Director Campbell Is Reelected Member of U. S. Chamber

GM&O Director Boyd Campbell, Jackson, Mississippi, has been reelected to serve another two years on the board of directors of the United States Chamber of Commerce, according to an announcement by President Charlie Scott of the C. of C.

Mr. Campbell has served for the past three years on the national board, representing Mississippi, Alabama, Florida, Georgia and Tennessee. His leadership in the chamber has been recognized through chairmanship of more than a half dozen committees. He is a former president of the Jackson Chamber of Commerce.

For every dollar which was paid out by Class I railroads in dividends in 1952, they paid federal, state and local government $3.75 in taxes, compared with $3.06 in 1951.

Chairman Tigrett Speaks At University

The University of Mississippi at Oxford honored Chairman Tigrett this month by inviting him to make an address to students of the School of Commerce and Business Administration in connection with their annual Commerce Day exercises to be held April 15. The invitation was issued by Dean Clyde F. Dunham of this school.

Mr. Tigrett will be the main speaker before the entire group of 559 students of the School of Commerce and Business Administration. Each year an outstanding business man is invited to the school to speak on the subject of his career. Last year the speaker was James Q. du Pont, official of the E. I. du Pont Nemours & Co.

Jim Campbell, nephew of GM&O Director Boyd Campbell of Jackson, Mississippi served as chairman of the Commerce Day committee.

Thirteenth Annual Report Is Made To Stockholders

The Thirteenth Annual Report was made to Stockholders of the Gulf, Mobile and Ohio Railroad last month. Our net income last year was $7,785,693 but cash outgo exceeded these earnings necessitating additional borrowing. The rate of return on the Company's investment was only 5.04%.

The net of $7,785,693 was more than 1 1/4 million dollars higher than the previous year, but for the reason that the Interstate Commerce Commission will not permit railroads to charge amortization of defense projects to operating expenses, the amount of net earnings is, in effect, an overstatement by $1,103,889.

Freight Revenues Up—Carloadings Down

Revenue from the transportation of freight amounted to $81,782,330; an increase of 6.43% and attributed, for the most part, to May 2 rate increases. Carloadings decreased 1.6% for the year. Passenger train revenues were $8,753,634, a decrease of more than a half-million dollars, due largely to a decline in the movement of military personnel. Dining cars lost $145,921, and for each dollar of revenue $.48 cents was spent for wages and 42.3 cents for food, in addition to other dining car costs.

Operating expenses were $65,650,085, an increase of 2.6% over 1951. Operating wages represented 60% of the total railroad operating expenses.

$12,772,281 in Taxes

$12,772,281 was accrued for taxes during the year, which is an increase of $1,827,242 over 1951. Federal Income taxes per employee last year amounted to more than $723 as against about $225 per employee in 1949.

Policy Outlined

In an opening letter to shareholders, Chairman Tigrett commented on the dividend policy of the Company. He said that

(Continued on Page 2)
In 1881 when the ambitiously-named Ripley, Ship Island and Kentucky Railroad was struggling to extend its narrow gauge extending the distance of 62 miles from Middleton, Tennessee to Pontotoc, Mississippi, road founder Colonel William Falkner hit upon the idea of writing a book to expedite fund raising. The romantic thriller resulting was named the WHITE ROSE OF MEMPHIS, and enjoyed great popularity in its day. Last month the WHITE ROSE was again restored to print, and is now available in book stores and news stands.

Interesting to GM&O people is the fact that the Ripley, Ship Island and Kentucky Railroad is one of GM&O's antecedents, and GM&O tracks still follow the line set out for Colonel Falkner's narrow gauge enterprise. Tradition has it that the Colonel (great-grandfather of Mississippi novelist and Nobel prizewinner William Faulkner) had, as a boy, walked the distance from Ripley to Pontotoc, Mississippi and resolved, at the advent of trains, to build a railroad so that no one would, henceforth, have to walk. The road was begun in 1880.

The again available WHITE ROSE OF MEMPHIS reflects its writer's experiences in the opening chapters as the hero, one of three orphan children making their way on foot across Tennessee, dramatically rescues a child caught on a trestle with a train approaching. The child turns out to be an heiress, providing the romantic complications of the plot, when, many years later, she is arrested for murder.

The most vivid glimpse of railroad in the 1880's, however, comes near the end of the novel. The hero, arrested and taken to a remote jail when he tries to solve the murder mystery, is finally released, only to learn that the heroine is dying. Trying to get a train to take him to her bedside the hero is told that the next one is due for many hours but "I believe, said the agent, "that under the circumstances the superintendent would let you have an extra train for a reasonable compensation. I will ask him by telegraph if you wish." The sympathetic railroad employees then smoothed love's path.

So pleased was he with the success of his novel, Colonel Falkner named one of the stations on the Ripley, Ship Island and Kentucky after one of the leading characters in the WHITE ROSE OF MEMPHIS. This spot, called Ingomar after the leading narrator in the novel, is located near New Albany on the GM&O.

Post Tells of Tigrett Toys

John Barton Tigrett's unique toy business at Jackson, Tennessee was the subject of an interesting story in the March 28 issue of Saturday Evening Post. Written by Arthur W. Baum, the story is entitled "It's a Crazy Way to Make a Living." Mr. John Tigrett is the nephew of GM&O Chairman L. B. Tigrett and was, a few years back, connected with the GM&O Railroad and Gulf Transport Co.

The Post gives the story of how Mr. Tigrett's hobby of making and selling toys has developed into a thriving industry. Mr. Tigrett, who is chairman of the board of Tigrett Enterprises, Inc., started the company to success a few years back with the launching of the drinking duck, a bird which perched on the edge of a glass of water and dipped its beak slowly up and down into the water without assistance.

Since the success of the drinking duck, the company has brought patents for and manufactured other gadgets of eccentric motion and many toys for children, some of them static. Outstanding among children's toys is the Zoomerang, a coil of paper which is shot out of a gun or bow and arrow. Latest puzzle of the business soon to reach the market is a好奇 bird which, when wound, will walk the wall—up, down or sideways.

Besides his connection with GM&O, Mr. Tigrett has been engaged in several other businesses including a bonding business, being an official in a national bus line, and serving as an officer in the United States Navy.

Forestry Education Shows Results

That education in forestry conservation is beginning to show results in Tennessee was the consensus of association leaders of the Keep Tennessee Green movement who met in Jackson, Tennessee on April 2nd. President Lou Williams of Chattanooga pointed to the effectiveness of such a program, citing Polk County, Tennessee, where a Keep Tennessee Green Association unit functioned last year. Despite last year's severe forest damage elsewhere in the state, that county restricted its damage to 242 acres.

GM&O Director of Agriculture and Forestry S. A. Roberts serves as vice-president of the Tennessee Association, and with Agricultural Agent C. W. Burridge, helped arrange the Jackson meeting.

GM&O offers prizes in 81 FFA chapters of West Tennessee and is carrying 45 co-sponsored projects with civic organizations in forestry promotion in four Southern States.
The Chicago Daily News says:

**DEAR RIDER:**

**Line Asks Advice on Joliet Train**

The Gulf, Mobile & Ohio railroad may seek to discontinue its round-trip-a-day commuter train between Chicago and Joliet.

But in a good bit of public relations, the railroad first is asking the patrons what they would do about "our extravagant daughter" and "problem child." The asking was done in a breezy, illustrated pamphlet distributed on the train. The problem was outlined in these words:

"While not so ritzy as her larger sister, the Ann Rutledge, or as debonair as her imposing brother, the Abraham Lincoln, Miss Commuter, nevertheless, is the extravagant member of the family."

"Her parents, the GM&O railroad, lose far more money per mile keeping her in society than on any other train in the entire family."

"Miss Commuter's allowance for expenses has been cut to the bone, too, but still she can't even get enough money in hand to meet her running expenses."

"For example, for a recent 12-month period her total passenger revenues scarcely covered the wages of the train crew." The GM&O says it may be forced to ask the Illinois Commerce Commission for authority to take Miss Commuter out of service.

But first it's asking the train riders, "What would you do if she were yours?"

**Toy Boxcar**

In the December issue of the *News*, readers were informed that model GM&O boxcar could be obtained from Irvin R. Atchear, 1129 Van Buren Ave., Los Angeles. The correct address is 1129 South Western Ave., Los Angeles.

**Gulf Transport Awards**

Each month Gulf Transport Company takes pleasure in issuing safe-driving awards to its Bus and Truck Operators completing their safe-driving year during the month. The following operators received awards earned in the month of February, 1953:

**Bus Operators**
- Reddy L. Grayson, 8 year award.
- J. H. Hart, 19 year award.
- G. E. Schaeck, 4 year award.
- H. J. Shea, 2 year award.
- Rupert Wingert, 4 year award.

**Truck Operators**
- C. M. Poe, 1 year award.
- Donald Ritchhart, 1 year award.

**NEW COVERED HOPPER CARS**

Twenty-two of GM&O's fifty new covered hopper cars (see last month's News), were at the Mobile terminal one day this month. While there, Painter L. S. Creel and Helper Charles Golden stenciled on them route information.

**Thirteenth Annual Report Is Made To Stockholders**

(Continued from Page 1)

Six major acquisitions and mergers responsible for the present 3,900 mile system had necessitated a conservative dividend policy as each of the roads added to the GM&O line was bankrupt and had to be almost completely rebuilt and reequipped. If the mergers had not been accomplished—certainly the cause of the respective inventors would have been hopeless," he said.

Last year GM&O paid $2.90 in common stock dividends and $5.90 in preferred dividends. Earnings per share of common stock were $6.94. The conservative policy with regard to dividend payments, he said, "is overwhelmingly approved by those shareholders, constituting a large majority, who are long time owners or who own for investment purposes." He expresses the hope that the future might clear the way for distribution of a "larger part of net income in good years."

**Eighty-six Industries Located**

Eighty-six industries and warehouses were located on the line last year, sixty-eight of them involving the sale or lease of railroad land for such development.

**No Oil Reservoirs**

Net income of the GM&O Land Company, a subsidiary dealing primarily with the Company's holdings of oil producing lands, was $94,921. The report said "no new oil reservoirs were discovered on or close to the Company's holdings last year." The Company's highway subsidiary, Gulf Transport Company, had net income of $65,982, slightly higher than last year.

While highway freight revenues were off 14%, passenger revenues were up 15%—due to the establishment during the year of additional highway post-office buses. Gulf Transport pioneered this field and was the first private operator of post-mobiles.
Fact and Fancy About Big Trucks
MARCH ISSUE, Trains and Travel

Here's what the rubber-tired movers are saying:

It's weather and too many vehicles, and poor construction that have broken our roads—not weight.

FACT: Any civil engineer worth his degree knows that high axle loadings boost roadbed construction and repair cost—whether the roadbed be a railroad, runway or highway. To believe that frequency of traffic of moderate weight is the major fault would be to say an interurban line operating lightweights on a three-minute headway costs more to build and maintain than a parallel heavy-duty railroad running infrequent but 10,000-ton trains. In 1930 the Trenton district office of the United States Public Roads Administration released a cross-check of several parallel New Jersey highways of practically identical pavement width, thickness and joint detail—one a truck route, the other carrying relatively few trucks. The Trenton men dove into the records of the state highway department and extracted the costs of maintaining simply the main pavement.

<table>
<thead>
<tr>
<th>Highway pair</th>
<th>Study period</th>
<th>Average maintenance costs per axle route</th>
<th>Total truck route</th>
</tr>
</thead>
<tbody>
<tr>
<td>A (South)</td>
<td>7 years</td>
<td>$273</td>
<td>8 41</td>
</tr>
<tr>
<td>B (Central)</td>
<td>18 years</td>
<td>319</td>
<td>131</td>
</tr>
<tr>
<td>C (Central)</td>
<td>10 years</td>
<td>238</td>
<td>49</td>
</tr>
<tr>
<td>D (North)</td>
<td>7 years</td>
<td>120</td>
<td>94</td>
</tr>
</tbody>
</table>

The district office thought that this data indicated a "close correlation between surface maintenance costs and the frequency of heavy axles of combination truck units." It goes without saying that over periods of from 7 to 18 years it snowed and rained just as much on the nontruck route as on its parallel mate. And as for frequency, the report says, "Total traffic volume was also considered and with one exception all sections are on relatively high-volume roads." One test is not a rule of thumb of course, but what the Trenton office discovered has been duplicated in more detail by the famous Maryland truck tests.

Too many states have diverted highway tax funds to nonroad use.

FACT: It's one thing for a motorist to yell "ouch!" at such state fiscal policy, quite another for a trucker. His railroad companion engaged in the same competitive transport business maintains his trucks out of company expense budget, then pays on the same truck the general property tax which is used to heat schools, provide fire and police protection, build roads, etc. One is expense, the other tax, and the two are separate. In a trucker's mind, apparently, the two are one. Surely he is obligated to pay the tax a user charge or fee which fully reimburses it for the wear and tear his truck imposes—plus some form of tax which goes to help meet nonhighway governmental costs.

The railroads are against all motor transportation but they've singled out the truckers to fight on a "divide and conquer" campaign.

FACT: The railroads freely admit, publicly and privately, that they are out to stop subsidized competition—regardless of whether it's conducted on a wing or keel or tire. There is a natural, practical alliance between the railroads and the motorists in this struggle because its successful conclusion would (1) halt the drain of tonnage from the rails to road movers who do not meet their full costs and (2) guarantee that tax dollars construct highways for reasonable loads, which would in turn mean both longer and longer-lasting roads. Finally, the railroads' selfish interest in truck transportation is reflected in their ownership of such vehicles for both pickup-and-delivery and over-the-road services—plus 13,000 Railway Express Agency trucks.

(Continued on Page 8)

ALONG THE LINE

Mobile, Alabama—Harry Edgecomb and Charles Hubbard, now serving in the Armed Forces, were home recently on furlough and were warmly greeted by fellow employees in the Freight Receipts Department.

New Orleans, La.—Pvt. Daniel Benefiel, who was formerly with GM&O, is now serving with the army in Tokyo. Assigned to the 96th Machine Records Unit, Benefiel assists in compiling statistical and organizational reports pertaining to the operation of military installations throughout the Far East.

The railroads, on the average, have to haul a ten of freight 2.1 miles to get money enough to buy a 3 cent postage stamp to mail a letter. Out of that kind of return for the service which they perform they must pay their employees, buy materials, supplies and fuel, pay rent, taxes, and interest on their funded debts, and otherwise make ends meet.
Who Gets Conscience Money?

"A peace above all earthly dignities, a still and quiet conscience" is worth at least seventy dollars to some traveling salesman.

Last month the editor of the Sparta, Illinois newspaper received the following letter:

Dear Sir:

Several years ago while traveling through your city I found seventy dollars in bills on the street. I kept the money. Later I found out it belongs to the M&O R. R.

I would like to return this money but since the M&O has discontinued its service, did not know exactly where to send it. Therefore, I am entrusting it to you and if it is possible to return it to the rightful owner, I would appreciate your doing so.

If for any reason you cannot do so, please donate it to some worthy institution in Sparta.

Thanks very much.

A Traveling Salesman

Editor Howe V. Morgan of the Sparta NEWS PLAINDEALER checked with GM&O Agent Harold Neilson who has been at the local station 28 years. Neilson remembered the loss by a messenger boy whose name may have been Reed, but the occurrence was before Neilson was employed.

Mr. Morgan is attempting to locate Reed to find if he was held responsible for the money at the time of its loss, so that it may be returned to him if that was the case. If not, at the suggestion of Chairman Tigrett, the money will go to some worthy charitable project in Sparta.

Stephens Receives Plaque

"Man bit dog" last month in Mexico, Missouri when GM&O Agricultural Agent A. F. Stephens, who, for many years has presented plaques to prize-winning soybean growers in Audrain County, was himself presented with a plaque. Mr. Stephens, who had been invited to attend the annual meeting of the Missouri Farmers Association Grain and Feed Company at Mexico, was surprised to find himself an honored guest and the recipient of a plaque for his services in development of the soybean industry in Missouri.

It was presented by Maurice Maze, manager M. F. A. Cooperative Grain and Feed Company of Mexico.

The plaque read as follows: "Awarded to A. F. Stephens. A man with real vision and the will to work it to completion for the good of agriculture. Awarded by M. F. A. Cooperative Grain and Feed Company, Mexico, Missouri."

For twenty years, as a representative of the GM&O Railroad, Mr. Stephens has worked with Missouri farmers in the development of the soybean industry in that state. Through his efforts the program was first initiated, establishing the crop which resulted in the building of a soybean mill at Mexico. The value of the crop for the past year for Audrain County alone was approximately four million dollars.

GM&O has also participated for several years in the annual soybean festival held at Mexico, and has sponsored the Soybean Queen on a trip South as a result of her selection as queen of the festival.

Maurice Maze, Manager M. F. A. Cooperative Grain and Feed Company, (left) presents Stephens with plaque.

Trainmaster H. C. Sullivan congratulates Engineer T. E. Shoemaker, Cairo, Ill., on completing 50 years with the company. Photo by Morton Alvis, Murphysboro.

William R. Gillespie, Shipman, Illinois, retired from the Maintenance of Way Department on February 1, 1953.
Source and Disposition of Income-Year 1952

Our Patrons Paid Us $93,742,684
for:
- Hauling Freight .......................................................... $81,782,320
- Carrying Passengers ...................................................... 4,904,725
- Hauling Baggage, Mail and Express .............................. 2,958,138
- Other Transportation Service ....................................... 2,867,001
- Rents and Miscellaneous Income ................................. 1,230,500

We Paid Out $85,957,591
for:
- Keeping Roadbed and Structures in Repairs ......................... $14,830,097
- Keeping Locomotives, Cars and Other Equipment in Repair .... 16,100,859
- Running the Trains ..................................................... 26,553,132
- Managing the Business and Keeping the Records ............ 3,537,805
- Traffic Expense .......................................................... 3,195,820
- Equipment and Joint Facility Rents Paid Out .................... 4,922,343
- Miscellaneous Items and Services ................................. 1,352,199
- Interest on Borrowed Money ......................................... 2,693,055
- Pay Roll Taxes ........................................................... 2,540,288
- Local and State Taxes ................................................ 3,208,993
- Federal Income Taxes .................................................. 7,223,000

We Had Available In Cash $11,812,222
from:
- Net Income .................................................................... 7,785,093
- Depreciation and Other Items which do not actually involve an out-of-pocket Expenditure .......................... 4,027,129

Of This We Spent On The Property $9,076,604
for:
- New Improvements to Roadbed and Structures .................. $ 1,875,441
- New Equipment ............................................................ 2,999,199
- Repayment of Money Borrowed to Buy Equipment .......... 3,718,964
- Repayment of Bonded Debt ................................................. 483,000

We Paid To The Shareholders $3,251,662
for:
- Preferred Stock Dividends ........................................... $ 1,417,191
- Common Stock Dividends ............................................... 1,834,471

We Had To Take From Our Savings $516,044
ON THE JOB—EAST ST. LOUIS TERMINAL

Handling the heavy traffic through East St. Louis Terminal keeps GM&O employees in that area "on the job." Men at work were photographed by a News photographer in April.

Left, in diesel cab is Engineer E. L. Atkinson.

On the job were Conductor J. A. Crawford, Sr., Switchman W. Hochdoffer and Switchman R. L. Lindsay.

Left, ready for another cut of cars are, left to right, Fireman Earl Williams, Engineer J. J. Bookstaver, Switchman J. Bogart, Switchman Ira Francis and Conductor C. R. Jefferson.

Right, Engineer William Neme is ready to go.

Right, Conductor G. C. Lowman says "Come ahead."

Left, Oiler A. C. Plumleur and Oiler J. M. Wilson with Car Inspector E. Overall combat the hot box.
THE MAIL TRAIN

Gulf Transport Company
Dear Sirs:

During the two weeks of February 16 to 28, we were in Mobile on a student exchange.

In this time we rode on three trips your Gulf Transport Buses. I would like to commend two of your drivers for their terrific service! The two men are John W. Mothershead and James H. Hurt.

As you know your drivers are your "salesmen". Well when these two are on the road, you can be assured of good "sales"!

Never before have any of us run into two more respectable, courteous and polite bus drivers!

For a small remembrance we have two engraved lighter for Mothershead and Hurt.

We ask that you present these to them, and also credit these men as your company does to all its top drivers!!

We again wish to thank you and all of Mobile for the wonderful hospitality! Kenosha Exchange Students By Tom Holdman

Gulf Transport Vice President J. L. Gilliken, right, presents lighters to Drivers Hurt (left) and Mothershead.

The opening of the baseball season brings to mind the champion GM&O team of 1928, when the Tigrettos not only were the winning team in Mobile, but looked favorably to conquer in New Orleans and Memphis. On the team were, standing, H. G. Pringle, Dave Levi, Ben Tillman, Ed White, Emile Scheussmann, Walter Johnson, Hugh Clausen, Lewis Swan. Sitting are, Frank Robertson, Nicky Flingegan, Ernest Chapman and Taylor Farnell. Still with GM&O are White, Clausen, Swan, Robertson, Chapman and Farnell.

Fact and Fancy About Big Trucks

(Continued from Page 4)

Look at the statistics: 75 per cent of U. S. tonnage in 1950 was hauled by trucks, 14 per cent went by rail, 6 per cent by pipeline, and 5 per cent by waterway... Motor transport is the backbone of our economy.

FACT: Of all intercity commercial ton-miles, the railroads handle approximately 59 per cent, the truckers take 21 1/2 per cent—all data courtesy of the I.C.C., which regulates both. What the opposition means, based upon some of its more lucid comment, is that 75 per cent of all tonnage (including private and intercity) moves by truck at some time while it is in transit—and there is not even partial proof for such a meaningless statistic. Yet by such do-or-die tactics, the truckers are out to homestead the niche they have carved out of rail revenues with the taxpayers' aid. This "75 per cent" deal is a more flagrant instance in what may be branded a smoke-screen maneuver to cover the fact that commercial highway trucks make up only 5.2 per cent of the 8.2 million trucks registered in the U. S. and less than 1 per cent of all motor vehicles. By thus making itself one with the majority, the minority group implies that the nation has no recourse but to build superhighways for supertrucks—except to struggle itself by a transport shortage. It is an absurd notion, which of course is no bar to its wholehearted acceptance by state and national lawmakers.

receiving every courtesy from your Representative at Springfield he arranged that I should be met at Chicago so that further necessary formalities could be facilitated.

Accordingly your City Passenger Agent, Mr. Harold G. Johnson, personally met my train and I cannot speak too highly of his kindness and helpfulness over the various points that arose which, incidentally, could not be straightened out until after 6:00 p.m. and also the following day.

Mr. Johnson was so thorough over all arrangements made and so anxious over my comfort that he inspired confidence and pleasure in my relations with your Railway and a happy experience for a visitor to your Country.

Ashley Edwards, Director
Muir, Reddall & Co. Ltd.
London, England
RETIRESMEN

Miss Resina McCarron, clerk in Accounting Bureau, Mobile, Alabama, retired on January 1, 1953, after 46 years of service. She was presented on her retirement, with a check by the Cheer-up Club and a lamp by her co-workers.

Mrs. Rena L. Danforth, division clerk in Passenger Bureau, retired after 35 years of service. She was also presented with a check by the Cheer-up Club and a lamp by fellow employees.

Engineer H. Grizzell, Murphysboro, Illinois, retired on March 26 after 43 years of service with the company. Mr. Grizzell was employed as fireman on the Murphysboro District on March 1, 1910. He was promoted to engineer August 10, 1942 and retired with a good record of service.

Section Foreman S. G. Runion, Stanford, Illinois, retired on January 30, 1953 after nearly forty-six years of service with the company. Mr. Runion was employed as laborer in 1907 and promoted to section foreman in 1919.

Operator E. E. Lowell, Joliet, Illinois, retired on April 2, 1953. Mr. Lowell was born on December 12, 1884 and entered the service as operator on July 29, 1915.

Engineer M. C. Dunn, Bloomington, Illinois, retired on March 31, 1953. Mr. Dunn was born on April 2, 1886, entered service as fireman on March 12, 1909. He was promoted to engineer December 12, 1917.

Utility Clerk Howard B. Kirby, Philadelphia, Mississippi, retired from the service of the company effective March 1, 1953. He had been with the company since November 17, 1917.

COMMERCIAL AGENT APPOINTED

C. Earl Lovett, Daly City, California, has been appointed GM&O Commercial agent at San Francisco, according to an announcement by District Freight and Passenger Agent W. J. Harvey of that city. Mr. Lovett has had more than eight years railroad experience before coming to the GM&O, beginning his railroad career in 1941. In 1942 he enlisted in the United States Air Force, serving overseas in the China-Burma-India Theater. He was honorably discharged from the army in 1946 after having attained the rank of technical sergeant, and returned to railroad service.

Mr. Lovett was born at Barbourville, Ky., and held his first job with a railroad at Harlan, Ky. He has also been stationed at Lovali, Ky. and Cincinnati, Ohio before coming to San Francisco.

Conductor Hull Leaves Ann Rutledge

The only rival she has ever had, said the wife of Conductor H. L. Hull of Roodhouse, Illinois, was the Ann Rutledge. But last week conductor Hull, amid regretful leaving from passengers and GM&O personnel, retired as conductor of the Ann.

For many years a good will emissary of GM&O and a good friend to his passengers, Conductor Hull has been a passenger conductor with the line since 1893. Born on November 2, 1884, he entered the service of the company as a brakeman on March 22, 1906. He was promoted to freight conductor on September 19, 1909 and to passenger conductor in 1939.

Ironically enough, Mr. Hull, who never suffered a personal injury in his long career of railroading, retired as a result of injuries sustained from a fall caused by ice on his steps this winter. He has been out of service for several weeks, and, on the advice of his physician, reluctantly decided to take his retirement.

Friends of Conductor Hull, however, know him well enough to know that he will still be vital figure in the life of his community and state. Long interested in the political life of the country, he will soon say his acquaintance, put his genial personality to work in some phase of public life.

DECEASED

Conductor Richard Doolittle on March 30, 1953 at the hospital at Louisville, Mississippi. Conductor Doolittle was an old and valued employee of the company. He was born on April 27, 1885, and came to work for the former GM&O on July 26, 1907. He worked until he was stricken on March 24 with pneumonia. He is survived by Mrs. Doolittle who makes her home at Louisville.

Retired Conductor J. V. Tillman, Jackson, Tennessee, at St. Louis on March 27, 1953. Mr. Tillman was seventy-four years old. He entered the service of the company on May 1, 1900 and worked until December 30, 1949. He served for a number of years as international vice president of the Order of Railway Conductors. He is survived by his wife and six sons and two daughters. At one time he entered the race for mayor of the city of Jackson and made an excellent showing at the polls. At his passing the Jackson, Tenn. SUN said, "John V. Tillman conducted the GM&O RR until his retirement in May of 1952, is dead at 74 years of age and in his passing Jackson loses a very fine citizen and the railroad brotherhood a wise counselor and earnest advocate of the causes which he represents . . . . His death is regretted by a host of friends who appreciated the geniality of his nature, the worth of his character and the steadfastness with which he applied himself to every task that was before him."

Agent H. E. Baker, Lemont, Illinois, at his home at Lemont on March 8, 1953. Mr. Baker was born on September 11, 1889, and entered the company service as operator on April 12, 1912. The funeral was held in Lemont on March 9th.

Retired Engineer David Edward Stewart, Jackson, Tennessee, on February 26, 1953 at his home in Jackson. Funeral services were held in Jackson with the following pallbearers: J. A. Fitzgerald, Jim Webb, John Douglas, Sr., Vaudie Steel, Henry Williams and James A. Lacy. Honorary pallbearers were members of the Board of Stewards and Adult Bible Class of the Trinity Methodist Church.

Mr. Stewart was born in Mt. Selman, Texas in 1888. He entered the service (Continued on Page 10)
Road Carpenter M. D. Lloyd, Prattville, Alabama, was watching a passing GM&O train during his lunch hour and noticed a brace on the truck of a tank car was dragging. He informed Agent W. H. Boykin, who flagged the train down, and the brace was tied so that the train could proceed.

Mrs. N. B. Gwin, Agent at Lauderdale, Mississippi, proved herself a good railroad man when she discovered a hot box on a passing train on the opposite side from where she was standing. She signaled the conductor, who stopped the train and set out the car.

Conductor J. D. Shivers, Jackson, Mississippi, was commended by Supt. Currie for prompt action and alertness when he discovered a fire on a car of the train which he was handling.

Agent N. J. Smiley, Stonewall, Mississippi, was commended by Supt. St. John for discovering a broken rail near the depot, reporting it, and flagging No. 15.

Train No. 33 was already running late when, shortly after leaving Tamms, B Unit 29 went out of commission due to bad order brushes to fuel pump motor. Fireman Paul Kister and Brakeman G. Rhodes of Jackson, Tennessee, anxious to make a good movement of the train, made brushes out of the main generator brushes, and put the unit back in service before reaching Union City. For their interest they were commended by Supt. Fortlines.

Brakeman H. K. Livingston, Bloomington, Illinois, was preparing to leave on the local, while train 32 was pulling into the yard. Mr. Livingston noticed a broken rim on a wheel of a loaded hopper of 32 and immediately called attention of the carmen to that fact.

Section Foreman Wells, Stallo, Mississippi, noticed a piece of machinery on a flat car sticking over the side of car about four feet on train No. 33. He followed the train out of Stallo and found four pieces of steel had fallen off. He took the steel back to Stallo where it could be loaded.

Joint Operator W. O. Borden, Burns ville, Mississippi, detected a brake beam down on a passing train and notified the crew.

Auxiliary Railroaders of the Month were Mr. Wesley Brown of Bloomington, Illinois and Mr. G. H. Sherrill of Brandon, Mississippi.

Mr. Brown did his bit for GM&O when he noticed some ties burning near Pontiac, Illinois, and called the ticket office at Bloomington to give this information so that section men could be called to put out the fire.

Mr. Sherrill discovered a broken rail on GM&O tracks and notified the superintendent’s office immediately.

DECEASED

(Continued from Page 9)

of the company in 1910 as fireman and was promoted to engineer in 1941.

Of his passing members of the brotherhood of locomotive firemen and engineers said, “He was a faithful father . . . and in all ways he undertook to raise his children in the fear and admonition of the Lord. He was a faithful and a loyal Christian to his Church. He was a good citizen, working always for the best interest of his home community.

Section Foreman William Charles Cox, Tamms, Illinois, on February 25, 1953. Mr. Cox was born on March 5, 1885 and came to work for the company as a section laborer on May 1, 1917. He was promoted to relief foreman shortly thereafter and to foreman on March 27, 1918. He is survived by his wife and several children.

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OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

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Comparison of the first 3 months of the years

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