Isaac Burton Tigrett, for more than 40 years senior executive officer of the Gulf, Mobile and Ohio Railroad, died suddenly at his home in Jackson, Tennessee on Sunday, May 2nd. Mr. Tigrett was Chairman of the Corporation, having been elevated from the Presidency in 1952.

He leaves his wife; a brother, Col. A. K. Tigrett of Washington; a nephew, John Burton Tigrett of Jackson, Tennessee, and other relatives.

Funeral services were held at 11 o'clock Tuesday morning at the First Baptist Church at Jackson, Tennessee, with Dr. Fred W. Kendall of Jackson and Dr. W. C. Newman of Memphis, Tennessee officiating. Pall bearers were G & O President F. M. Hicks and Executive Vice-President G. P. Brook of Mobile; President of Gulf Transport Co. and Assistant to Chairman C. B. Whitelow of Jackson; A. V. Lindsell, Assistant, Office of Chairman, Jackson; and Dr. L. B. Myhr, Mr. Lamar Spragins, and Mr. Hearn Spragins, all of Jackson.

"When I met him, my face was down; When I left him, my face was lifted up."

The moving tribute paid Mr. Tigrett by Dr. Newman, a longtime friend, described how his life had been spent to uplift and encourage his fellow man. "When I met him," said Dr. Newman, quoting an ancient philosopher, "my face was down; when I left him, my face was lifted up."

Dean of American Railroad executives, Mr. Tigrett was widely recognized for his progressive transportation policies and for his humanitarian ideals. During his lifetime he built America's newest major railroad system of approximately 3,000 miles from a 49-mile local line which served his home town of Jackson. His was the first railroad to introduce a streamlined train in the south, the first major railroad to completely dieselize the first to institute a highway post office, and it pioneered in co-ordinated rail-highway service.

Born at Friendship, Tennessee, Mr. Tigrett was the son of a Baptist minister, Samuel King Tigrett. His mother, who lived
until 1944, was affectionately known throughout West Tennessee as "Mammy."

He was educated at Union University at Jackson, Tennessee, and remained a benefactor of the college until his death.

A banker by choice, Mr. Tigrett, on his graduation from Union, opened a bank at Halls, Tennessee with an $800 insurance policy left by his father. He later moved to Jackson, Tennessee, where he worked as investment banker at the Union Bank and Trust Company.

He was first interested in railroad management in 1911, when a man from Halls started the Birmingham and Northwestern Railroad Company, a forty-nine mile Tennessee line, and persuaded the young investment banker to become treasurer of the line — which meant, in the words of Mr. Tigrett, that he was "to get out and find money to run the Road with." This little road was the forerunner of the present GM&O System, and "while his railroad outgrew its humble West Tennessee birthplace, Tigrett himself never did."

A little more than a year later, the original promoter decided to withdraw entirely and, said Mr. Tigrett, "the Birmingham and Northwestern found itself with a number of unwilling stockholders and with myself as a rather willing President."

In 1917 he was named director of the GM&N Railroad, which was building from Mobile to Jackson, Tennessee. In 1919, as the GM&N was being hurriedly returned by the Government to private ownership following World War 1, he was named "temporary president" of the GM&N — until, as Mr. Tigrett delighted to point out in later years, "the Board could agree on a competent man."

The new president of the GM&N found his line in a somewhat dilapidated condition. Freight trains were frequently derailed and sometimes it took two or three days to cover the line between Jackson and Mobile. Mr. Tigrett never forgot one of his first trips over the line in his newly acquired private car, on which he invited his minister to accompany him from Jackson to Mobile. "We left Jackson one evening," he related, "and sometime during the next day when we were still en route, he (the minister) said to me "Brother Tigrett, the Lord is with this Railroad. Only the Lord could have brought us safely through that ride last night."

Begins Series of Mergers

The "temporary" railroad president of the GM&N began in 1925 the series of mergers of bankrupt lines from which evolved the present approximately 3,000 mile system. The GM&N first absorbed the 49-mile Birmingham and Northwestern between Jackson and Dyersburg, and in 1925 took over the 33-mile Memphis and Meridian, which ran from Union, Mississippi to Meridian, Mississippi. A further absorption extended the line into Jackson, Mississippi.

In 1928, Mr. Tigrett obtained a 99-year lease on the New Orleans Great Northern which operated between Jackson, Mississippi into New Orleans — affording another outlet besides Mobile to a port city.

In 1940 railroad history was made when Tigrett and officials of the small GM&N bought the larger, bankrupt — but once strong — Mobile and Ohio Railroad, which paralleled GM&N's line to Jackson, Tennessee, but provided a northern outlet at St. Louis. With this the Baptist preacher's son "who didn't know much about railroading but would be careful with the money" became the boss of a two thousand mile system with several important terminals. The line became known as the Gulf, Mobile and Ohio.

Final step in completion of the present GM&O system which operates from the Great Lakes to the Gulf was taken in 1946 with the purchase of theailing 100-year-old Alton Railroad, operating from St. Louis to Chicago and Kansas City.

Wanted Railroad with Character

Besides building a financially strong railroad Tigrett's desire was to make the GM&O "not only an efficient railroad, but a good citizen in each community through which we operate." He wanted GM&O to shoulder its responsibility as a plain citizen by supporting as many civic and welfare enterprises throughout its territory as it possibly could, striving to improve the caliber

Mr. Tigrett received the honorary Doctor of Laws degree from three colleges. In 1953 Westminster College at Fulton, Kentucky conferred this honor on him.

A familiar sight on GM&O was office car 50. A group of directors and officers of the Company are shown with the Chairman on an inspection trip.
Above left—Chairman Tigrett is credited with originating the idea of a hostess on passenger trains, placing smart college girls on the South’s first streamlined, the Rebel.

Above right—Always alert to participate in projects for community betterment, his railroad sponsored contests for 4-H boys in forestry development, and awarded prizes for winning projects.

Below right—Mr. Tigrett’s relationship to members of the GM&O family was marked by mutual friendliness and respect fostered by his frequent trips over the line.

and living standards of the people in the territory and promoting progress of all kinds.

He instituted a department of agriculture and forestry to fill a distinct need in the promotion of agriculture and in the preservation and replanting of forests. Through this department, the railroad also awards scholarships, sponsors a training camp to qualify more youth leaders and encourages crop production.

Had Many Honors

Widely known for both his ability and his philanthropies, Mr. Tigrett received honorary LL.D. degrees from Union University at Jackson; from Shurtleff College at Alton, Illinois; and from Westminster College at Fulton, Kentucky, which had in like manner honored Winston Churchill.

He had served for many years as a trustee of the University of Tennessee and was a past trustee of Lane College for negroes in Jackson. A new Science Hall at this college was dedicated on October 20 of last year, and named the I. B. Tigrett Science Building in his honor. He was, at the time of his death, a trustee on the Board of Union University at Jackson.

He was a Baptist, a Mason, an honorary Rotarian, and member of Sigma Alpha Epsilon Fraternity. He had served as president of the Tennessee Bankers’ Association and president of the American Bankers’ Association.

In Jackson history, he was that city's first “Man of the Year.” He was a member of the Newcomen Society of North America, and was honored by that body in 1952, when he presented his address, “My Railroad Saga,” in Jackson, Mississippi. This address was later published by the Newcomen Society in printed form.

Mr. Tigrett was married to the former Mary Sue Kennedy of Tuscaloosa, Alabama, and they would have celebrated their golden wedding anniversary this year. To Mrs. Tigrett is given the credit for much of her husband’s success, for, in the words of one of GM&O’s directors, “From her came encouragement, wise counsel, sparkling companionship, and sustaining devotion.”

Mr. Tigrett was an ardent golfer, shooting in the low eighties even in his last days. His second greatest sports enthusiasm was baseball.

Modest About His Achievements

Modest about his achievements and those of his railroad, Mr. Tigrett called the GM&O the line that “had to expand or expire.” When invited to address the Newcomen Society, he said, “The tremendous glamor and color woven into many of our large industries makes me rather shrink from my turn to relate to you something of the history of a comparatively small railroad whose very foundation stands upon a series of failures. If there is anything else really unusual about this railroad it is that it has
In November, 1952, Mr. Tigrett was elevated to the position of Chairman of the Corporation. At the same time, Executive Vice President F. M. Hicks became President of the Company (right) and Vice President and General Manager G. P. Brock was promoted to Executive Vice President and General Manager (left). Both Mr. Hicks and Mr. Brock have been executives with GM&O for more than twenty-five years.

been shackled by the same Management longer than any other in the United States of America. The Management goes back so far in fact, that its own history and that of the Gulf, Mobile and Ohio are almost synonymous.”

A Friend to His Employes

Mr. Tigrett’s office door was never closed to an employe. Trainmen throughout the system knew “the boss” would listen patiently and attempt to offer a solution for their problems too.

Several years ago, on hearing of financial difficulties among employees, he set up a department headed by an Employee Consultant to help those of the Company who had financial or other problems.

His relationship to the members of the GM&O “family” was marked by friendliness and a kindly humor. In the early days of the GM&N an office boy typed a bulletin which somehow came to the attention of President Tigrett. The bulletin read: TO ALL CONCERNED: I do not like the title of office boy so in future I am Office Assistant. Please take due notice and be governed accordingly. Frank Cammack, OFFICE ASSISTANT.

The bulletin was duly answered: Frank Cammack, Office Assistant, Mobile, Alabama: Your bulletin noted. Will be governed accordingly. I. B. Tigrett, President.

His generosity and desire to help his fellow man were proverbial, his courtesy unfailing.

During a severe winter in the depression years, when the GM&N itself was struggling for existence, Mr. Tigrett sent out word to all local agents to leave depot doors unlocked at night and stoves burning bright so that any homeless transients might have a place to keep warm.

Returning from a trip to St. Louis a few days preceding his death, Mr. Tigrett left the Rebel around midnight, and, said a railroad man, “As he walked down the platform, he stopped and shook hands with each of us. He said to me, ‘How are you, Ed?’”

“I never went to his house on an errand,” continued Ed, “that he didn’t ask me in, and the last time I went there, he walked all the way upstairs to bring me some candy.”

At the hour of his funeral, GM&O trains, wherever they were, were stillled momentarily, and office lights were dimmed to express outwardly the reverence and devotion of GM&O employes to “the Boss.”

Later in the day, at the lonely Jackson, Tennessee railroad station, the operator was heard to say over the wire to a distant point, “Yes, that’s right. At eleven o’clock. Yes. He was our friend.”

EXCEPETS FROM EDITORIALS EULOGIZING MR. TIGRETT....

A Real Railroad Man

In short, Mr. Tigrett wrote a success story reminiscent of the Harrimans and Vanderbilts, but he did it in a day when that kind of railroading was thought to be only an echo from a six-eight wheeler. The Gulf, Mobile and Ohio does not go anywhere near Ohio, but it has gone a lot of places in 40 years—St. Louis Post Dispatch.

The Saga of A Builder

Jackson regarded him as its first citizen, and rightly so; but also was he a first citizen of Tennessee, of the section to which he was so devoted and to whose development he had contributed so much.

Above all was he a good and kindly man who was glad to acclaim his kinship with God. I. B. Tigrett’s good works were
an expression of that sincere faith.—Memphis, Tennessee Commercial Appeal

I. B. Tigrett

The eminence he gained as his railroad developed came partly from a capacity that is universally recognized as valuable to maximum success in executive leadership. The capacity to choose a team of able assistants and wisely distribute authority while retaining control of the throttle.

Mr. Tigrett found so much satisfaction in the work of his team that he took delight in telling friends that his job was to look after the little things in GM&O operations because he had associates to handle big things.—Mobile, Alabama Register

Tuscaloosa Has Lost A Good Friend In Ike Tigrett

He built his railroad on the need for constantly improving service. That he built well is evident. He will be missed here, and at other points all along the GM&O line.—Tuscaloosa, Alabama News

I. B. Tigrett

Here he did his part in community undertakings, in seeking industrial progress, in building up educational and other institutions.

All that he has done to make Jackson a better city in which to live passes in review in the minds of his fellow citizens in this hour of his death.—Jackson, Tenn. Sun

A Man of Vision and Faith

Mississippi loses not a citizen but a friend with a sincere and steady interest in Mississippi’s welfare, whose achievements contributed to our state’s development for 30 years.—Jackson, Miss. Clarion Ledger

Ike Tigrett’s Great Service

No one can say today as he lies in death whether Mr. Tigrett’s greatest monument is the railroad system he formed, or the army of disciplined, loyal and devoted employees he brought together possessing the spirit, loyalty, and ability to carry on after he was gone.

At any rate a great man is gone from among us.—Montgomery, Alabama—Journal

An Outstanding Man

I. B. Tigrett of Jackson, Tenn., who died Sunday night, was an outstanding man. Although railroading was not his original occupation, he applied to it sound business principles, combined with a willingness to take a chance on his judgment. He was not a “close” operator in the sense of being afraid to move into uncharted areas. He blazed the trail of new services and new ideas, and they paid off, as the financial record of the railroad proves.—Bogalusa, Louisiana News

I. B. Tigrett—A Model for Southern Youth

The name of I. B. Tigrett holds even more than its proper share of glamour, perhaps, because of his role as “giant killer” in bucking established customs and established interests in American railroading.

But behind the glamour is a solid foundation of service to his region and faith in its future which has endeared Mr. Tigrett to the entire Mid-South.—Tupelo, Miss. Journal

Isaac Burton Tigrett has passed away ... In what he made and what he stood for, Ike Tigrett will live on for generations.—Mobile, Alabama Post.

Death of Dixie Genius

Hence: We sadly note passing of great and good and kindly friend and builder in Mississippi Valley and Mid-South.

We shall miss the genial smile. We shall no longer grasp the friendly hand . . . . to try to work problems out together.

We and all Mid-America mourn for fine departed friend . . . .

For our Tigrett rich legacy multiplies year after year.

Good work well done blesses man and all humanity!—Meridian, Miss. Star.

An excellent golfer, Mr. Tigrett (second from left) also enjoyed other sports, particularly baseball. Cardinal Manager Eddie Stanky, left, of St. Louis and Mobile, sometimes golfed with Mr. Tigrett and GM&O officials.
GULF, MOBILE AND OHIO RE - ELECT OFFICERS AND
DIRECTORS MEET; DECLARE DIVIDENDS

President Hicks, Executive Vice President Brock and all departmental officers were re-elected by the Board of Directors of the Company at the annual organizational meeting in St. Louis on May 12. The office of Chairman of the Corporation, vacated by the death of I. B. Tigrett on May 2 was not filled.

A. C. Goodyear, New York, was re-elected Chairman of the Executive Committee.

Donald S. Wright, General Counsel of the Railroad at Mobile, was elected to the newly created office of Vice President and General Counsel. He has been a member of the GM&O Legal Department since 1929. C. B. Whittow, formerly Assistant to the Chairman, was named Assistant to the President.

Elected a director of New Orleans Great Northern Railroad, Louisiana - Mississippi subsidiary of GM&O, was Oliver H. Stiebler of Gaylord Container Corporation, St. Louis.

The Board declared regular quarterly dividends of 50 cents per share on common and $1.25 per share on preferred stocks of the Company. The common stock dividend will be paid on June 10 to holders of record May 21, 1954 and the preferred dividend is payable on December 18 to holders of record November 26, 1954.

President Hicks told Directors that net earnings for the first quarter of 1954 were $1,626,463, off approximately three-quarters of a million dollars under the same period of 1953. He said April car-loadings were 15.5% under the corresponding month.

The NOGN Board declared 1% interest payable June 10, 1954 on that Company’s 5 per cent income debentures due 2032, in addition to 1 1/4% already declared payable on that date and 1% payable on December 16, 1954.

Mr. Tigrett’s policies were sound and cannot be improved. We expect to follow them.

F. M. Hicks, President.

Director Campbell Is Elected Vice-President of C. of C.

GM&O Director A. Boyd Campbell of Jackson, Mississippi has been elected a vice president of the Chamber of Commerce of the United States by the board of directors, it was announced at the Chamber’s 42nd annual meeting which was held in Washington.

One of the six directors named by the board, Mr. Campbell will represent the Chamber’s southeastern division for the year 1954-55. He has been a director of the Chamber of Commerce since 1949 and has served for four years as chairman of the committee on education.

Mr. Campbell has also received national recognition in being selected as one of the two delegates from the United States representing employers at the forthcoming meeting of a standing committee of the International Labor Organization in Geneva, Switzerland.

As a part of their educational program for the year, a group of high school students from Waynesboro, Mississippi took a train trip via GM&O to Mobile, Alabama where they were guests of Murphy High School. The enthusiastic teen-agers were accompanied by Science Teacher H. T. Rainwater and Superintendent R. A. Sanders.

G. T. Safety 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 April, 1954:

Bus Opr. H. P. Andres, 8 yr. award.
Bus Opr. J. W. Collins, 2 yr. award.
Bus Opr. D. N. Hall, 1 yr. award due.
Bus Opr. Robert Hopkins, 3 yr. award.
Bus Opr. E. D. Miller, 7 yr. award.
Bus Opr. P. C. Moore, 5 yr. award.
Trk. Opr. C. E. Griffin, 4 yr. award.
Trk. Opr. E. R. Hill, 1 yr. award.
Trk. Opr. L. D. Larue, 5 yr. award.
Trk. Opr. G. W. Springfield, 6 yr. award.

St. Louis, Mo.—Agricultural and Forestry Agent A. F. Stephens served as moderator for a panel discussion on recent agricultural developments held at the Statler Hotel by the Farmers Club in April. Five Farmers Club members participated in the panel.

Mobile, Alabama—Mr. Harry R. Lang, head clerk of the Station Accounting Bureau, and Mrs. Ruth Heidelberg, were married on March 19th.
MONTICELLO, MISSISSIPPI
WELCOMES NEW INDUSTRY ON GM&O

The largest celebration since its founding in 1815 was staged in Monticello, Mississippi on April 17, when the new Phalo Corporation plant in that city was dedicated. More than five thousand people attended the ceremonies, including the governor of the state and other celebrities.

The plant is a branch of the Phalo Plastics Corporation of Worcester, Massachusetts, and at it will be manufactured insulated wire and cable, and cord set assemblies. The industry is served by GM&O tracks, and the GM&O Industrial Department co-operated in its location at Monticello.

Standing near GM&O car placed on track built to the Phalo Corporation plant at Monticello. Mississippi are Vice President A. N. Averill, left and Mr. and Mrs. Arvid S. Johnson, all of the Phalo Corporation. Mr. Johnson is president of the company.

An eighteen float parade depicting the history of Monticello since its inception opened the day's events. Governor Hugh White gave the welcoming address and appropriate response was made by President Arvid S. Johnson of the Phalo company. E. A. Turnage of Monticello was master of ceremonies.

On hand from GM&O to welcome this new industry were Assistant Vice President Fred Johnson of Jackson, Mississippi; General Industrial Agent Bob Gloyn of Mobile; GM&O Attorney J. P. Patterson of Monticello and local Agent John Poole of Monticello.

Band Travels “In Style”

When the New Albany, Mississippi High School band went to the state capital to compete in the state band contest, it went “in style”, according to the New Albany GAZETTE. They traveled for the first time in a chartered Gulf Transport Rebeliner bus.

The band members were accompanied by several members of the Band Parents Club and Band Director J. S. Haney.

IN THE SERVICE


Gayle N. May, Carman Apprentice, Jackson, Tenn.

James E. Murphy, Jr., Carman Apprentice, Jackson, Tenn.

Lawrence C. Long, Electrician Appr., Jackson, Tenn.

Simmie C. Banes, Machine Helper, Prattville, Ala.

David J. Conroy, Machinist, Bloomington, Ill.

Mobile, Alabama—The GM&O Bowling League concluded the 1953-54 bowling season with a banquet Thursday night, April 22, held at the West End Club. Forty bowlers were present, and a good time was had by all. The new officers elected were President, M. C. Jones; Vice President, G. C. Fairchild; Secretary-Treasurer, Lee Tate and League Director Gene Blan.

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On hand for the dedication of the Phalo plant at Monticello were GM&O Agent John Poole of Monticello, right, with Supt. of the Monticello Phalo plant Donald E. MacQueen, left, and Phalo Corporation Secretary and General Manager H. A. Edborg, center.

A group of GM&O folks with W. E. Barksdale (right), secretary of the Mississippi BAWJ Board. Left to right are Local Attorney J. P. Patterson, General Industrial Agent Bob Gloyn of Mobile and Assistant Vice President Fred Johnson of Jackson, Mississippi.
DECEASED

Agent-Telegrapher O. A. Sheley, who entered service on March 1, 1904, and retired January 4, 1949, died at Fulton, Mo. on April 1, 1954. He is survived by his wife, who is employed in the agent’s office at Fulton.

Retired Conductor A. L. Atkinson, Normal, Illinois, at his home in Normal on April 20, 1954. Mr. Atkinson entered service as brakeman on July 17, 1903, was promoted to freight conductor on June 25, 1904, and to passenger conductor on April 21, 1919. He is survived by his wife.

Section Foreman Otto V. Hawk, Middleton, Ill., on April 15, 1954. Mr. Hawk entered service as yard fireman in 1923 and was promoted to section foreman on July 22, 1935.

Fireman James W. Cavallo, Bloomington, Illinois, at his home at Bloomington, on April 27, 1954. Mr. Cavallo entered the service as yard fireman on Jan. 20, 1940. He is survived by his wife and four children.

Fireman Alonzo White, who entered service on April 23, 1917, died at Bloomington on April 10, 1954. He is survived by his wife and three sons and three daughters.

Agent-Telegrapher J. H. Bean, at his home at Slater, Missouri on May 4, 1954. Mr. Bean entered service on May 1, 1912 and last worked on account of disability on October 28, 1942. He is survived by his wife.

Industrial and business leaders from Chicago, Illinois arrived in Alton via GM&O, and were photographed on their arrival at the station. The men were representatives of the Chicago Association of Commerce and Industry’s Illinois committee and came to Alton for a tour of the city.

GM&O TRAINS BRING VISITING GROUPS TO ALTON

When twenty industrial and business leaders decided to visit Alton, Illinois for a get-acquainted trip, they travelled on GM&O trains each way. The men were representatives of the Chicago Association of Commerce and Industry’s Illinois committee, which annually makes such tours to three or four communities in the state.

The group was met at the train by members of the Greater Alton Association of Commerce, who drove them in automobiles over the city and its industrial area.

A second group of travelers to invade the Alton area was a group of women, 300 strong. From Ticket Agent Frank Dotson of the College Ave. Station, the GM&O NEWS received the following account which appeared in the Alton EVENING LEDGER:

Women Travelers Jam Rail Station

Things have been going on at the College Ave. railroad station and they reached somewhat of a peak over the weekend when about 300 females lady-bugged through the station.

“Never saw so many women in the station at one time in my life,” said one of the station employees. “I was surrounded by them.”

“There were 106 of them who came through on their way to a secretary’s convention at Marquette State Park,” the employee said, “and 150 who were on their way to Monticello for the Little Sister Week celebration and then there were about 40 who were coming in for a bowling tournament in East Alton.”

The teachers in the Orange Grove child day care center in Mobile know that one is never too young to know about the vital railroad industry, and one day recently brought their young charges to the GM&O Station to explain to them about railroad travel and to show them the Rebel as it pulled in.

RING LOST 28 YEARS AGO FOUND WHERE IT VANISHED

BOWLING, GREEN, Mo. (AP)—Twenty-eight years ago young James F. Donelly searched frantically through the dust beside the railroad tracks near here for his mother’s wedding ring. It had slipped from his finger while he was working on a Gulf, Mobile and Ohio train.

No luck then. Recently workmen, installing a switch, turned it up and returned it to Donelly, now a conductor.
Inspector R. M. Marlar and Helper J. W. Kemp of Corinth, Mississippi discovered a hot box on a train which was passing Corinth, and the train was stopped for the removal of the car.

A GM&O crew at Joliet, Illinois was able, on April 5th, to render an unusual service. At about 6:30 P. M. of that evening the GM&O employees noticed an automobile stalled on the main line of the Santa Fe Railroad. The crew flagged one Santa Fe train and notified the crew of another of this mishap. Before the arrival of the second train to the spot, the GM&O crew had assisted the occupants of the automobile to remove the car from the track. Commended for this unusual service were Engineer J. S. Harris, Fireman H. W. Cole, Switchman George Conner, Switchman Albert Capra and Switchman E.

Conductor G. F. Fisehbeck was conductor out of Roodhouse, Illinois on April 6th when he observed bad kinks in both rails as his caboose passed over the track in Missouri. He stopped his train and sent the flagman back to protect a following train and also notified the extra gang foreman and the track was repaired.

Agent Basil Edwards, Blackburn, Missouri, was watching No. 92 pass his station at Blackburn when he discovered a hot box and notified the crew so that the car could be set out.

In the early morning of March 25th, one of GM&O's bridges near Columbus, Miss. caught fire and burned. Mr. Charles Howard, Rt. 1, Columbus, passed the bridge and noted its condition, and immediately drove out of his way to Bent Oak, Miss., to inform Section Foreman Bishop. Mr. Howard was the only person who notified the railroad of this trouble.

Section Foreman Charlie Fikes, Ethelville, Alabama, was at his home off duty when train No. 139 passed and he discovered a hot box. He signalled the conductor and then drove to McCrory where the train was setting out the hot box in order to be of assistance if needed.

Fireman M. C. Thompson, Tuscaloosa, Alabama, was serving as fireman when one of the diesel units developed mechanical trouble. He immediately went back and located the trouble and made emergency repairs.

Operator P. L. Rady, Brighton, Illinois, observed a hot box on a train passing Brighton Tower and notified the crew to stop the train for the car to be set out.

Operator R. P. Schlemmer, Pontiac, Illinois, discovered a hot box on a passing train and notified the crew, earning the commendation of Supt. Conerly.

Brakeman F. A. Brandenburg, Slater, Missouri, discovered a hot box on a car of molasses, and arranged for the car to be set out.

Operator J. F. Pilarski, Chenoa, Illinois, discovered a hot box on a passing train and notified crew so that the car could be set out.

When their engine developed air compressor trouble on account of threads on air pipe stripping, Conductor E. C. Loomis, Engineer H. Miller, and Fireman C. H. Cross made temporary repairs so that their train proceeded to Venice with minimum delay.

On the night of April 16, two ladies in an automobile accidentally drove over the edge of the station platform, at Sparta, Illinois fouling the main line about the time a train was due. Operator J. E. Thurmond thought quickly, running up the track north of the station, and flagged the approaching train, stopping it in advance of the automobile. He then assisted the train crew in removing the car from the track.

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**OUR FREIGHT BUSINESS**

Revenue Car Loads Billed And Received On GM&O

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Comparison of the first 4 months of the years...

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NEWS IN PICTURES

Shown in Mobile just before departure time of the Rebel are, left to right, Albert Reanover of the Accounting Dept., Hostess Jannie Marie Norwood and Trainmaster Hugh L. Smith of Birmingham.

Track Supervisor W. Newell of Meridian, Mississippi climax a perfect hunt during the recent open season in Mississippi when he brought down the 17 pound wild turkey he is holding in picture.


Interesting self-portrait was made at CTC board by Train Dispatcher Morton Alvis of Murphysboro, Illinois. Mr. Alvis is an amateur photographer of note and has contributed pictures for both the G M & O NEWS and ANNUAL REPORT.

The force at the Freight Office at Tupelo, Mississippi is enjoying the new building which was erected after the former one burned last winter. In their new quarters are, left to right, Chief Clerk H. W. Moore, Claim Clerk W. E. Harmon and Yard Clerk B. J. Maners. Center, Mrs. L. P. Craig has been secretary in the office for twenty-five years. Right picture, Agent B. H. Jackson checks business with Division Freight Agent J. B. Flock of Columbus, Mississippi.