Laurel Celebrates Seventy-Fifth Birthday

Laurel, Mississippi celebrated her seventy-fifth anniversary the second week in May. Among the features of the week-long jubilee was an industrial exhibit at the city’s Civic Center, in which GM&O had a booth to salute the thriving city the railroad has served for more than half century. Two “old timers” helped with the exhibit — Miss Nannie Walker, left, and Mr. Bill Carr, both of the Agent’s office in Laurel. (See page 6)

Railroad Beards Add Color To Celebration

The Brothers of the Brush had their day in Laurel, Mississippi the second week in May. The members of the “scratchin’ club” put the clean shaven “outlanders” to shame when they showed up at Laurel’s seventy-fifth anniversary, a week-long Diamond Jubilee.

The beards abounding on Laurel streets had been two months in the raising. Funeral services were held on the City Hall lawn in March for the razor and brush, after which such shaving implements were scorned by the masculine segment of Laurel’s population until after the Jubilee was past.

GM&O Railroad men organized themselves into two clubs — the Railroad Rebels and the Brothers of the Brush, doubtless believing that in numbers there is strength.

For those who remained in Laurel during the “growing period,” the difficulties were limited to itching whiskers and disapproving wives. But for the unfortunates whose routine necessitated trips out of town, problems multiplied. Johnny Wheelis, confronted with the choice between the Hooslog in Laurel and a mutinous wife in Jackson, Mississippi, finally gave up and shaved. “She told me not to come to Jackson with that beard again,” said Wheelis. “Besides, the dog bit me three times.”

There were other minor problems. Section Foreman W. J. Corey had raised a

(Continued on Page 6)
THESE OFFICIALS RECEIVED PROMOTIONS IN OPERATING

Incidental to the management changes approved by the Board of Directors of the company in Mobile on May 4, several promotions have been made in the Operating and Engineering Departments, headed by the promotion of Mr. B. V. Bodie to the position of general manager.

General Manager Bodie Has Wide Railroad Experience

The company's new general manager has been associated with this railroad since 1935. The son of a railroad man, Mr. Bodie began his railroad career in 1928 when he worked during high school vacation as a clerk for the E&O Railroad in his home city of Baltimore, Maryland.

After receiving his Bachelor of Engineering degree from Johns Hopkins University, he went to work for the Pennsylvania Railroad as a signalman helper.

In 1935 Mr. Bodie was employed by the former Alton Railroad as a rodman in the Engineering Department in Bloomington, Illinois. In 1938 he was transferred to Chicago, where he worked as instrument man in Bridge and Building and Chief Engineer's office.

He was promoted in 1941 to assistant trainmaster of Eastern Division at Bloomington, and in 1942 to trainmaster on the same division. In 1943 he was promoted to superintendent of the Eastern Division, and in 1947 his territory was extended to include the Western Division east of Roadhouse. In 1951 Mr. Bodie was promoted to chief engineer of the GM&O, with offices in Mobile. On May 7, 1955, he was appointed assistant vice president — chief engineer, which position he has held until the present time.

Promoted to general manager of the railroad at the GM&O Board of Directors meeting on May 4 was Belia V. Bodie, left. Also promoted was L. C. Windham, right, from assistant to general manager to assistant vice president. Mr. Bodie formerly held the position of assistant vice president-chief engineer.

Mr. Bridges was promoted to general superintendent of the railroad, serving in that capacity until his present promotion.

Assistant Vice President Windham's Entire Career Is With GM&O

Promoted to assistant vice president is former Assistant to Vice President and General Manager L. C. Windham. Mr. Windham's entire railroad career, beginning in 1913, has been with this and antecedent companies. He was employed on April 16, 1913 in New Orleans, Louisiana as a clerk in the Transportation Department, later in the year being transferred to New Albany, Mississippi as chief clerk to the roadmaster. In 1914 he was promoted to accountant, Maintenance of Way Department, and chief clerk to the chief engineer at Laurel, Mississippi. The following year he was appointed chief clerk to the division superintendent.

From 1925 to September 1940, Mr. Windham served as chief clerk to the assistant to general manager — later chief clerk to general manager at Laurel. From 1940 to 1945 he was assistant to general manager at Mobile. In 1945 he was promoted to assistant to vice president and general manager at Mobile, and he has held that position until his present promotion.

Former General Superintendent P. B. Bridges, Meridian, Mississippi, has been promoted to assistant general manager, with headquarters at Meridian. A railroader of more than a half century, Mr. Bridges began his railroad career with the Illinois Central at Jackson, Mississippi as a messenger boy. Shortly thereafter, he was employed by the former GM&N as a brakeman at Jackson, and he has been with this company since that time, 1906.

Mr. Bridges was promoted to conductor by his twenty-first birthday. In 1922 he was promoted to trainmaster on the Louisville District of the Mobile Division with jurisdiction over Louisville and Laurel Yards, and in 1925 his jurisdiction was extended to include Mobile. In 1930 he was appointed trainmaster, NOGN Railroad, including Jackson, Mississippi Terminals, with headquarters at Jackson. In 1935 he was promoted to assistant superintendent of Louisiana Division, headquarters at Jackson, Mississippi, and in 1937 was promoted to superintendent.

J. R. Windham is promoted to assistant to general manager.

Appointed assistant to general manager is J. R. Windham, who has been associated with this company intermittently since
AND ENGINEERING DEPARTMENTS

1931 when he worked as a call boy at Laurel, Mississippi, where his father, L. C. Windham (see above) was stationed. He has been in continuous service with the GM&O since 1942, when he was employed as a chemical engineer.

Mr. Windham worked as a call boy from 1931 to 1935 at Laurel, and after he entered college, worked during summer vacations at Frascati Shops in Mobile as a car repairer’s helper and shop laborer. He graduated first in his class in 1940 from Alabama Polytechnic Institute at Auburn, Alabama in engineering. On graduation he was employed by the Texas Company, from which he came to the GM&O in 1942 as a chemical engineer. Since that time he has worked with the company as chemical and transportation engineer, transportation inspector and transportation engineer.

Assistant to General Manager Seals began career on section.

Mr. Patton B. Seals, formerly trainmaster at Bloomington, Illinois, has been transferred to Mobile, Alabama, and promoted to assistant to general manager. A native of Jackson, Tennessee, Mr. Seals is a graduate of the University of Alabama, where he majored in Transportation. He began his railroad career with this company as a laborer in the Maintenance of Way Department in 1949 on the Southern Region, working in that capacity at Iselin, Tennessee; Corinth, Mississippi; Carlisle, Ill.; and Centerville, Alabama. In May 1950, Mr. Seals transferred to the Transportation Department as a switchman on the J&O District, later being appointed transportation assistant on that district. He also served at Laurel, Mississippi in that capacity.

In 1951 he was promoted to assistant trainmaster at Tuscaloosa, Alabama, and in 1952 was appointed assistant trainmaster at Artesia, Mississippi. In 1953 Mr. Seals was promoted to trainmaster, Montgomery District, with offices at Tuscaloosa, Alabama, succeeding Mr. W. F. Selph, assigned to other duties. On April 1, 1956, Mr. Seals was appointed trainmaster at Bloomington, where he has been stationed until the present time.

Three Are Promoted In Engineering Department

Promoted to chief engineer, succeeding Mr. Bodie is S. A. Cooper, a native Mississippian. Graduating from Mississippi State College in 1933, Mr. Cooper entered service of the former GM&N Railroad on May 6, 1933 at Union, Mississippi as assistant engineer. He was promoted to assistant supervisor in 1938, and served in that capacity on the Laurel District until 1949, when he was promoted to resident engineer, Mobile, Alabama and System. In 1946 he was appointed regional engineer, System, which position he has held until his present promotion.

Promoted to the position of principal assistant engineer, System, is J. R. Harris. Mr. Harris made his home during his early years in Mississippi and Texas, attending college at Texas Tech for two years, and completing his college education at Mississippi State College, where he graduated in 1937. He began work with this company at Union, Mississippi in 1937 as a student engineer. He was promoted to bridge inspector in 1939 and to assistant supervisor in 1940. In 1942 he entered the U. S. Marine Corps as a private, and remained in the Corps until 1946, when he was mustered out as a captain. He returned to the GM&O as assistant engineer, holding that title until his present promotion.

W. G. Stubblefield, who graduated from Mississippi State College in 1937, was appointed regional engineer. Mr. Stubblefield was employed by the former GM&N as student engineer in 1937. In 1940 he was promoted to bridge inspector, which position he held until 1941, when he became assistant supervisor. From 1942-1946 he served with the United States Navy in the Engineering Corps, first as an ensign and later promoted to a lieutenant. He returned to the GM&O in 1946 as assistant engineer, which position he has held until the present time. Mr. Stubblefield is a native of Columbia, Mississippi, but has made his home in Mobile for many years.

Inspecting a blueprint are three who have been promoted in the Engineering Department. S. A. Cooper, center, has been promoted to chief engineer of the railroad. Also receiving promotions in the Engineering Department were J. R. Harris, left, promoted to principal assistant engineer, System, and W. G. Stubblefield, right, promoted to regional engineer.

THE MAIL TRAIN

Mr. Charles Bluestone
Gulf, Mobile & Ohio Railroad

I want to take this opportunity to thank you very much for arranging the trip that my daughter took to Chicago.

She informs me that everybody was extremely nice to her and made her trip most enjoyable.

She did some nice winning in Chicago with her Gordon Setter, which of course, was the final climax to the trip. Once again, let us say, many thanks to you for your fine cooperation. With best regards,

R. L. Reichardt
Reichardt Brokerage Company
LARGEST MAN-MADE FOREST

Gaylord Container Corporation, since 1955 a division of Crown Zellerbach Corporation, celebrates its twentieth anniversary this year. Located at Bogalusa and served by Gulf, Mobile and Ohio Railroad, the Company owns 145,387 acres of planted pines trees in southern Louisiana and Mississippi — the largest privately owned man-made forest in North America.

The bold reforestation program was launched in 1920 and successfully bridged the tranformation from the virgin pine era to assure Bogalusa's future as a thriving pulp and paper industrial center. Mr. A. C. Goodyear, whose family established the city in 1908 and built a railroad to serve it, is now Chairman of GM&O's executive committee and the railroad, the New Orleans Great Northern Railway, is now a part of the GM&O system. General Traffic Manager O. H. Stieber, Gaylord Container Division, Crown Zellerbach Corporation, is a member of the NOGN Board of Directors.

RAILROAD RELIEVED OF GRADE SEPARATION COST

It's unfair to make a railroad pay for projects of communities through which it passes, the Illinois Commerce Commission ruled.

The village of Northbrook, Ill., wanted an underpass under Milwaukee Road tracks, and wanted the railroad to pay up to 60 percent of the cost.

But, the state commission decided, "it is fair and reasonable that the village should bear the entire cost, since the railway will receive very little, if any, benefits from the viaduct's construction."

Village officials not only tried to have the railroad billed for the viaduct itself, but also for improvements to the street and the building of a bridge over a nearby stream— a project that will cost a total of $368,004.

—WESTERN RAILWAYS

SWAIM NEW ALTON BOX BOARD PRESIDENT

Congratulations to Marvin W. Swaim — named president of Alton Box Board Company. Mr. Swaim has been vice president and general manager since 1944. The Company operates paperboard mills at Alton and Lafayette, Ind. Mr. Swaim is a director of New Orleans Great Northern Railway, GM&O's Mississippi-Louisiana subsidiary line.

WAR TAXES PENALIZE THIS BASIC INDUSTRY

The railroads in Mississippi and the nation have every justification for urging repeal of wartime taxes which penalize this basic industry and add to the living costs of many people. Even worse, they have the effect of undermining the national security today.

During World War II Congress levied a tax on all railroad passenger travel, for the purpose of keeping civilians off trains and to facilitate the flow of military traffic. A war tax also was levied on freight.

Today, some 12 years after the war, these two taxes still remain. As railroad spokesmen rightly declare, Congress should repeal these outmoded levies on passenger and freight transportation. Both drive away much civilian patronage, just as they were originally intended to do.

(From an editorial in JACKSON, MISS., CLARION-LEDGER)

COTTON MOVEMENT GAINS

Cotton in bales, a commodity keenly competitive with motor carriers, returned to the list of our commodities grossing over $1,000,000 in revenue. We handled 222,007 tons with revenue of $1,356,430, an increase of 23.5% and 41.2% respectively over the year 1955. This year's tonnage and revenue exceeded that of all prior years.

(From GM&O Annual Report)
DECEASED

Trainmaster J. P. Roach, Joliet, Illinois, passed away at Joliet on April 5, 1957. Mr. Roach entered service as a clerk on January 2, 1916. He is survived by his wife and two minor sons.

Retired Agent Clarence Monroe Laughlin, Corinth, Mississippi, passed away on April 14, 1957 at Corinth. Mr. Laughlin entered service of the Company on November 16, 1926 and retired September 28, 1950. He is survived by his wife and one son.

Retired Train Baggage Master Robert A. Fitch, Jackson, Tennessee, died at Jackson on April 13. Mr. Fitch was employed by this Company from September 7, 1906 to February 19, 1956. He is survived by his wife, two sons and two daughters, all of Jackson, Tennessee.

Retired Agent J. A. Adams, Citronelle, Alabama, who entered service on April 16, 1907 and retired on April 22, 1938, died on April 7, 1957. He is survived by his wife and several sons and daughters.

Retired Chicago Terminal Engineer J. F. Leibforth, who was employed as a locomotive fireman in 1920 and retired November 16, 1948, passed away on April 8, 1957 at the age of 76.

Section Laborer Andrew Your, Noxapater, Mississippi, who was employed by the Maintenance of Way Department on November 18, 1942, died on April 15, 1957.

Section Foreman L. B. Dickson, Monticello, Mississippi, who entered service April 2, 1926 and retired September 1, 1950, died on April 15, 1957.

Section Laborer Andrew Brown, Titon, Mississippi, who entered service July 12, 1946, passed away on March 12, 1957, leaving his wife, three sons and two daughters.

Engineer E. D. Mahanrey, Tuscaloosa, Alabama, who had been in the service of this railroad fifty years, passed away suddenly on April 23. He is survived by his wife and one daughter.

Conductor W. F. Stangel, Bloomington, Illinois, passed away in St. Louis on April 23, 1957. Mr. Stangel entered service as a brakeman on October 29, 1913 and was promoted to conductor March 13, 1922. Burial was in Peru, Illinois.

Mrs. William M. Williams Sr., wife of retired Conductor Williams of Jackson, Tennessee, passed away at Jackson on April 25, 1957.

Retired Commercial Agent J. Warren Brown, Memphis, Tennessee, passed away at Memphis on April 1, 1957. Mr. Brown was a Mason, a member of the Traffic Club of Memphis and the Chattanooga Traffic Club and was an honorary life member of the Memphis Board of Trade.


"The Hat" Gets His White Pass

"The Hat" was called in for an investigation one day in April. He arrived at the office of Superintendent of Terminals I. N. Herrington, Mobile, with his switching crew.

The charge, according to Supt. Herrington, was that Hat had completed fifty continuous years of switching cars for the GM & O, and was entitled to his fifty year pin and white pass. J. R. Duggan admitted the truth of the charge, and further confessed that he had begun work with the Company in 1899, so that his time of service was actually more than the fifty years.

"The little Irishman," said Mr. Herrington, "has been an inspiration to us all."

"Hat" got his name from his headgear — a black felt with rounded crown closely resembling a derby, which he has continued to wear long since popularity for this type of hat has declined.

"Never wore a cap," Duggan said. "This sheds water and my head never gets wet. Besides, I carry my cigars in it so they won't get crushed."

Hat is as famous around Bogue Chitto Yards for his disposition as he is for his headgear.

"Hat," or "Johnny," someone will say, "it's kinda wet today."

And Hat will reply: "Yeah. It's rainin' today. But there'll be sunshine tomorrow."

That, in a nutshell, is Hat's philosophy of life. "And that," said a fellow employee, "is why we hate to see the day when Hat steps down."

Death Claims Veteran

G M & O Attorney

"Mr. Charlie" Wright, for almost sixty years an attorney for this railroad at Meridian, Mississippi, died at Meridian on April 23, the victim of a stroke.

A practitioner of law since 1896, "Mr. Charlie" went to work the following year for the M&O Railroad, and represented the company until his retirement May 1, 1956.

Mr. Wright was born 18 miles east of Meridian in 1872. A graduate of Marion Institute, he began his professional career as a school teacher and was the first principal of the graded schools at Laurel, Mississippi. Having a natural leaning to the law, he took up its study and was in due time admitted to the state bar, remaining in Meridian to practice more than 60 years during most of which he was legal counsel for this railroad.

Mr. Wright is survived by two sons, four daughters, eleven grandchildren and one great-granddaughter.
Promoted In Maintenance Of Way Department

Effective May 1, 1957, Mr. William O. Huey was promoted to track supervisor with headquarters at Corinth, Mississippi, succeeding Mr. Clarence W. Butts, deceased. Mr. Huey was formerly supervisor at New Albany.

Succeeding Mr. Huey at New Albany as track supervisor is Mr. Boswell E. McMillan, former track master at Bloomington, Illinois.

On the same date, Mr. Robert C. Smith, former assistant supervisor at Union, Mississippi, was promoted to track supervisor at Union, replacing Mr. Walter M. Johnson, retired.

All above promotions were announced by Assistant Chief Engineer J. V. Johnston, Mobile.

RR Bearders Add Color

(continued from Page 1) a fine set of side whiskers plus moustache when, one day, the moustache became involved with some creosote. The moustache had to go.

H. G. Gardner, who boasted a sort of goatee style with a toothbrush moustache claimed his wife liked his. He’d picked up a new friend, what’s more, while out switching, when a hobo spied him and queried, “Hey, bud, which way you goin’?”

Everyone agreed, however that the most natural looking set of hirsute adornment was either on Agent W. H. Hargrove or Chief Clerk Bill Carr of the Agent’s office. In fact, it’s rumored that there is a movement afoot to keep Hargrove and Carr in the GONE WITH THE WIND set, just for a touch of local color and memorial of sorts to Laurel’s Seventy-Fifth.

CHANCES OF DEATH IN A TRAIN WRECK

What chance do you take with your life riding today’s American trains? Well, at the present rate of passenger fatalities vs. miles, you’d still be alive and riding if you’d started your trip 600 years before the birth of Christ and had covered a mile a minute since.

Going somewhere soon? Next week end maybe? Perhaps you can get there on a train.

—Memphis, Tenn., Press Scimitar

Retired Engineer Exley Succumbs In Florida

L. P. O. Exley, for many years an official with this railroad in the Engineering Department, passed away at Miami Beach, Florida on May 13. Mr. Exley, who retired as chief engineer of the GM&O in 1946, had made his home in Florida since his retirement.

Born in 1878, he was a graduate of the University of Cincinnati of the class of 1900. After being associated with two other railroads, Mr. Exley was employed by the former Mobile and Ohio in 1918, and transferred to the Gulf, Mobile and Northern Railroad in 1922 — both GM&O antecedent companies.

Mr. Exley served for many years as chief engineer of the company, supervising the building of the Pearl River District from Union, Mississippi to Jackson, Mississippi, and the rehabilitating of the NOGN between Jackson and Slidell.

L. A. Boushward Heads Convention Committee

GM&O Agent L. A. Boushward of East St. Louis was responsible for the comfort and entertainment of seven hundred and thirty-two people who arrived in St. Louis the first week in May attending an AAR convention.

Mr. Boushward was chairman of the Arrangements Committee, which had charge of making all arrangements for the AAR Freight Station Section’s Convention held in St. Louis. The well planned and executed program was widely acclaimed by the 533 men and 199 ladies in attendance at the meeting.

GT Safety Awards

Gulf Transport Company presented safe-driving awards to the following Bus and Truck Operators for the month of April, 1957:

Bus Operators
Howard P. Andrews, 11 year award.
Robert Hopkins, 8 year award.
P. C. Moore, 7 year award.

Truck Operators
E. R. Hill, 2 year award.
L. D. Larue, 8 year award.
M. E. Taylor, 10 year award.

* * * *

Louisiana on its acquisition by the Gulf, Mobile and Northern.
He is survived by his wife, one son, and a daughter.


Below the Jubilee Belles, all of GM&O families, joined Miss Nannie Walker of the Laurel Agent’s office and a member of another Jubilee group to be photographed in the proper costume for the occasion. They are, left to right, Mrs. L. A. Burion, Mrs. Sadie Harrison, Mrs. Bertha Hicks, Mrs. Mildred Stokes, Mrs. W. J. Carey, Miss Walker, and Mrs. Louise Myers.
Helping Hands

Helping hands for GM&O are not limited to the old or experienced railroad fans. Frequently a youngster will discover some defect either in a train or track, and will intelligently report the matter to proper authorities. Such was the case at Farber, Missouri on April 7 when a fifteen year old Boy Scout and his friend discovered fourteen inches of rail broken out of the GM&O track. Ray Harrelson and Ronnie Ball, eleven, immediately reported the track condition to Agent H. A. Leet, who sent section men to change out the rail.

At Mathiston, Mississippi, Agent Amzi Bennett of the Columbus and Greenville Railroad Company was following the routine of a good railroader, inspecting a passing train even though it was not over his line. He discovered on the GM&O train a hot box, and notified the crew so that the car could be set out.

The fire department of Quitman, Mississippi, under the supervision of Chief Wallace Bishop assisted in the extinguishing of a fire on a GM&O bridge north of Quitman before much damage could be done.

Mr. Truman Norsworthy, Waynesboro, Mississippi, discovered a hot box on a passing GM&O train and notified the crew.

Mr. Eugene Jaeger, Western Union Lineman, Mexico, Missouri, discovered a broken rail and notified the agent so that section men could be contacted to replace the rail.

Mrs. Ira Hobson, Duncanville, Alabama, wife of deceased Section Foreman Hobson, at Duncanville, Alabama showed remarkable foresight on an occasion recently when she happened to discover a broken rail near her home. Mrs. Hobson immediately notified the dispatcher’s office at Tuscaloosa by telephone, and then sent a neighbor to meet Train 130 before it could reach Duncanville, advising the crew of the track condition.

At Petersburg, Illinois, Mr. James Garvin found a broken angle bar in the track and reported it to the agent at Petersburg.

Mr. Lindell Hoecker, Nilwood, Illinois, discovered a hot box in a GM&O passing train, and called the operator at Girard tower, who was able to have the train stopped so that the bad order car could be set out.

Conductor L. M. Arnett and Engineer H. T. Knight of the Gaylord Container Corporation of Boga (Louisiana) found three inches of rail broken out of the GM&O track and reported it.

Mr. W. D. Gray, Laurel, Mississippi called the GM&O office at Laurel at night to report GM&O personnel that one of our trains had just passed him with a blazing hot box which had been undetected by GM&O personnel inspecting the train.

Mrs. Cynthia Sherwood, Alto Pass, Illinois, wife of GM&O section foreman at Alto Pass, called the local office to say that a railroad car on side track was smoking. Upon investigation, it was found that the car, which had been set out of northbound train account of hot box, had smoldered and caught fire in the flooring. Due to Mrs. Sherwood’s interest the fire was extinguished before serious damage could occur.

THE MAIL TRAIN

"LIKE GETTING A LETTER FROM HOME"

GM&O NEWS:
I received March issue of the NEWS — was like getting a letter from home.

I worked for the M&O and GM&O at Tuscaloosa, Alabama for 33 years, so that is where my thoughts are. I have seen the road come a long way in my time, and my wishes are that it will continue to prosper.

Thanks for the NEWS. I think you are doing a good job.
John M. Williams
Clearwater, Florida

"SUPERLATIVE SERVICE" ON GM&O

Dear Mr. Murtaugh:
I have been so busy since returning from Little Rock, Ark., on the student exchange on March 23 that I have neglected writing to you to thank you for the superlative service you arranged for our group.

The GM&O R. R. officials and personnel certainly left nothing undone to insure comfort and pleasure on our trip.

Miss Crain and I feel you had a special interest in seeing to our welfare.

Congratulations to you and your company for the many services you performed to make our trip pleasant.

We certainly will not hesitate to recommend the services of the GM&O R. R. to anyone interested in using their facilities.
Gordon Winder
Manitow, Wisconsin
Commendations

The crew in charge of Train No. 97 discovered an empty tank car off center with frame rubbing against wheel. They set the car out at the next stop to avoid trouble. The crew was composed of Conductor W. A. Wilkinson, Brakeman E. W. McIver, Brakeman R. S. Hopkins, Engineer C. C. Vinyard, and Fireman C. M. Bennett, all of Roodhouse.

Flagman D. E. Hinshaw, Laurel, Mississippi, was working as flagman on Extra 739 when he found the track washed out under the rail for about three or four feet, and reported the fact so that repairs could be made.

Brakeman R. E. Durham, Mexico, Missouri, discovered a broken lug on main line switch. He signalled the switch carefully and notified all concerned, earning a commendation by Supt. Miller.

While Train 94 was passing over the Mississippi River Bridge at Louisiana, Missouri, Bridge Tender C. W. Dillender, Louisiana, Missouri, discovered a brake rod down on a car of the train, and notified the crew so that the car could be stopped and car repaired.

Conductor H. DeLong, Slater, Missouri, discovered a broken rail and notified proper authorities.

For alertness and attention to duty, the following men were commended during the month:
- Conductor T. L. Donnelly, Slater, Mo.
- Brakeman C. D. Evans, Roodhouse, Ill.
- Conductor E. C. Metz, Slater, Mo.
- Engineer C. M. Pfigford, Meridian, Miss.
- Flagman A. R. Betts, Meridian, Miss.
- Conductor C. E. Price, Meridian, Miss.
- Flagman F. A. James, Meridian, Miss.
- Brakeman W. H. Bales, Slater, Mo.
- Fireman H. Booth, Slater, Mo.
- Flagman G. E. Williams, Meridian, Miss.
- Operator-Towerman J. L. Tappe, Chenoa, Ill.
- Brakeman K. L. Jackson, Slater, Mo.
- Operator D. H. Vollstedt, Athol, Ill.
- Brakeman T. M. Gilliam, Slater, Mo.
- Conductor E. F. Kruse, Slater, Mo.
- Brakeman J. T. Stilwell, Slater, Mo.
- Brakeman W. C. Mathis, Meridian, Miss.
- Conductor F. B. Swilley, Meridian, Miss.
- Brakeman F. E. Howard, Slater, Mo.

When Train 61 struck an automobile near Streator, badly damaging train engine and breaking train line, Signalman John Holmes and Archie Sowers, Streator, Illinois, rendered invaluable assistance to the crew in getting the engine in shape and repairing the train line so that the train could be moved with a minimum of delay.

Brakeman N. L. Reising, Mexico, Missouri, discovered a broken rail and immediately notified the proper authorities.

When the crew of Extra 700 South discovered a bridge on fire, they extinguished the fire and made a report on the incident so that arrangements could be made to have the bridge watched. The crew was composed of Conductor V. N. Beard, Engineer N. W. Thomas, Fireman L. L. Burns, Brakeman J. C. Murphy, Brakeman T. W. Norwood, and Brakeman E. J. Ledbetter, all of Jackson, Tennessee.

When the fuel pump of their train failed on engine. Engineer R. K. Blackwood and Fireman N. W. Thomas, Jackson, Tenn., made emergency repairs with a minimum of delay.