Mobile Chamber Elects
G. P. Brock President

Vice President and General Manager G. P. Brock was elected president of the Mobile Chamber of Commerce on May 1.

Prior to his elevation to the presidency of the Mobile group, Mr. Brock served two terms as vice president, as a member of the board, and of several committees.

G. P. BROCK

He is a member of the boards of directors of the American National Bank, the Mobile Seaman's Club, the Mobile Association for the Blind and is also a member of the budget committee of the Mobile Community Chest.

Mr. Brock has been associated with the GM&O since 1922, when he was named transportation inspector. In 1923 he was named assistant to the general manager and later was promoted to assistant general manager. In 1924 he was named general manager for the system and in 1946 was elected vice president and gen-

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Railroads Ask National Transportation Policy
With Regard To Long-Haul Truck Operations

In an effort to have the Interstate Commerce Commission adopt a national policy with regard to the future expansion of the trucking industry into the selective long haul traffic field, a group of American Railroads, including our own company, has petitioned the I.C.C. to make a general investigation and consolidation of countless truck applications now pending.

A more clearly defined national trucking policy is necessary at this time, the railroads say, "to promote safe, adequate, economical, and efficient service and foster sound economic conditions in transportation... all to the end of developing, coordinating, and preserving a national transportation system by water, highway and rail."

In the petition filed by the railroads, consolidation of the many long haul truck applications is sought because they say, "the aggregate number of cases involving the same basic questions, make it impracticable to afford separately and independently a full and fair hearing in each of the pending applications."

Most of the applications it is pointed out to the Commission seek high revenue traffic only and the railroads say that if granted, the truckers would "pick and choose their traffic, skimp off the most profitable business and serve only the limited group of shippers interested in commodities which ordinarily move at rates relatively higher than those applicable to basic commodities."

In deciding the cases the railroads ask that the commission determine among other things,

"whether such proposed expansion would adversely affect service by existing truck lines in the short haul field, and by existing railroads..."

"whether there is a real public need for such truck service..."

"whether and to what extent such expansion would affect the rate structure and the rates to shippers of commodities not handled in such movements by motor truck..."

"whether highway facilities are adequate to accommodate the resultant increase in highway traffic volume by heavy vehicles and the effect of such increase in volume upon such highways..."

"whether and to what extent such expansions would affect the national defense and the other objectives of the national transportation policy."
JACKSON CELEBRATES "CASEY" JONES DAY

Thousands of West Tennesseans gathered along the route to watch the parade. Here, a replica of Casey Jones’ famed “592” passes in front of the post office. Built in the GM&O shops by volunteers, the float carried the actual whistle used on the ill-fated locomotive.

Rail Chiefs At Jackson
A. K. Atkinson, President, Wabash; Armstrong Chinn, President, Terminal Railroad of St. Louis; W. S. Hackworth, President, Nashville, Chattanooga & St. Louis; Clarke Hungerford, President, St. Louis and San Francisco; L. B. Tigrett, President, Gulf, Mobile and Ohio; Hel- ly Stover, former President Chicago & Eastern Illinois and former Director of GM&O.

All but Mr. Hackworth arrived in Jackson on the GM&O, aboard Frisco, Wabash and GM&O business cars, and in company with Vice-President R. E. Stevenson of St. Louis.

Railroad Presidents Attend Ceremonies For Legendary Engineer

Five railroad presidents helped Jackson, Tennessee celebrate the issuance of a special United States Post Office Stamp, commemorating Casey Jones and all railroad men, at impressive ceremonies there on Saturday, April 29.

It was only the second time in history that a working man has been exemplified on a U. S. Stamp, and much of the credit goes to our own Division (Jackson) Special Agent D. D. Crowder, President of the local Chapter of the Dixiana Stampers, who sparked the idea focusing the national philatelic spotlight on Jackson.

Assistant Postmaster General J. J. Lawler was on hand to present the first sheet of the new stamps to Mrs. Casey Jones and another set to Sam Webb, colored fireman with Casey on the night of his ill-fated ride. It was fitting that the issuance of the stamp, should be scheduled for the fiftieth anniversary of his death, and at the end of the day’s exercises it was revealed that over 1,000,000 of the commemorative stamps had been sold in Jackson and some 400,000 first day covers (illustrated envelopes) purchased for mailing.

So large was the crowd seeking to have the first day issue of the new stamp that some forty extra post office employees were necessary to handle the press of business. Stamps could be mailed on the first-day covers or postal emplees would cancel them on the spot for those collectors who wished their immediate return. Also on hand for ceremonies was

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Mrs. Tigrett and Leila Atkinson pose for the camera prior to the ceremony.

Builders of the GM&O float in the Casey Jones parade pose beside their handiwork. Contributing their own time for the project were (fat to right) Carman O. C. Forrester, Carmen's Apprentice J. G. Turner, Carman G. H. Turner and Master Mechanic G. M. Duck.

From the window in the GM&O office, Miss Leila Atkinson, Mrs. R. E. Stevenson, Mrs. Virginia Root and Mrs. A. K. Atkinson watch the parade.
U. S. POSTAL STAMP HONORS ALL RAILROAD MEN

Six-Chime Whistle Sang
Casey Jones' Song
Of The Job He Loved

Representing the railroad industry at the Casey Jones commemorative stamp exercises President Tiggrett had the following to say:

"There are many men whose thoughts and deeds are never recorded for posterity. Only a few leave their footprints on the Sands of Time."

"In every land and in every clime, a song—whether premeditated or spontaneous—has been the instrument of telling the story of war or peace or work or play."

"A line from Rostand's 'Chantecler,' which Maude Adams brilliantly publicized, enjoins us:

'Bong your song, even though there are lovelier songs.'

'Sing the song you know.'"

"It was with his six-chime whistle that Casey Jones sang his song and erected his monument in colorful legend. His death at the throttle, though mourned by the whole countryside, might not have been remembered longer than that of any other engineer devoted to his duty except for a song—a song composed by a roundhouse worker at Canton, Mississippi, named Wallace Saunders, who was inspired by a spirit of hero worship. His ballad has been described as a 'sincere attempt of an illiterate back to voice what must have been a supreme tragedy in the world in which he lived.'"

"Come all you rounders, I want you to hear
The story told of a brave engineer.
Old Casey Jones was the rounder's name
On a six-eight wheeler he won his fame.

'Saunders knew he was paying tribute to a man whom he adored but he did not know that his tribute would later become symbolic of all the men and women who make up our railroads and of the railroads themselves."

"Our modern day may have taken some of the glamour from railroading. Many other means of transportation and communication have been developed and competition is keen. But our railroads are still our main arteries. There is no agency which can take their place. There is no industry which has contributed more toward our position as a world power. There is none upon which our country depends more either in war or in peace."

"And so it is fitting that our Post Office Department has chosen to issue a Casey Jones stamp, for in so doing it is not only commemorating an epic of the past but it is honoring also our great railroad industry, the people who work for it, and, especially, the fine group who man our locomotives."

Brother-In-Law of Casey Jones
Served On GM&O As Engineer

Joseph C. Brady, brother-in-law to the legendary Casey Jones, passed away on February 15. Mr. Brady, who had entered the service of the GM&O in 1894, had retired in September, 1948. He is survived by two daughters and three sons.
GM&O Directors and Staff Officers Make
Inspection Trip Over Southern Division of Line

"I feel that for a Director to serve a railroad efficiently he must know that railroad, he must know its territory, and he must meet at least some of the citizens along the line. That is the only way he can understand the problems of his railroad and its territory and contribute to their solution."

"Three of our fifteen directors, including myself, are officers of the Company. The others are business men living along our line, and I might add that they are all outstanding in their respective fields. They are all stockholders in our Company, though their interest extends far beyond any financial return which they may get from the railroad."

Thus spoke President Tigrett on the eve of the first of a series of inspection trips on April 14 and 15 by the Directors of the Company. The initial tour preceded the regular organization meeting of the Board in New Orleans and the second tour is tentatively scheduled preceding the next Board session, possibly in June or early July.

The April inspection trip originated at Meridian, Mississippi, City settled in 1834 in expectation of the proposed crossing of the Mobile and Ohio (GM&O) and the Alabama and Vicksburg (L.C.).

Here GM&O has 369 employees; a freight yard with a full capacity of 2,886 cars; division freight traffic offices; division operating headquarters; shops for principal car repairs and a sub-storehouse for creosoted bridge materials used in the immediate territory.

From Meridian the Directors Special Train of three business cars, a Pullman and a coach traveled the 32 miles to Union, Mississippi over the section of our Railroad known as the old Meridian and Memphis. This part of the Line was acquired in 1935 to afford a southeastern outlet for the Railroad which then ran between Mobile and Jackson, Tennessee.
Laurel, Mississippi was the second scheduled stop on the inspection trip. From Union to Laurel, 78 miles, there was once a lumber mill on an average of every two miles of track, and as these mills cut out the virgin timber, important problems of traffic areas. During the early days of our Railroad forestry products comprised 81 percent of our total gross... today only 14.2 percent.

Laurel is a comparatively new town (population 12,000) called the Chacochee City because of the research efforts of its industries in discovering chemical processes for the conversion of forestry and agricultural products into new industrial uses. Here Mr. W. H. Mason discovered the method for manufacturing fiber board by the explosion process, and the Masonite Corporation was born. This Company is largely responsible for Laurel's economic stability today, for it held the town together in the declining years of the sawmill era. Just a short distance from Laurel are numerous oil wells and G&M has bulk loading plants at Koon and at Hiwasse, Mississippi.

At Laurel GM&O has 184 employees; freight yards... full car capacity of 750 cars. General Agents Office and Division Dispatchers Office.

Excurso to Jackson, Mississippi, the special re-traced the 78 miles to Union, then headed westward over the 74-miles to the state capital city. Thirty-two miles of this route were the former Jackson and Eastern railroad, purchased in 1921. The remainder is new construction which was completed on September 1, 1927, and completed on July 27, 1927, to form a connecting link with the New Orleans Great Northern which was later to be acquired in 1929.

Because of Jackson's ideal location from a geographical and transportation standpoint, it has shown an unusually rapid growth as a distribution point for...
Legal Department Performs Many And Varied Services For Railroad

The Legal Department is one of the Railroad's most important units of operation and the following story describes some of the duties which it, and its 100 attorneys along the Line, perform.

Headed by nine attorneys, a tax commissioner and a general claim agent, the general office staff handles legal matters not only for the railroad but also for Gulf Transport Company, GM&O Land Company and other subsidiaries. Its representatives appear in proceedings before the courts, the Interstate Commerce Commission, the several state railroad commissions and tax commissions, as well as numerous other public bodies.

In addition, claims attorneys and claim agents located at 11 points along the line are supervised from Mobile.

The handling of matters before the Interstate Commerce Commission and state regulatory agencies is an important function, such matters, in general, having to do with the issuance of securities, the extension of lines, abandonments, discontinuance of trains, train stops and of agencies, removal of side tracks, rates, division, abandonments and extensions of routes of Gulf Transport and the protection of our rail and bus and truck territory from encroachment from additional highway competitors.

Corporate Matters

Also coming under the jurisdiction of the Department are legal matters pertaining to the corporate structure. This includes meetings of stockholders and directors of the Company and each of its subsidiaries, and reports to stockholders, Federal and state regulatory bodies, the New York Stock Exchange, mortgage trustees and others, the acquisition and disposition of property, and the issuance, retirement or exchange of securities.

The Legal Department is responsible also for the assessment and payment of all state, county and municipal ad valorem franchise, privilege, gross receipts, excise, license and inspection taxes for which the railroad and its subsidiaries are liable, and acts in an advisory capacity with regard to all other taxes paid by the Company, including income, sales, use, payroll, etc. For 1949 total tax payments vouched for by this Department exceeded $2,000,000 for the benefit of more than 1,000 separate taxing districts. The assessments, rates and amounts for each taxing unit are separately checked and verified in detail. In addition to large savings affected through checking prior to payment, taxes illegally assessed and collected were recovered by the Company amounting to more than $35,000 during 1949.

Claims and Damages

The handling of damage suits and claims requires a lot of attention. The Company is now involved in about 80 suits, some old, some new, demanding damages of more than $3,000,000. Each year reports of some 1600 accidents must be studied and recorded and many of them exhaustively investigated. Claims arising from them must be disposed of. In addition, there are the inevitable stock claims to be handled. Some 650 were disposed of last year.

And, of course, our lawyers look after other suits and legal disputes which are handled by the Company. Then, too, they prepare or approve contracts and other documents covering wide variety of business transactions to which the Company is a party, and furnish opinions to other departments as to Federal, state and local laws and regulations. They also undertake to keep the management informed as to proposed state and Federal legislation of interest to the Company.

2 Promotions Announced By Legal Department

The promotion of Mr. Y. D. Lott, Jr., and Mr. P. F. Osborn, III were announced this month by General Counsel D. S. Wright. Mr. Lott, formerly general solicitor, was named general solicitor, while Mr. Osborn was named commerce attorney.

The new general solicitor has been an attorney for the GM&O since 1934 and was named general attorney in 1942. He was formerly associated with the Department of Justice and has served as vice president of the Association of Interstate Commerce Commission Practitioners.

Mr. Osborn joined the GM&O as attorney in 1946. During the last war he served with the U.S. Army as a lieutenant colonel, and received the Bronze Star, the Purple Heart and other decorations for his service in the Asiatic-Pacific theatre.
G. P. Brock
(Continued from Page 1)

eral manager. Mr. Brock is also a member
of the GM&O Board of Directors, a
position which he has held since 1947.
Mr. Brock is a graduate of the University
of Illinois, where he majored in railroad
administration. Prior to his service with
the GM&O, he had served in the engi-
neering, operating and transportation de-
partments of the Illinois Central.

Mrs. Elvert Named
Women's Personnel Director

In addition to her duties as Superin-
tendent of Hostess Service, Mrs. Vera El-
vert has been appointed Director of Wom-
en Personnel by President Tigrett.
The new departmental activities have
been created to afford additional recog-
nition to the important role which women
employees play in the operation of the
railroad. It is hoped that through Mrs.
Elvert, who has been associated with the
Company for thirty years, ideas will be
advanced regarding the work and welfare
of our railroad women.

Mrs. Elvert had the following to say
regarding her new duties: "As oppor-
tunity is afforded time will be spent with
individuals and possibly groups of GM&O
women with view of determining how we
best can serve our Company. Wherever
we are able to improve working condi-
tions, doublet efficiency will be in-
creased, and we shall experience a deep-
er satisfaction in our daily lives.

"Let each of us remember that our
Company pays us for everything they
ask us to do—whatever we do above
that is an expression of appreciation for
the better than average jobs we have.
Most of us enjoy the security of a per-
manent job. We expect to work for
GM&O as long as we are able, and through
the benefits of the pension plan to
continue a pleasant and independent
life.

"Let's build a GM&O stronghold that
will weather all the storms, knowing full
well that our personal interests are fur-
thered as GM&O progresses."

If Peoria Phone Line Busy
Blame The Bradley Braves

Johnny Caughhey, Chief Clerk to C. E.
Norris of our Peoria Traffic Office, has
been having a lot of fun with his telephone
acquaintances in other traffic offices on
the Line since the Bradley University
basketball team of his City has been on
a winning rampage, resulting in their be-
ing crowned by Associated Press Sports
Writers as the Number One College Team
in the country.

Johnny writes: "It is a coincidence that three of Brad-
ley's outstanding foes for this hectic bas-
ketball season hail from important divi-
sion points on our railroad and believe
me, with the exception of one, your re-
porter has had a lot of fun ribbing co-
workers in those respective offices when
making comparisons.

"For example, Bradley was victorious
over the St. Louis Billikins on two occa-
sions and you can imagine the plea-
ure I had in reminding LeRoy Boys and
Chuck Gertner of the St. Louis Office of
that fact. Better still is the ribbing hand-
ed to Chuck Sproule and Ray Bartell in
the Chicago Office for Bradley twice de-
feating the DePaul Demons of the Windy
City.

The third-mentioned opponent of our
Bradley Braves is Tulane University and
the only thing preventing the old rhubarb
with our coworkers in the New Orleans
office is no phone connection.

"Seriously, C. E. Norris, Bob Burns and
Max Knollhoff, all of the Peoria Office,
join in the nationwide salute of the Brad-
ley Braves.

The GM&O terminals, the Union Station
at St. Louis and the Union Station at Chi-
icago, are among the ten largest passenger
stations in the nation. The St. Louis sta-
tion, with 42 passenger tracks, ranks sec-
ond in the nation, while the Chicago sta-
tion, with 34 tracks, is tied for fifth place
with the Memphis Union Station.

W. M. Smothers Dies
In St. Louis

General Industrial Agent W. M. Smoth-
ers (retired) died at his home in St. Louis
on May 8. Mr. Smothers had retired on
November 1, 1949, due to ill-health.

A veteran of 38 years railroading at the
time of his retirement, Mr. Smothers
began his rail career in 1911 as a sten-
ographer for the B&O in Chicago, serv-
ing subsequently as chief clerk in Daven-
port, la., and Los Angeles. In 1922 he
joined the staff of the CI&W as commer-
cial agent in Chicago and in 1927 became
Industrial Agent for the B&O, with head-
quarters in Pittsburgh. He had served as
General Industrial Agent for the GM &O
since the recent merger.

He was born in Xenia, Ill., and is a
graduate of Orchard City College in Floca,
Ill. Mr. Smothers is survived by his wife
and one daughter.

The NEWS joins Mr. Smothers' many
friends in cities all along the railroad in
expressing deepest sympathy to his fami-
ly.
GM&O Employees Train With Air Force Reserve

Three GM&O employees were among the 200 officers and airmen who attended the 15-day active duty training period at Brooks Air Force Base, Mobile, last month.

Training with the Military Air Transport Service were Captain Herman F. Probst (freight receipts department), Technical Sergeant Arthur V. Rodwell (accounting department) and Staff Sergeant Charles H. Lombard (traffic department).

GM&O Employees Stress Nationalization Threat

The dangers of the nationalization of industry were stressed by two GM&O officials in addresses to civic and trade groups last month.

Speaking before the Fifth Mississippi Valley World Trade Conference in New Orleans, Assistant Vice President R. B. deVilliers said:

"This country has the most comprehensive, the most efficient, and the most dependable railroad plant in the world. There are, nevertheless, some in this country who seem to have dedicated themselves to the proposition that industry shall be nationalized and who, it seems, feel that such a project can best be begun by government ownership of the railroads.

Nationalized Railroads

"It anyone thinks that nationalized railroads would serve him as dependable, as efficiently, and as economically as they have under private ownership, he need only look into the record of government ownership and operation of railroads in other countries."

Commerce Attorney P. F. Osborn, speaking before the Bloomington Laborians, emphasized that the threat of nationalization of the railroads stems from economic stress. Railroads must make a profit, he said, in order to attract investment money needed to keep them in good condition to render service to the public.

Financial Problems

"One of the major financial worries of the railroads," Mr. Osborn said, "stems from unfair competition from motor, water and air carriers. This unfair competition forces the people to pay higher railroad rates than they should, and at the same time they are paying for the subsidization of other carriers. It is well to remember that the government cannot give you anything unless it first takes it from you."

Mr. deVilliers stressed the interest of the railroads in the development of foreign trade. "The carriers are constantly watching the terminal practices and rates and charges of carriers competing ports, making necessary adjustments in the charges to or from Southern Ports, to the end that interests of shippers and receivers using southern ports may be fully protected."

Inspection Trip

(Continued from Page 5)

the mid-south. Many of the nation’s largest manufacturers have located branch plants and warehouses here for distribution throughout the entire lower Mississippi Valley. Population is 100,000.

GM&O has at Jackson 113 employees; freight yards . . . full car capacity of 746 cars; Executive General Agent’s office; division freight office; division operating headquarters; shops for running car and locomotive repairs.

Our Railroad has just acquired approximately 400 acres for industrial expansion purposes.

Bogalusa, Louisiana was the fourth stop on the inspection trip. It is 115 miles south of Jackson. This route lies along the lines acquired from the NOGN and built by the family of the Chairman of our Board, General A. C. Goodyear. It was originally the log line for the Great Southern Lumber Company at Bogalusa, the largest pine saw mill in the world during the time it was in operation.

The railroad follows Pearl River and while there are nineteen curves in a distance of four miles, the Louisiana Division, as it is called, is generally known for its long stretches of tangent track, and little curvature. On the South end it has one straight stretch of 26 miles.

At Bogalusa GM&O has 160 employees; freight yards . . . full car capacity 1574; Division Dispatcher’s headquarters; Shops for running repairs to locomotives and equipment; Golf transport shops for minor road repairs and a sub-warehouse.

It was in 1927 that GM&O (GM&O) entered into a traffic agreement with NOGN for freight service. This was the third link in a program to form a GM&O route between New Orleans and Chicago using NOGN to Jackson; the newly constructed Jackson and Eastern link to Union; GM&O to Jackson, Tennessee; trackage rights over the N&SLT to Paducah to connect with the Burlington to Chicago and St. Louis gateway. Later, in December 30, 1928, NOGN and GM&O were merged as one company.

Two branches spring out from the immediate Bogalusa area. One to Tyler-town, 41 miles and one to Covington, 30 miles. The first named one serves several gravel pits, a tung oil plant and agricultural interests.

The Covington branch parallels Lake Ponchartrain and the territory is a noted summer resort for New Orleans. At one time, before the auto, there was considerable passenger business on the branch.

The Director’s Special left Bogalusa during the early night for New Orleans. It is 36 miles from Bogalusa to Slidell where GM&O joins NO&NE tracks for entry into New Orleans under a trackage agreement. GM&O maintains its own yards in New Orleans, but uses the Southern Passenger station.

GM&O has in New Orleans 122 employees; freight yard, full car capacity 897 cars; Assistant Vice-President’s office; General Freight Agent’s Office (Solicitation); General Freight Agent’s office (rates); Foreign Freight Agent’s office; Division Passenger Agent’s office and shops for running repairs.

Promotion Announced For R. L. Lanigan

R. L. Lanigan, formerly special representative for the traffic department, was promoted to assistant general freight agent (rates) effective May 1. Announcement of the promotion was made by Traffic Manager K. G. Gottschalk.

Mr. Lanigan, a veteran of 24 years with the traffic department, began his rail career in St. Louis as a mail clerk. In the succeeding years he held various positions with the Mobile & Ohio until 1940, when he was transferred to Mobile as special representative for the GM&O.

Mr. Lanigan resides in Mobile with his wife and four children.
She Adds Glamour To Railroad
And Nimble Touch To The 'Bug'

From the Memphis Commercial Appeal
By A. G. WEEMS

WEST POINT, Miss.—An old Prince Albert can wedged in the receiver's box can't send the clickety-clack of the telegraph echoing through the big airy office at the GM&O Railroad depot.

The local operator listened casually until the sound died, flipped a switch and replied with one lightning-like sentence through the "bug" at her fingertips.

"Well, that's that," she said to me. "We shouldn't be interrupted again for half an hour. And, by the way, have you been to Quitman lately?"

I had, and that, at least, in part should answer your question, too, for it was in Quitman, Miss., that I first met Marilyn Lummus, the West Point operator and subject of this story.

She's 'Glamour Girl'

Marilyn is to me, and a lot of other folks who live and work up and down the line, the "Glamour Girl of the GM&O."

She isn't the only woman telegrapher on I. B. Tigrett's railroad, but she is the youngest and, I'll bet the price of a carload of bananas (FOB) that she's the prettiest.

Marilyn isn't even old enough to vote, yet she's responsible for millions of dollars worth of rolling stock and the lives of countless passengers up and down her Mobile to Okolona section of the Gulf, Mobile and Ohio.

In fact, she just turned 20.

Marilyn, tall grey-eyed and blond with a quick, pleasant smile, was born in Artesia, about 16 miles south of here on April 23, 1930, the daughter of Mr. and Mrs. W. F. Lummus. She grew up around the bustling railroad yards in her little town and somehow, when she was 15, found herself pecking away at her first telegraph key. Jim Pilkinton, a veteran telegrapher with more than a quarter century's experience, was her teacher.

She Didn't Like It

"I hated it," Marilyn said, "mostly, I suppose, because I thought then I wanted to be a nurse. But Mr. Jim just wouldn't let me stop, and I went down to the station every afternoon after school to practice. It wasn't long before I caught on."

Marilyn filmed high school when she was 17, after going to East Mississippi Junior College in Scooba for summer work and taking correspondence courses from Mississippi Southern at Hattiesburg.

Meanwhile, even before she got her diploma, she decided that maybe she'd rather be a telegraph operator than a nurse and shortly after her 16th birthday she took her examination at Meridian from R. R. McAlpin, former GM&O "sup er" and now railroad rule director.

"You have to be 16" Marilyn explained, "and they made me wait."

First On Swing Shift

Her first job was the Okolona-Artesia swing shift in 1948-49, on which she worked three days a week in each office. She went to Quitman as agent last October, remaining there four months until coming to West Point.

A minimum of four trains pass through the station on her shift, but she misses the swanky Rebel because it arrives from both north and south during the night. Living in Artesia with her family, she drives the 10 miles back and forth each day in her own automobile.

Any really exciting experiences?

"No," Marilyn says, "but I have worked two wrecks. Nothing bad, though."

Her immediate boss in West Point is Agent F. D. Montgomery, but she's never met the railroad's No. 1 Man, Mr. Tigrett. Others working with her here are Robert Mitchell, cashier, and W. F. Cashkey, clerk.

For such a girl, who's gone so far in such a short time in a profession dominated by men, there's only one question: "Are you going to make a career of this, young lady?"

"Well, now," Marilyn hedges and gives you the prettiest smile in the whole GM&O System, "I don't really know. It seems I'm always meeting the nicest boys." And the boys couldn't meet a nicer girl.

The Chicago Union station handles an average of 150 through trains daily, while 217 through trains pass through the St. Louis Union Station every 24 hours. A total of 56,500 through and suburban passengers pass through the Chicago station daily, while 54,700 use the St. Louis terminal.
Commendations

Engineer H. F. Miller and Fireman C. P. Beeson, both of Pearsia, and Brakeman I. P. Wade, Bloomington, have been commended by Superintendent B. V. Bodie for their discovery of a broken rail.

Engineer C. E. Pugh and Fireman Sam Ezell, New Albany, have been commended by Superintendent W. R. Moore for their quick action in moving a yard switcher so that it would clear a shifted load of lumber on a passing freight.

Brakeman E. E. Dillow, Venice, has been commended by Superintendent J. C. Miller for his discovery of a dragging brake beam on a car in his train. Through Mr. Dillow’s efforts, the car was repaired and continued to its destination in the same train.

Conductor J. C. Wall, Jackson, Tenn., has been commended for his discovery of a broken rail from his moving train on a recent run.

Engineer C. E. Johnson and Switchmen P. W. Thompson, R. C. Skidmore and D. R. DeBourse, all of Venice, have been commended by Superintendent S. G. Thomason for their discovery and removal of a dragging brake beam. Through their efforts, the car was able to proceed to its destination in the same train.

Ticket Clerk R. W. Conlee, Alton, has been commended for his discovery of a dragging brake beam on a car in a passing train.

Retirements

Agent D. W. Crump, Quitman, Miss., retired on April 15, following 44 years of service with the GM&O.

Flagman G. W. King, Minooka, Ill., retired on April 8, following 33 years service with the GM&O. Mr. King was first employed as a brakeman in 1917, and for the past few years had been working as passenger flagman.

Clerk W. H. Duffee, Disbursement Department, retired on April 28, after completing 41 years of continuous service in the accounting department. Upon his retirement, the employees in the accounting department presented him with a wrist watch as a token of their esteem.

Thomas B. DeNeeffe Dies Following Auto Accident

Thomas B. DeNeeffe, son of Vice President and Comptroller R. E. DeNeeffe died on May 16, following injuries received in a traffic accident. Mr. DeNeeffe, who was formerly with the GM&O was employed by a Mobile sales firm at the time of his death. The News joins his many friends in expressing their sympathy to his family.

Railroad President

(Continued from Page 2)

H. C. Koberg, of our New Orleans Traffic Office who is International President of Dixiana Stampers.

The day commemorative exercises began with short speeches by the grave of the legendary engineer. Later a parade was held through city streets culminating in front of a reviewing stand on the Post Office steps. Here speeches were made by Representative Tom Murray of Jackson, Chairman of the House Civil Service and Postoffice Committee; Governor Gordon Browning, President Tugwell, the Mayor and other civic leaders and Casey’s Fireman Sam Webb.

Casey Jones began railroad with the GM&O in 1870, intending to become a telegrapher; but later became a fireman. His son-in-law D. G. McKenzie is division storekeeper for the GM&O at Mobile.