NATIONAL SAFETY AWARD IS WON BY GM&O

The GM&O R. R. with the lowest personal injury rate in Group C of American Railroads for the year 1945, has been judged the winner in the Nineteenth Annual Railroad Employees National Safety Contest.

Competing against approximately twenty-five other railroads, GM&O's accident rate was 6.29 as compared with an average of 17.84 for the group. While in the past GM&N has won the award six times and M&O four in their respective divisions, this is the first time that the new system has won the award. It is especially pleasing this year because the outstanding record has been set in the face of an unprecedented movement of tonnage and under unusual conditions.

The National Safety Council Contest is the national gauge for safety on American railroads and all employees of the company.

J. O. GREEN NAMED SUPERINTENDENT OF MOTIVE POWER

J. O. Green, Master Mechanic at Mobile, has been promoted to the office of Superintendent of Motive Power and Car Equipment with headquarters at Mobile, Vice-President and General Manager G. P. Brock announced on April 25.

Mr. Green has been associated with GM&O for many years, coming to work for the property in 1922 as Mechanical Engineer. This was his second job after having graduated from Cornell University.

TO OUR EMPLOYEES:

The fine spirit with which our effort to reduce expenses has been met is a distinct tribute to the men and women who work for this Railroad.

For more than twenty-five years, the "GM&O Family" has struggled to build a worthwhile transportation agency.

As our credit standing has improved, fixed charges (primarily interest on debt) have been materially reduced. They are now, in proportion to size and gross revenues, among the lowest of all the railroads in the country.

We have never paid official and supervisory forces excessive salaries. On the basis of hours worked, many organized employees are better compensated than their immediate superiors.

We have furnished as good service and as much employment as our means would permit, and I think we have been reasonably progressive.

At the end of last year we had, in fact, reached the "soundest financial and physical condition" in our history.

Last month, however, "arbitration boards and an emergency board" made a wage award which, on the basis of payrolls for the first quarter of 1946, would cost us this year $3,400,000.

Our net earnings the last five years—years of peak prosperity—have averaged only $3,000,000 per year. This is, of course, all we have with which to pay debts, finance new improvements or to pay some return to our Stockholders.

In addition to the wage increase, supplies we have to buy are costing this year fifteen percent more than last year, when they were already high.

In other words, our operating result changed almost overnight from one of reasonable profit to a net loss. Our problem was and still is real and serious.

When and what the decision of the Interstate Commerce Commission will be as to a rate increase no one knows.

In the meantime, we could not idly await and indefinitely permit the further jeopardy of our solvency and usefulness. We have, therefore, materially reduced expenses and shall continue to do so.

I am sure that the resulting hardship is of as much concern to me as to anyone except the affected employees themselves. I know many of them personally.

(Continued on Page 6)
TO OUR EMPLOYEES:

(Continued from Page 1)

But to continue to pay out more than we take in would be both unsound and untrustworthy.

We are ever mindful of the importance of the employees and the public to the success of this Railroad, and we would not minimize this importance any more than we would belittle the benefits which the employees and the public both derive from this Railroad.

We have received a number of written, verbal and newspaper comments upon the current effort of our Management to operate this Railroad economically.

The only dissenting voice was that of LABOR, which is published in Washington by a group of Railway organizations. It is herewith quoted:

From Labor—

**MR. TIGRETT LOSES HIS TEMPER**

President of Mobile & Ohio, a Very Prosperous Railroad, Threatens Reprisals Because of Modest Wage Increases

We have before us two copies of “The Rebel Route News,” a sort of “house organ” prepared by the Gulf, Mobile & Ohio for distribution among its officers and employees.

One copy is dated March 15, 1946. It fairly oozes optimism. “Your company has entered the post-war era in the soundest financial and physical condition in its history.” That is for the stockholders. Management has this to say about the workers:

“It is fitting, at the outset, to pay tribute to our employees who served so well and patriotically in the armed forces and then to those whose almost equally essential job it was to keep our railroad running.”

All this and much more of the most cheering character is signed by I. B. Tigrett, president of the carrier.

* * * * *

Unfortunately, the issue of April 15, 1946—just a month later—sounds an entirely different note. In between the two issues, arbitration boards and an emergency board had granted railroad employees what was obviously an inadequate increase in wages, but inadequate or not, the wage increase soured the temper of President I. B. Tigrett. So much so, that on the first page of “The Rebel Route News” for April he prints a threatening letter addressed to “our employees” and winding up with this paragraph:

“Please let me say to you that insofar as the management is concerned we are going to try to live up to our obligations to our stockholders, who have furnished the money to make the railroad possible. We had planned a program of improvements and expansion. We had planned to add another passenger train between Meridian and Mobile, involving additional expense and increase of employment.

“Those and other steps will be abandoned. I would feel myself lacking in candor and frankness if I did not say to you that, insofar as we can possibly do so, we shall curtail and diminish expenses wherever it is possible and whenever it may be necessary to do so.”

* * * * *

Of course, we all know what that means. The railroads have asked the Interstate Commerce Commission to boost freight rates so as to give them a billion dollars in new revenue. That’s probably 40 per cent more than the wage increases so far granted.

The I. C. C. may be interested in President Tigrett’s declaration that he is preparing to take the wage increase “out of the hides” of his employees. At the same time presumably he will accept the rate increase which he and other railroad presidents are demanding.

* * * * *

Substantially the same thing happened after the first World War. A government tribunal granted railroad workers a modest wage increase to take care of the cost of living. The I. C. C. promptly granted rate increases which were more than double the wage increases.

Everyone thought that would make the carriers happy, but it didn’t. Instead, they started slashing forces along the lines now threatened by President Tigrett, and later on they filled the newspapers with propaganda in favor of wage cuts.

All this helped materially in precipitating the depression of 1921, and, incidentally, the worst railroad strike in this century.

* * * * *

President Tigrett says he must take care of the stockholders because they provide the money which makes a railroad run. That isn’t a very sound statement. The people who patronize the railroads provide the money which enables them to run, and the railroad workers furnish the skill and loyalty needed to make the operation a success.

If he really wishes to safeguard the interests of his stockholders, President Tigrett will stop talking about starting a rebellion over a modest wage increase and settle down to the job of getting more people to patronize the Gulf, Mobile & Ohio, which is a great railroad, and under proper direction, can become greater.
GM&O LOSES MONEY IN 1946
DESPITE HIGHEST GROSS REVENUE

From Jackson, (Miss.) Clarion Ledger

Economic puzzles are the order of the day, but we find none any more startling or worthy of contemplation than the one just implied in a statement from President I. B. Tigrett of the Gulf, Mobile and Ohio Railroad.

In a statement to employees of the line, he reports that "during the first three months of this year, we handled more tonnage than we did in the same period in 1945, a war year. We had twice as much gross revenues in the first three months in 1946 as we had in the same period in 1940,—yet we had net earnings in 1940 and had a net loss in 1946 after applying the last wage award."

Gross revenues doubled, yet net earnings vanish and a loss is experienced,—a situation most unusual and, in the words of President Tigrett, not only discouraging but alarming.

Thoughtful persons both in labor and management groups will pause for reflection on Mr. Tigrett's words, as he continues his statement in these words:

"* * * * *

"Actually, taking the combined figures of the Alton and the GM&O, we lost more than a half million dollars. This means that out of our three months' operation we not only earned nothing to pay dividends or to pay debts or to finance new equipment or to make other improvements—but we did worse than that—we lost more than five hundred thousand dollars.

"During my long years as President of this Company we have never had a parallel situation. On numerous occasions we have lost money when traffic was light, but to find ourselves straining our plant and equipment to handle peak traffic which results in an operating loss is not only discouraging but alarming.

"In 1929 the average compensation of each employe of this railroad was $1,692. By 1945 this had risen to $2,550 per employe. The recent wage award, plus payroll taxes borne by this company, will increase the payroll average cost to over $3,000 per year for each and every employe. Yet representatives of our employes are even now threatening new demands for increased wages.

"* * * * *

"In contrast the common stockholders of this company have never received a single dividend. During the war years we used our profits to finance a program for better equipment for the future, and for other improvements.

"Please let me say to you that insofar as the management is concerned we are going to try to live up to our obligations to our stockholders who have furnished the money to make the railroad possible. We had planned a program of improvements and expansion. We had planned to add another passenger train between Meridian and Mobile involving additional expenses and increased employment. These and other steps will be abandoned. I would feel myself lacking in candor and frankness if I did not say to you than insofar as we can possibly do so we shall curtail and diminish expenses wherever it is possible and whenever it may be necessary to do so."

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KILLING THE GOOSE
From The Herald Register, Trenton, Tenn.

The last issue of "The Rebel Route News," the monthly house organ of the G., M. & O. R., contains a front page message from the president, Mr. I. B. Tigrett, on the existing financial situation in which the railroad finds itself. Quoting from Tigrett's message, we get the following information:

(Quotations omitted by Rebel Route News Editor. See opposite column for information referred to and contained in Clarion Ledger Editorial, too.)

THE TRENTON EDITOR CONTINUES:

That makes it look as if somebody is killing the goose that lays the golden egg. How the railroads are to continue under such a condition we, frankly, do not know. How they can find a market for stock which pays no dividends, and has never paid a dividend, is beyond our comprehension. How buyers can be found for bonds floated by a company which is operating at a loss will be worth waiting to see.

No territory is entitled to a business which can not be operated at a profit to those who invest in it, and sooner or later the owners of this railroad may make that decision, and that is where we come in. Mr. Tigrett has done a wonderful job in improving the facilities and service of his road, but if he is to be hamstrung by conditions over which he has no control, sooner or later he will be forced to give up the fight.

Whenever The Herald Register fails to pay us a profit, we are moving over into other fields of endeavor.

And a lot of railroad people will be moving, too, unless the picture Mr. Tigrett paints changes.

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RETIRED COLUMBUS AGENT
KEEPS BUSY IN BACK-YARD SHOP

W. E. Leech is busy in his new back yard shop, busy trying to forget a lifetime of activity spent just a few blocks away at the Columbus Agency. And it's a hard job, too, for the conscientious Agent who during 49 years of service "tried to run the Railroad's business in Columbus, just a

(Continued on Page 5)
TRAFFIC MEN EXCHANGE IDEAS
AT CHICAGO GET-TOGETHER

At a get-together meeting in Chicago early last month, representatives of GM
&O and The Alton discussed plans for increasing business over the two lines
through a closer exchange of efforts and ideas pending the actual unification
of the two properties, which is expected early in the fall.

Chicago Department heads, and traffic
men in the territory easily accessible
to Chicago, were present and took part
in the conference. The meeting was
called to order by President I. B. Tig-
rett who said that he had the highest
regard for the integrity and ability of
every man present and assured them
that there would be a job for everyone
who wanted one.

He said that the success of the new
Company would depend largely upon
the feeling and response of the Traffic
Men with regard to the consolidation
and expressed confidence in the com-
bined ability of the personnel of the
two roads.

Executive Vice-President F. M. Hicks
discussed ‘the tools’ with which the
Traffic Men would be equipped to do
their job. He outlined plans for a sys-
tem — wide communications system
whereby telephone and tele-type sys-
tems would be in operation between
principal cities to assure on-the-minute
information with regard to traffic
movements and a complete passing re-
port service each morning.

He explained that forty million dol-
ars worth of equipment including 120
diesel locomotives, was being delivered
or on order and said that track and
ballast was being added to the property
as fast as it could be purchased.

Vice-President Culver White explain-
ed the financial structure of the new
road and pointed out that its capitali-
zation would be one of the strongest in
the industry. “There are no secrets at-
tached to the operation of this Rail-
road,” he said and explained that sugges-
tions were always welcome.

There was a general discussion from
the floor and ideas were exchanged.

ST. LOUIS GM&O BOWLERS
WIN CUP SECOND TIME

The St. Louis GM&O Team of the
Women’s Traffic Club Bowling League,
won the championship for the 1945-1946
Season, just completed.

The Trophy will be on display again
in the St. Louis office. It is the second
time GM&O has won it, and if the Cup
is won three times by the same team it
becomes that team’s property.

The members of the GM&O team are:

- Ellen Eckelkamp
- Mieva Zerovich
- Ann Hatch
- Hazel Murray
**Head Table—Left to Right**
1. L. A. Tibor, Vice-President-Traffic (GM&O)
2. F. M. Hicks, Executive Vice-President (GM&O)
3. R. E. DeNeefe, Vice-President & Controller (GM&O)
4. I. B. Tigrett, President (GM&O)
5. Culver White, Vice-President (GM&O)
6. S. A. Williams, Freight Traffic Manager (Alton)

**Left-Hand Table (Left to Right)**
1st Row
1. S. A. Dobbs, Vice-President, St. Louis (GM&O)
2. B. Sheridan, Publicity Director, Mobile (GM&O)
3. V. V. Budz, Superintendent, Bloomington (Alton)
4. R. L. Sipe, Freight Representative, Chicago (Alton)
5. W. M. Winters, Freight Representative, Chicago (Alton)
6. H. H. Thelte, Secretary-Chief Executive Officer, Chicago (Alton)
7. C. J. Kucera, Assistant General Freight Agent, Chicago (Alton)
8. H. L. Patterson, Commercial Agent, Memphis (GM&O)
9. E. H. York, Division Freight Agent, Springfield (Alton)
10. J. J. Hastings, Traveling Freight Agent, Bloomington (Alton)
11. J. J. Gardner, Traveling Freight Agent, Cincinnati (Alton)
12. Glenn Keen, Commercial Agent, Memphis (GM&O)
13. R. P. Beacham, General Agent, Cairo (GM&O)
14. A. B. Sutton, Dist. Freight Traffic Manager, Detroit (GM&O)
15. W. M. Smoots, Industrial Agent, Chicago (Alton)
16. M. O. Carpenter, Chief Engineer, Chicago (Alton)
17. A. F. Stephens, Agricultural and Live Stock Agent, Kansas City (Alton)
18. S. A. Roft, Development Director, Jackson, Tenn. (GM&O)
19. H. C. Wente, Assistant Traffic Manager, Chicago (GM&O)

**Right Hand Table (Left to Right)**
1st Row
1. C. E. Norris, Division Freight Agent, Peoria (Alton)
2. R. B. Burns, Traveling Freight Agent, Peoria (Alton)
3. C. M. Ashworth, General Agent, Indianapolis (Alton)
4. J. H. Walkmeyer, General Freight Agent, Chicago (Alton)
5. Jas. Williams, Treasurer, Chicago (Alton)
6. H. O. Wolfe, Purchasing Agent, Chicago (Alton)
7. A. Grant, Superintendent Transportation, Chicago (Alton)
8. P. C. Archer, General Claim Agent, Chicago (Alton)
9. J. J. McKnight, General Agent, Detroit (Alton)
10. D. D. Dorman, Executive General Agent, New Orleans (GM&O)
11. C. B. Whitlow, Executive Assistant, Jackson, Tenn. (GM&O)
12. Fred Johnson, Executive General Agent, Jackson, Miss. (GM&O)
13. O. D. Lofts, General Attorney, Mobile (GM&O)
14. L. S. Hoover, Commercial Agent, Memphis (GM&O)
15. B. W. Friedel, Commercial Agent, Detroit (GM&O)
17. C. D. Sipe, Assistant to Chief Executive Officer, Chicago (Alton)
18. J. M. McDonald, Personnel Manager, Chicago (Alton)

2nd Row
1. L. F. Miller, Freight Representative, Chicago (Alton)
2. B. B. Briggs, General Agent, Minneapolis (Alton)
3. W. M. Galt, Freight Representative, Chicago (Alton)
4. S. T. Maclean, Commercial Agent, Detroit (Alton)
5. B. P. Zimmermann, Commercial Agent, Chicago (Alton)
6. B. C. Heinz, Assistant General Freight Agent, Chicago (Alton)
7. J. A. Behrle, Assistant Freight Traffic Manager, Chicago (Alton)
8. F. A. Mainberg, Assistant General Freight Agent, Chicago (Alton)
9. F. O. Kunz, General Agent, Milwaukee (Alton)
10. J. G. Glasser, Traveling Freight Agent, Milwaukee (Alton)
11. F. J. Butera, Commercial Agent, Chicago (GM&O)
12. C. E. Sweat, District Passenger Agent, Milwaukee (Alton)
13. W. R. Godsey, District Passenger Agent, Detroit (Alton)
15. A. L. Jackson, General Passenger Agent, Chicago (Alton)
16. R. A. Pearce, Passenger Traffic Manager, Chicago (Alton)
17. L. V. Reed, General Agent, Cincinnati (Alton)

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**Back Time Checks**

The Accounting Department has announced that every effort will be made to deliver back pay checks about June 1st.
FIRST OF FIFTEEN PASSENGER CARS
MODERNIZED FOR COMFORT OF PATRONS

Passengers should like the comforts of these completely modernized cars, now being placed in service. Fifteen coaches are to be re-done and equipped with all of the latest "ride features" and two have already been delivered. No. 140, shown above, is now in service on the Abraham Lincoln between Chicago and St. Louis and with its reclining seats; low, attractive ceiling and fluorescent lights is making quite a hit with passengers.

RETIRE COLUMBUS AGENT
(Continued from Page 3)

little bit better than anybody else's."

Still a dynamo for work and active, Mr. Leech asked that he be retired some months ago because of failing hearing which he said prevented him from working to the best interests of the Company. At home, he has a nice chicken farm and his hobby of woodworking. When the old urge to railroad gets too strong he walks down to the station and his old force takes time out to explain what this shipper and that one is doing; how business is in general.

Mr. Leech is still proud of the record he set as Agent in 1925 and still knows right where to get the balance sheets and show that this mark hasn't been topped since.
TEAMWORK
Chicago 2, Illinois
April 17, 1946.
General Passenger Agent:

On April 6th I brought my daughter, Mrs. C. E. Wilson, who was ill with Brills disease, back from Citronelle to Chicago, traveling over the GM&O and C&A.

I want to express my appreciation of the services that were rendered to our party.

First your agent in Citronelle. The GM&O and Citronelle is to be congratulated upon having such an efficient, courteous, intelligent agent, (H. C. Gilmer). I have made several trips from Chicago to Citronelle and have always found him ready and willing to give first-class service. He arranged our trip in every detail so that there was no slip. Wheeled chairs met us at St. Louis and Chicago and we were given first class attention.

The conductor, hostess, steward, waiters and porters were all solicitations of our welfare and everything was done for us that was possible. We cannot say enough for everyone that we came in contact with on the GM&O to St. Louis.

At St. Louis we were met with wheel chair and also an official of the company was there to see that we got on the C&A without difficulty.

Again expressing our appreciation of the services given us, I am

Very truly yours,
Erma V. Meszaros.

Roadway Dept.

Ted Delph Moser, Section Laborer, Oakton, Kentucky
Willie Mays, Section Laborer, Oakton, Kentucky
Joseph Johnson, Section, Canal Yards

Mechanical Dept.

R. W. Nicholas, Carman Apprentice, Mobile
F. C. Nicholas, Electric Apprentice, Mobile
Willie P. Fuller, Pipefitter Apprentice, Meridian
William L. McKinney, Carman Apprentice, Mobile
James W. Turner, Carman Apprentice, Jackson, Tennessee

Transportation Dept.

Walter Golden, Coal Handler, Pontotoc, Mississippi

C A M E R A

Vice-President (Traffic) L. A. Tibor and Vice-President (Purchases and Stores) H. E. Warren talk with Chief Engineer W. W. Greiner as The Rebel speeds northward.

And P. F. Osborn, newly appointed attorney, discusses preparation of a map with Charlie Hanstein of our Maintenance of Way Department.

This is the Brother Team of Boyd and Ray McElhaney, who act as Flagmen on The Rebel between Mobile and Okalona.

On The Rebel the other day was control Superintendent W. H. Davis of the Flintridge Company of Meridian and his family. Mr. Davis is well known to GM&O employees and is a frequent Rebel passenger.

HERE AND THERE...
Columbus—For real courteous service to the public, Ticket Agent J. B. Watson fills the bill and up-town Chief Clerk R. C. Bandy dispenses freight information with a smile. Mr. Bandy has 23 years service and started as a night yard clerk.

Tuscaloosa—It is with regret that we learn of the death of Miss Ruth Holly, for 26 years with the Storehouse Dept.

Tuscaloosa—And don’t go around the Agent’s office unless you are a smart trader for Messenger Boy Louis Rawlins has quite a reputation for swapping knives, watches and what have you.

Mobile—A 35-year man is Otis Penniman, well liked Division Freight Traffic Manager here. Otis started with the GM&O as Call Boy at Tamms and his Dad was a Company Doctor for the Road there.

Aboard No. 16—Conductor Hassel is back, smiling and with the ever present flower in his button-hole, after a siege of illness. How long has Conductor Hassel been wearing a flower? Since he was 12 years old and wouldn’t go to Sunday School without one on his suit.

Mobile—Warrant Officer Charlie Allen is back in the Traffic Department after 25 months overseas. Some of his recent posts: New Britain, New Guinea, The Philippines, and Japan. He’s Secretary to Vice-President Tibor.

Verne Denmark, Mobile, (Receipts Dept.), who has been in the U.S. Navy for the last thirty months paid us a visit last week. Verne has been on the sick list but is looking fine again.

He is returning to the Naval Hospital in New York for a final check up and expects to receive his discharge in the near future.

Miss Bonnie Lowry (Receipts Dept.) was married to Mr. Oliver C. Collins, April 17, 1946.

J. O. GREEN
(Continued from Page 1

sity as a Mechanical Engineer and after having served as an Army air pilot. One of his first assignments with GM&O was supervision of the construction of the Shops at Louisvile. In 1927 Mr. Green went to the Mississippi Central and returned to this Railroad in 1937 as Shop Superintendent, Prasati. With the consolidation he was elevated to the position of Master Mechanic at Mobile. He is receiving congratulations from his many friends.
SAFETY AWARD

(Continued from Page 1)

"WE MUST NOT BELITTLE OUR OWN ENDEAVORS"

Vice President and General Manager G. P. Brock expressed his appreciation to all employees of the Railroad, and especially to those of his Department, when notified that GM&O had won the Safety Award.

"With this achievement," he said "we must not reduce our efforts for a still safer operation. Safety is a duty to fellow employees and the public, a duty to humanity, and as much a responsibility as service. "We must better our record of 1945, or we belittle our own endeavors."

GM&O should be proud to have had a part in winning this coveted award.

The presentation of the award will be made on a date to be announced later and appropriate ceremonies will also be held on our Railroad.

Outstanding in GM&O's record is the work of the Transportation Department in the territory under the supervision of Superintendent J. R. Comely—Cairo to East St. Louis. This is the only divisional operating territory on the entire railroad which had a perfect record of no reportable accidents.

Another commendable record was made in the Mechanical Department, which during a period of three months in 1945 also had a perfect record. This record was ably supported by the employees under the jurisdiction of Master Mechanic J. T. McIntosh, who completed the entire year with a perfect record. Supervisor Arnold in the Maintenance of Way Department, in the territory between Mobile and Meridian on the Southern Division not only completed a perfect record in 1945, but also has a continuous perfect record over a period of twelve years prior to 1945.

G. P. BROCK ELECTED OFFICIAL OF MOBILE CHAMBER OF COMMERCE

Vice-President and General Manager Brock (second from left) has just been elected a Vice-President of the Mobile Chamber of Commerce. The picture above was made recently during a trial run of U. S. Navy Destroyer in the Gulf off Mobile and shown with Mr. Brock are: Andy Anderson, Gulf Paint Company; Governor Harry Kelly of Michigan and City Commissioner Charles Baumhauer.

WILL YOU GIVE THAT THEY MAY LIVE?

FANINE!! Sweeping like a prairie fire over half the world. Help fight it. Give canned food or money to buy food to your Emergency Food Collection on behalf of UNRRA. Or, you may send checks or money orders to National Headquarters, Emergency Food Collection, 100 Maiden Lane, New York 7, N. Y. Mobile employees are organizing a campaign to collect at least one can of food from every employee. How about other towns?

CHICAGO CHIEF CLERK
TRAFFIC TOPICS EDITOR

Orv. Magnuson, Chief Clerk of our Freight Traffic Department in Chicago has been made Editor of Traffic Topics, official magazine of the Chicago Traffic Club.

Traffic Topics says of its new Editor:

Magnuson who was assistant editor last year, was born September 26, 1912 at Chicago, where he attended Chicago public schools, Carl Schurz high school, and the Freight Traffic Institute. He is currently vice-president of the T.T.I. Alumni Ass'n. and a member of the Railroad Freight Rate Clerks of Chicago.

Before his appointment as chief clerk of the G. M. & O., Magnuson was employed in Accounting and Traffic Departments of the Monon R. R. for 10 1/2 years.

Married for six years, he resides with his wife at 2338 Addison Street. His hobbies are golf, swimming and photography.

PERFECT SAFETY RECORDS

12 of the 47 Safety Chairmen had perfect records in 1945:

L. C. Arnold
W. B. Burns
A. G. Daney
M. C. Doolittle
H. E. Hanson
G. R. Kelly
C. H. King
O. W. Knight
W. C. McCoy
J. T. McIntosh
W. C. O'Donnell
R. G. Wharton

Mobile
Mobile
Jackson, Tenn.
Louisville
Tann
Murphysboro
Jackson, Tenn.
New Orleans
New Albany
Louisville
Montgomery
Laurel

DEPARTMENTAL PERSONAL INJURY RECORDS—YEAR 1945

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TOTAL ENTIRE SYSTEM 106 | 16,362,324 | 6.29 |
GULF TRANSPORT REMODELS AND MODERNIZES MOBILE SHOPS

New Facilities Keep Wheels Turning During Parts Crisis . . .

Remodeling of Gulf Transport's big Shop at Mobile has just been completed and the Garage is now in position to do all types of repairing and rebuilding, swiftly and efficiently.

The enlargement of the Mobile facility was made so as to better maintain the highway carrier's growing fleet of trucks and buses which are operated in conjunction with Gulf, Mobile and Ohio's passenger and freight train service. Gulf Transport is the Railroad's highway subsidiary and operates over 1,842 regular bus route miles and 1,811 truck route miles.

General Manager Albert Johnson, who with his Operating and Mechanical force has offices on the second floor of the Shops, said that enlargement of facilities was very timely as it enabled Gulf Transport to keep going during a critical period when parts and equipment were unobtainable. "Through salvage, repair and manufacture within our own Shops, we have been able to fill all regular schedules at all times," he said.

Gulf Transport's new Shop building at Mobile. T. R. Scruggs is Mechanical Superintendent. One corner of the Stock Room with the force ready to give service. From left to right: Mrs. Pauline Ridings, General Clerk; James J. Gregory, Stock Clerk; Mike Lovett, Storekeeper; J. H. Hamric, Stores Attendant. H. D. Hamric, Night Clerk, is not in the picture.

A busy office scene with Clerk H. B. McIntosh, Secretary Clarice Turner and Clerk W. D. Norman; Mechanic J. A. Boswell operating one of the new machines.