and friends of loved ones.

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<tr>
<th>OUR FREIGHT BUSINESS</th>
<th>1955</th>
<th>1956</th>
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<tr>
<td>Revenue Car Loads Billed And Received On GM&amp;O</td>
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<tr>
<td>46,960</td>
<td>JAN</td>
<td>53,161</td>
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<td>52,177</td>
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<td>50,571</td>
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<tr>
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<tr>
<td>50,293</td>
<td>DEC</td>
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Comparison of the first months of the years...

| 1955 | 46,960 |
| 1956 | 53,161 |