Rebel Meets Sunrise Deep in Dixie

Cliffs south of Meridian, Mississippi, where for a space of several miles in this area Southern and GM&O tracks parallel each other. Because rival engineers many years ago sometimes unofficially raced to the Meridian station, the stretch is known as the "race track". Drastic action by the superintendents and a timely change in passenger train schedules ended the practice.

Meridian To Commemorate Railroad Men With Ceremony Honoring Singing Brakeman

Meridian, Mississippi will commemorate its deceased railroad workers and honor the late Jimmie Rogers, the "Singing Brakeman", at impressive ceremonies on May 29 in which a real locomotive will be enshrined in a roadside park near the city.

Railroad executives representing all of the lines serving the railroad center, state and civic officials and representatives of the entertainment world will be present for the occasion. The engine, which will be enshrined in concrete following its last run from the joint passenger station used by the lines serving Meridian, was donated by the Meridian and Bigbee Railroad and will bear the names of all the local railroads.

On its last trip it will pull a coach of each road and dignitaries in the city for the ceremony will be passengers aboard. The crew will consist of a representative of each line. GM&O Hostess Jane Woodruff will act in her official capacity.

Jimmie Rodgers, the son of a railroad section foreman and a brakeman is credited with having originated "Hill Billy" music, giving the Folk Music of the day a novel treatment which has since become popular on radio, records, stage and TV.

The Meridian Star, at the instigation of its owner James H. Shewes, was planning to dedicate a retired steam locomotive to the memory of Meridian's Railroad men. Late in 1952 Hank Snow and Ernest Tubb, as representatives of a group of artists from various localities, came to Meridian to discuss a memorial monument to Rodgers. The two ideas were combined for the May 29th ceremony. Besides the locomotive, there will be a special shrine to the memory of Rodgers and the roadside park, prepared by the State of Mississippi, will be a permanent installation also.

All GM&O Officers Re-elected At Directors' Organization Meet

All officers of the Gulf, Mobile and Ohio Railroad were re-elected at the annual organization meeting of the Board of Directors in Mobile Saturday, May 9.

Corporate officers of GM&O re-elected were: Chairman of the Corporation, I. B. Tigrett of Mobile and Jackson, Tennessee; President F. M. Hicks, Mobile; Executive Vice-President and General Manager, G. P. Brock, Mobile; Vice-President Traffic, L. A. Tibor, Mobile; Vice-President and Comptroller, R. E. DeNees, Mobile; Vice-President Purchases and Stores, H. E. Warren, Mobile; Vice-President Industrial Development, T. T. Martin, Mobile; Vice-President, S. A. Dobbs, Chicago; Vice-President R. E. Stevenson, St. Louis; Treasurer, W. J. Wall, Mobile and Secretary, K. D. Horton, Mobile.

The Board of Directors also declared a dividend of $1.25 per share on the Preferred Stock for the third quarter of the current year, payable March 12 to stockholders of record February 20, 1954, and a dividend of 53c per share on the Common Stock payable September 14 to stockholders of record August 25, 1953.

The New Orleans Great Northern Board in turn declared interest payable on New (Continued on Page 2)

Carlinville Welcomes Industry: Chairman Tigrett Is Speaker

Carlinville, Illinois welcomed its new industry, the Valley Steel Company, on Thursday, April 30 and honored Howard Heinz with a Junior Chamber of Commerce dinner. Mr. Heinz headed the local committee responsible for the location of the industry.

Approximately 350 persons attended the banquet and Chairman Tigrett of the GM&O made the principal address. Martin Rogers, Junior Chamber of Commerce President, presented Mr. Heinz with an attractive plaque in recognition of the important work performed in bringing the new industry to Carlinville.

Valley Steel manager, Frank Tye pre- (Continued on Page 3)
All GM&O Officers Re-elected At Directors' Organization Meeting

(Continued from Page 1)

Orleans Great Northern Railway Company 5% Income Debentures due 2/33, 1% payable September 14 to holders of record September 9, 1933, in addition to 1½% already declared payable on that date and 1% payable March 12, 1934 to holders of record March 8, 1934.

Designated to constitute the Executive Committee of the Railroad by the Directorate were A. C. Goodyear, Chairman of the Board; Gaylord Container Corporation, New York; J. F. McCarr, President, Merchants National Bank, Mobile; H. A. Pharr, President, First National Bank, Mobile and GM&O executives Tigrett and Hicks. Goodyear was elected Chairman of the Executive Committee.

Besides the GM&O officials on the Board, the following Directors attended the Mobile meeting: John M. Coates, President, Masonite Corporation, Chicago, Illinois; Willard R. Cox, President, Coca-Cola Bottling Company, St. Louis, Missouri; A. C. Goodyear, Chairman of Board, Gaylord Container Corporation, New York, New York; Rurien Holland, President, Holland Lumber Company, Omaha, Nebraska; Herbert J. Loeber, President, Ebling Burckle Hunter Company, Chicago, Illinois; F. M. Mayfield, President, Sergus-Vandervoot-Barney, Incorporated, St. Louis, Missouri; J. F. McRae, President, Merchants National Bank, Mobile, Alabama; H. A. Pharr, President, First National Bank, Mobile, Alabama; and William J. Rushon, President Protective Life Insurance Company, Birmingham, Alabama.

NOGM Directors present, besides GM&O officers were: Eugene D. Funk, Jr., President, Funk Brothers Seed Company, Bloomington, Illinois; A. C. Goodyear, Chairman of the Board, Gaylord Container Corporation, New York, New York; E. D. Grinnell, General Traffic Manager, Gaylord Container Corporation, St. Louis, Missouri; James F. Hieck, Executive Vice President, First National Bank in St. Louis, St. Louis, Missouri; Arthur Waters, Waters & Aucos, Investments, New Orleans, Louisiana; and E. E. Wilson, Vanderbilt University, Nashville, Tennessee.

Bulletin: Latest arrival in the Gulf, Mobile and Ohio Railroad family is little Burton Bridges Steel, born on May fourteenth in Mobile, Alabama. Burton is the son of Contract Counselor and Mrs. T. A. Steel of Mobile, and the grandson of General Superintendent P. B. Bridges of Meridian, for whom the youngster is named.

DEcoration Day

A GM&O city, Columbus, Mississippi claims the distinction of observing the first Decoration Day in the United States. The women of Columbus on April 25, 1868 placed flowers on the graves of both the Northern and Southern soldiers in their vicinity. It was this act that inspired the poem, “The Blue and the Gray”, written by F. W. Finch and published in the Atlantic Monthly in September, 1867.

Passenger Conductor E. L. Pauley, Chicago, was conductor on train No. 2 and reported by wire from Chicago that the train had seemed to be passing over a broken rail. Section men were called and found an eight inch piece broken out of the rail. Conductor Pauley was commended by his alertness and promptness in reporting the trouble.

NO OTHER FORM OF TRANSPORTATION EQUALS THIS PERFORMANCE ... On their own highways of steel—paid for and maintained with their own money—the railroads move more tons of freight more miles than all other forms of transportation put together—and do it at a lower average than any other form of general transportation.

And because the railroads do carry anything—and serve everybody—we all have a stake in railroads that are strong and healthy—able to keep on doing—for America—the kind of job that only railroads can do.—Clipped from Missouri Pacific R. I. News Reel.
Col. Tigrett Commended for Korean Services

Col. A. K. Tigrett is returning to the United States from Korea where he served in an advisory capacity relative to the industrial rehabilitation of the war devastated country.

Upon completing his mission in Korea, Col. Tigrett was commended by Brig. Gen. A. L. Hamblen (USA) who read the following letter to him and to key officials at headquarters in the Korean communication zone.

icol... Perhaps you may be aware of the fact that I, while on duty in Washington, was opposed to you coming to Korea. My experience had been that Korea already had too many advisors and not enough workers, and my feeling was that a retired businessman would be only another advisor.

I am delighted to confess that rarely have I made such an error. Maturity of judgment and sound business come only with experience. In partial decision comes only with integrity and freedom from influence. In addition to these attributes which you have displayed to an outstanding degree, your energetic approach to the difficult problems before us and your negotiating ability have made it possible to accomplish results which few others can match.

I have leaned heavily upon you for the last few months, and have profited greatly thereby. I have marveled at your successes and felt that with a few more persons of your type that most of these problems, which plague us daily, could be licked once and for all.

One of the factors which, I am sure, has made possible your sound advice, is your persistence in getting away from the desk and going out to see just what was happening in the field and in getting first hand information concerning the problems which have confronted us.

To attempt to itemize only your accomplishments would be to list the successes of the office, for you had been identified with all of them.

I shall miss you personally and professionally and so will your many friends and co-workers—both UNC and ROK. You have made a substantial and praiseworthy contribution to the war effort of your country.

Please accept from the bottom of our hearts the sincere thanks of all of us.

Sincerely yours,
A. L. HAMBLEN
Brig. Gen. USA
UNC Representative

An ex-Air Force Colonel and a Washington businessman, Col. Tigrett volunteered for the Korean industrial rehabilitation work with the understanding that he would accept no salary for his services and that there would be no limit to the length of his services. Col. Tigrett is well known on the railroad and is the brother of Chairman I. B. Tigrett.

Lincoln NeJaeger, Mexico, Missouri, was commended by Supt. Miller for discovering a broken rail and immediately reporting it to the chief dispatcher.

Carlinville Welcomes Industry

(Continued from Page 1)

sented the organization with a check covering payments on the contract between the company and the local group of stockholders who helped finance location of the plant there.

Mr. Tigrett was introduced by Jaycee Treasurer Robert Miller.

With Mr. Tigrett in Carlinville were G&M O Vice President R. E. Stevenson of St. Louis; Assistant to Chairman C. B. Whitlow of Jackson, Tennessee; R. M. Sheridan, assistant vice-president, Public Relations, Mobile, Alabama; E. H. Yarke, division freight traffic manager and Neil J. Souers, assistant general passenger agent, both of Springfield; R. E. McGinn, industrial agent, St. Louis; A. F. Stephens, general agricultural agent, St. Louis; and R. W. Ryeberg and C. M. Pittman of the Carlinville agency.

Jacksonians Re-trace Honeymoon Trip

Thirty-nine years ago newly-wed Mr. and Mrs. Frank Caldwell of Jackson, Tennessee left Jackson on their honeymoon aboard the former M&O Railroad for St. Louis and an extensive trip west. Recently they re-traced their honeymoon trip, boarding GM&O's Rebel in Jackson after an anniversary party there. They were accompanied by their son and his wife.

Mr. Caldwell is Chairman of the Board of the Second National Bank of Jackson, President of the West Tennessee Gas Co., and President of Independent Oil Mill.
GM&O SERVES TWO GREAT PORTS

May 17-23 is Foreign Trade Week in Kansas City, Western terminus of GM&O. Observance of this week makes recent port photographs em-phasizing grain handling facilities appropriate at this time.

Our railroad owns grain elevators at Kansas City which are extensively used.

The inset photographs show ship-side elevators at the Ports of New Orleans and Mobile, respectively.
NEWS AT A GLANCE

SPRINGFIELD-BLOOMINGTON TRACK BUSIEST
The 58.5 mile segment of our Railroad between Springfield and Bloomington, Illinois is the heaviest used section on the entire line.

Last year there were 13,174,032 freight car miles (loaded and empty) operated through this territory. By comparison, the lightest traffic was on the Washington-Dwight, Illinois branch (69.6 miles) where car miles operated were 256,032.

FARM-TO-MARKET ROADS
Railroads have a definite stake in the movement of farm products to markets. That is one of the reasons why various Railroad Associations are joining in the growing movement to have rural roads included in any widespread highway improvement program.

Agricultural products accounted for $13,579,180 in gross revenue for GM&O last year... animals and products, another $1,544,017. Farm to market and farm to rail-head roads have not kept pace with the new mechanized age in agriculture.

SOUTHBOUND ABE LINCOLN MOST POPULAR
The southbound Abraham Lincoln is GM&O's most popular passenger train, ranking first in the number of passengers handled—in second place is northbound Ann Rutledge. Both are streamliners in Chicago-St. Louis service.

While leading the popularity parade, they nevertheless are not leading revenue producers dropping to 4th and 5th places respectively to other trains which handle more mail.

DIRECTORS ARE RE-ELECTED
At the annual meeting of stockholders of the Company in Mobile on April 14, all members of the Board of Directors were re-elected. Seventy-eight percent of the total 1,199,247 shares of stock entitled to vote was voted—a fine representation.

There are fifteen Directors on the GM&O Board—ten with a decade or more of experience directing the Company's operations. GM&O was incorporated in 1940 with the consolidation of the GM&O and M&O.

GOOD RECORD FOR SERVICEABLE EQUIPMENT
Maintenance of equipment on the Railroad last year amounted to $13,210,046 and our record for serviceable freight cars and freight locomotives was very commendable.

Percentage of bad order cars was only 3.4% and percentage of unserviceable locomotives 4.80—both below the national average.
Editor Interviews Engineer

Thirty Wausau, Wisconsin high school students visited Laurel, Miss. last month and travelled from Chicago via GM&O. At the Chicago station Mary Switzer, editor of the Wausau High School paper, and Perry Siegler, president of the Student Council, are seen interviewing Gordon Childers, engineer of the Alton Limited, just before their Gulf, Mobile and Ohio train pulled out of Chicago Union Station.

Railroad Wife Is Worthy Grand Matron

On Wednesday evening, April 15, 1953, in a very impressive ceremony and in the presence of several thousand visitors and friends, Mrs. Louise Myers, wife of Road Foreman of Engines, Harvey S. Myers, of Laurel, was installed as Worthy Grand Matron of the Grand Chapter of the State of Mississippi, Order of the Eastern Star, during the forty-seventh annual session of the Grand Chapter, which was held in Jackson, Mississippi.

Mrs. Myers served several appointive offices in Laurel Chapter where she first joined the Order in 1938 prior to being elected as Associate Conductress, the first of four steps toward the office of Worthy Matron, then being elected and serving the stations of Conductress, Associate Matron and then Worthy Matron of her chapter in 1945. She was then appointed by the Worthy Grand Matron respectively, serving one year in each office and finally elected and installed as Worthy Grand Matron.

Due to her wide experience in this work, her many friends throughout the state, and her devotion to the Order of the Eastern Star, Mrs. Myers is considered well qualified to serve in the highest office the state can confer until the closing of the Grand Chapter session in 1954.

IF TRANSPORTATION IS TO SURVIVE

From the Normal, Ill. NORMALITE

A high official in the Federal Civil Defense Administration recently said: "If transportation is to survive—and if it doesn't the nation won't—it must be operated . . . by those people who best know operation, the executives of the transportation systems themselves.

"Transportation . . . has been the fundamental factor in making this nation the great and strong nation it is . . . The failure of our transportation system could well be termed national heart failure."

The railroads are the keystone of our whole transportation structure—almost everything we buy and use moves by rail. Yet, due to obsolete regulatory laws, railroad management is hamstrung at every turn. Questions of operation and policy which are a proper and necessary function of management are instead determined by regulatory commissions.

This is not an argument against reasonable regulation. It is an argument against regulation of a nature which assumes too many managerial functions—and which is totally out of tune with the times and with the competitive situation now prevailing.

THE MAIL TRAIN

DRIVER J. H. HURT "STOOD THE NOISE"

Dear Mr. Gillihan:

We want to thank you for the good bus and bus driver we had on our trip to Montgomery. The seats were comfortable too. It was a wonder that the bus driver could stand the noise we made. He was a most careful driver, too. We have to get a Gulf Transport bus if we go anywhere else.

Yours truly,

4th Grade

Mary B. Austin School, Mobile

Mr. W. A. Robert

Dear Sir:

You cannot begin to imagine my surprise and gratitude when I was asked to be a guest of the Lions Club in Booneville, Mississippi, today, and was told I was selected first place winner of the remodeled home contest for 1953.

I entered the contest just to do what little I could to beautify my home as I have very little to work with, not dreaming I would be a winner.

I cannot find words to express my heartfelt gratitude to the GM&O Railroad and Lions Club for sponsoring and encouraging us farm ladies to try to make our home more comfortable and beautiful. I thank each one who has made this possible.

I wish it were possible for you to visit my home and see my work.

Thanking you, I am,

Mrs. T. L. South,
Rt. 1, Paden, Miss.

DIVISION PASS. AGENT CHAPMAN GLAMORIZED TRAINS FOR GRADERS

Dear Mr. Chapman:

We want to thank you again for the train ride. It was lots of fun and we learned more about trains. Some of us have decided that we will work on trains when we grow up—a be a hostess or conductor maybe.

Thank you again for helping us find out more about trains.

Sincerely,

The Third Grade, Gargas School
Mobile
DECEASED

Fourteen year old Charles Clements
Green, Mobile, Alabama, on April 14, in
Mobile. He was the
son of Relief Train-
master Howard C. Green. Charles was
fatally injured on
April 13 when he
served his motor
bicycle to avoid strik-
ing a dog, and was
corsequently thrown from
the bike to the pave-
mint. He was an
outstanding student
at Murphy High School in Mobile, and a
favorite among his friends and neighbors.
He leaves his parents and two sisters.

Retired Engineer B. A. Marble, Slater,
Missouri, at his home on April 8, 1953.
Mr. Marble entered the service on Janu-
ary 17, 1928 and retired on November 1,
1946. He is survived by his wife.

Retired Switchman Thomas Arthur Wal-
lace, Jackson, Tennessee, at Memphis on
April 23, 1953. Mr. Wallace entered the
service of the company on November 30,
1926 and retired on December 27, 1941.
He was born in 1881.

Retired Conductor W. C. Ligon, Van-
dalia, Missouri, on April 27, 1953. Mr.
Ligon entered the service of the company
in 1916 and retired on August 27, 1943.
He is survived by his wife.

Retired Agent-Telegrapher Albert Sid-
ney Johnson, Jackson, Tennessee, on April
30, 1953 at Jackson. Mr. Johnson entered
the service of the company on November
1, 1888 and retired on October 30, 1940.

IT'S CHITLINS' SAYS SINCLAIR

When Columnist Ivan Paal of the San
Francisco Examiner launched into a dis-
cussion of unusual viands, he mentioned
Southern "chitlins," GM&O Western
Traffic Manager Ray Sinclair, who hails
from Dyersburg, Tennessee and Jackson,
Miss., and ought to know, clarified the
fancy spelling in a note to the column.
The columnist replied:

"... R. N. Sinclair, of the Gulf, Mobile
and Ohio Railroad wrote: 'Chitlins is cor-
correct in the deep South.' I spelled it "Chil-
lands.'

So pardon me, you Southerners, you-all.
I'm used to the Deep South in Reno and Las Vegas."

Lindbergh "Barnstormed" In G M & O Territory

The Charles A. Lindbergh story—"33
Hour to Paris"—currently running in the
Saturday Evening Post recalls to GM&O
oldtimers when the aerial pioneer visited
in GM&O territory. The flight log taken
from the book, "The Spirit of St. Louis",
of which the Post story is a condensation,
shows that Lindbergh, in 1927 after his
famous flight, flew from Birmingham to
Jackson, Miss. via Columbus, Starkville,
Maben, and Mathiston, Mississippi. On
the following day he flew from Jackson
to New Orleans via Columbia, Mississippi
and Franklintown, La.

The October issue of the GM&O News
of 1927 gives an account of an interview
which the News editor, along with other
reporters, held with Lindbergh at Jack-
son, Mississippi. The flyer, in this inter-
view, verified a story told about his early
flying days when he was forced down at a
point between Mathiston and Maben in
1923 on account of faulty propellers.

The 1927 News says: He was "barn-
storming," he said, which he translated as
flying several days stand at various towns
where he solicited passengers for short
rides. In Webster county, after his pro-
 paddle went bad, he extracted promises
from half a dozen citizens to ride at five
dollars each. When the propeller arrived,
the citizens helped him to install it, and
he proceeded to earn his expenses. The
crowd chipped in, he said, to give a ride
to an old negro who had been watching
the flying with much interest. The negro
was eager for the flight and exhibited his
spunk until Lindbergh took the plane into
several loop-the-loops and a tail spin.

Don't Ride a "Spook Train"

Engineer-Fireman C. D. Drennan, Louis-
ville, Mississippi, knows that carelessness
on the railroad does not pay. Last month,
in trying to teach safety precautions, he
wrote a little fantasy about the careless
railroader who today rides a "spook train"
instead of being on the main line. He
ended his story with the poem below.

So all you railroaders, listen to me:
The train I'm running now is surely
suiting me.
I'd rather ride a real train, and on the
main line too.
Than to take the siding on a spook train.
be it night or day.
I care not to fly, as spooks all seem
to do.
I'd rather make it safe: I'm sure you
had too.
Murphysboro Musicians Come South

Division Passenger Agent Roy Fischer of St. Louis, right, rear, stands by as members of Murphysboro, Ill., high school band unload from Rebel. Below, Gulf Transport buses waited in front of Mobile station to take Murphysboro students to hotel.

Seventy-four bandmen and singers with eight chaperones arrived in Mobile on GM&O's Rebel from Murphysboro, Ill., on May 1. They were met at the station by Gulf Transport buses which took them to a downtown hotel.

The Murphysboro students, who saved up money to pay for their Mobile expedition, made a two-day visit to the azalea city where they visited Bellingrath Gardens, the State Docks and made a side trip to Pensacola. While in Mobile, they presented two free concerts in schools of the city.

They returned to the North on the Rebel on May 2. They were accompanied on the trip by GM&O Division Passenger Agent Roy Fischer.

ALONG THE LINE

New Orleans, La.—Francis Charles Mains Jr. dressed up in his new engineer's uniform recently and went looking for a train to pilot. He ended up in New Orleans Terminal Station where his neighbor, W. J. Coughlin, is a station agent. Mr. Coughlin and Charles agreed that the "Littie Rebel" would be just right for the junior engineer in a few years' time.

Meridian, Mississippi—When Ike Morris McKelvain decided to leave college to find a job, it was only natural for him to try the railroad, for his father, Herman H. McKelvain, has been with GM&O for many years. Last month Ike took his railroad job at Alton, Illinois as clerk on the riverfront there. Folks along GM&O are wishing Ike much success in his new job.

Columbus, Miss.—When Mary Beth Seals takes her first train ride, the odds are that it will be on the GM&O. Mary Beth, who was born on April 21, is the daughter of Trainmaster P. B. Seals, Artesia, Miss., and granddaughter of Employe Consultant Biscoe Seals of Jackson, Tennessee. The little girl weighed seven pounds on arrival. She is named for her paternal great-aunt and her maternal grandmother.

Jackson, Tenn.—Director of Agriculture and Forestry S. A. Robert attended in April a meeting of the Committee on Agriculture of the Chamber of Commerce of the United States of which he is a member.

Mobile, Alabama—The Freight Receipts Department claims two brides this month. Miss Dorothy Pederson was married on April 11 to Mr. D. Rice Stuart and Miss Shirley Arata was married on April 18 to Mr. John Vella.

W. E. Barrett Promoted

W. E. Barrett was appointed assistant general freight agent, Sales and Service, St. Louis, Missouri, on May 1st, according to an announcement by General Freight Agent E. A. Hynes. Mr. Barrett comes to St. Louis from Pittsburgh, Pennsylvania, where he has been located since 1917. Succeeding him in Pittsburgh as district freight traffic manager is O. Pierce Langford, Jr.

Mr. Barrett has been with this company since 1917, when he came to the former M&O as a file clerk in St. Louis. In 1918 he entered military service, to return to the railroad on his release. In 1922 he became freight traffic representative at St. Louis and in 1928 he was promoted to commercial agent at Chicago. In 1937 he went to Pittsburgh as district freight agent, and has been in that city until the present time. In 1940 he was promoted to district freight traffic manager at that city.

Mr. Langford, who was general agent in Pittsburgh for another line, comes to the GM&O after eleven years railroad experience. He is a veteran of the Armed Services, having served three years with the Navy in World War II. He is a native of Georgia, is married and the father of three daughters.
Glasgow, Missouri is seen from the rear of Train No. 7-21 after it crosses the bridge over the Missouri River. This bridge replaced the first steel bridge in America built by General Sooy Smith in 1878 and 1879. A highway bridge parallels.


Flagman W. H. Giles, left, and Conductor William O’Hearn, right, talk with Chief Clerk to Supt. Fred Kelly at the station at Mexico, Missouri before Train 7-21 leaves station.

Machinist J. W. Britt, left, and Boilermaker E. E. McTaggart at Frascati Shops. Mobile, work in cab of diesel, checking on equipment.

Yard crew at Slater, Missouri includes, left to right: Switchman A. D. Dimity, Yard Fireman V. R. Crabtree, Crew Dispatcher J. L. Milligan, Switchman F. M. Gabb, Switchman E. F. Windmiller, and Yard Engineer J. H. Richardson.

Engineer William Ferguson switches a cut of cars at Venice Yards.
Commendations

Operator W. J. Brady, Atlanta, Ill., was watching Train No. 33 pass his station when he noticed brakes sticking on an empty tank car. He signalled the crew so that the train could be stopped and necessary repairs made to the car.

Section Foreman D. R. Gibson, Oakton, Kentucky, while off duty, observed a car of poles badly shifted on a passing train. He took the necessary steps to have the train stopped so that the poles could be adjusted and the car taken on to Tamms. Mr. Gibson also made sure that no damage had been done by the poles sticking out from the car.

Conductor H. H. Howorker and Conductor J. D. Amfahr, Slater, Missouri, were commended by Supt. Miller for unusual alertness and interest in the handling of a train. In the rear of the train leaving Roodehouse was a very high load, but the waybill made no reference to the height of it. On his arrival at Slater, Conductor Howorker notified the yardmaster and outgoing conductor Amfahr that the car appeared to be extremely high to clear under the St. Louis Avenue viaduct. The car was switched out before arrival at the viaduct. The load, when measured, proved to be 17' high above top of rail and would not have cleared this viaduct.

Engineer E. A. Johnson, Iselin, Tenn., was commended by Supt. Forlines for discovering a hot journal on the twenty-seventh car of his train and bringing the train to a stop with a minimum of damage.

Conductor V. M. Lawrence, Brakeman H. F. Charlton and Brakeman R. W. Graham, Iselin, Tenn., were commended for the interest they showed when a hot box appeared on a train they were handling on a foreign line. They packed the hot box in order that it would run and give no more trouble and handled the car to the division point rather than set it out on a foreign line.

Operator S. N. Jones, Union City, Tennessee, was commended for discovering a tank car leaking in a passing train and notified the dispatcher so that the cap on the car of oil could be tightened. Mr. Jones also discovered a broken rail and notified the section crew, who made necessary repairs.

SAFETY AWARDS
Gulf Transport Company presented safety-driving awards to the following Bus and Truck Operators for the months of March, 1953:

- **Bus Operator**
  - J. L. Keeton, 6 year award

- **Truck Operator**
  - E. W. Curry, 9 year award
  - E. G. Davis, 6 year award
  - George Carroll Gann, 9 year award

Gulf Transport Company Bus and Truck Operators presented safety awards for safe driving during the period April 1952 through April 1953, were:

- **Bus Operator**
  - H. P. Andreu, 7 yr. award
  - Bus Operator J. W. Collins, 1 yr. award
  - Bus Operator Robert Hopkins, 2 yr. award

- **Bus Operator**
  - K. D. Miller, 6 yr. award
  - Truck Operator L. D. Lanier, 4 yr. award
  - Truck Operator M. E. Taylor, 8 yr. award

### OUR FREIGHT BUSINESS

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<th>Revenue Car Loads Billed And Received On GM&amp;O</th>
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Comparison of the first 4 months of the years

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