Chairman I. B. Tigrett, center, receives honorary Doctor of Laws degree from Westminster College at Fulton, Missouri. Dr. William Hall, left, President of Westminster College conferred the degree on Mr. Tigrett, who was presented by Dr. J. Layton Mauze, Jr., pastor of the Central Presbyterian Church of St. Louis, Missouri.

CHAIRMAN TIGRETT RECEIVES DEGREE FROM WESTMINSTER COLLEGE

Westminster College, Fulton, Missouri, on June 1st awarded the honorary degree of Doctor of Laws to GM&O Chairman I. B. Tigrett. He was one of 3 persons selected by the college for distinction in connection with the annual commencement exercises.

Westminster College for men was founded over one hundred years ago, and is under the sponsorship of the Presbyterian Church. In 1946, Winston Churchill, in accepting an honorary degree from that school, made it the occasion for delivering his famous speech, "The Sinews of Peace."

Honorary degrees from the college, according to President William W. Hall of Westminster, are given to "men who have distinguished themselves in scholarship or public service".

The degree was conferred on Chairman Tigrett at the commencement exercises in Stowe Chapel on the college campus. Attending the ceremony were Mrs. Tigrett, GM&O Vice-President and Mrs. R. E. Stevenson of St. Louis, and NOSN Director James P. Hickok (Ex-V.P. First Nat'l. Bank, St. Louis, and a trustee of Westminster and Mrs. Hickok.

Receiving the degree of Doctor of Laws with Mr. Tigrett was Lt. General Alexander R. Bolling, Ft. McPherson, Ga., Third Army Commander; while James Robertson Woodson, Presbyterian Church missionary now stationed in Brazil, received an honorary Doctor of Divinity degree.

On two other occasions has Chairman Tigrett been a recipient of the honorary doctor's degree. It has been conferred on him by Union University at Jackson, Tennessee, and by Shortliffe College at Alton, Illinois.

Business Leader Says Young Men Have Opportunity

—Mobile Press Register

One of Mobile's top executives Thursday passed out some sound advice to today's young men when he described as "America's finest generation."

"You are more powerful as a group than any other in the United States," declared Glen P. Brock, executive vice president and general manager of the Gulf, Mobile & Ohio Railroad. "But you don't realize it yet."

Speaking at the annual "Bosses' Day" luncheon of the Mobile Junior Chamber of Commerce, Brock urged young men to "pick your boss. Go to work for him. Give him the best you've got."

Opportunity Exists

Despite the rising trend for security from cradle to grave, Brock contended the opportunity for personal success in business still exists.

"Any young man in good health, a fair education, who has a keen competitive spirit, and a burning desire to achieve the end, could enter the services of any large corporation in this locality or any place in the country and in 25 or 30 years he could head that organization, if he made up his mind to do so," he asserted.

"He could," he added, "become the best lawyer, surgeon, engineer or any other profession, if he decided to do just that."

Middle Ground Cited

"Of course," Brock pointed out, "there is the middle ground. That is another way. You let your work slide. You live in the present. Take no part in community affairs. Do not worry about civic responsibilities. You can just drift along. I think if one does that too long he does not stand still in the middle ground. He slowly drifts out of the race."

Concluding, the railroad executive stated:

"There is real work ahead of you, more problems to solve, more errors to correct, more troubles and I hope more happiness ahead for you than has ever confronted any American generation."

The luncheon was held at the Cawthon Hotel.
Above, steam locomotive to remain in a roadside park in Meridian, Mississippi as a memorial to the city's railroad men pulled its last load on May 26 with celebrities and local citizens aboard. In the park a dedication was held with thousands of people in attendance.

Miss Jane Woodruff of GM&O Hostess Department was hostess on the memorial train, and GM&O Flagmen W. W. Corn (left) and Boyd McKeivain served as flagmen on the train. All railroads in Meridian participated in the celebration and were represented in the train crew.

Attending the banquet held the evening preceding the dedication of the roadside park in Meridian were a number of GM&O officials. Left to right are seen Gen. Supt. P. B. Bridges, Meridian; Asst. V.-P. R. C. Lauten, Mobile; Supt. W. St. John, Meridian; Supt. W. H. Forlines, Jackson, Tenn.; and Executive Vice-Pres. C. P. Brock, Mobile.

Railroad Men Memorialized In Roadside Park

The last steam locomotive to move a passenger train from Meridian's terminal station left on May 26 to rest in a memorial roadside park for railroad men. The ceremony was a joint one honoring local deceased railroad workers and the late Jimmy Rodgers of Meridian, who, as the singing brakeman, is credited with having originated the "hillbilly" style of folk music.

Aboard the train on the last run of the locomotive which was to be imbedded in concrete at the tourist park were railroad celebrities, members of the Grand Ole Opry cast and civic leaders.

Since GM&O has been a citizen of Meridian for almost a hundred years, and today about four hundred employees make it their home, any memorial to railroad men would find GM&O personnel participating. Out-of-town visitors for the occasion were President Frank Hicks, Mobile; Vice-President T. T. Martin, Mobile; Assistant Vice-Presidents E. B. deVilliers and B. M. Sheridan (Public Relations) of Mobile and Asst. V.-P. L. L. Lapp of Kansas City. To ride the train as hostess was GM&O's Miss Jane Woodruff of the Hostess Department in St. Louis.

On the night preceding the celebration a banquet was held at which W. P. Kennedy, president of the Brotherhood of Railroad Trainmen was the principal speaker. GM&O guests at the dinner included Executive Vice-President C. P. Brock, Mobile; General Superintendent F. B. Bridges, Meridian; Asst. Vice-President R. C. Lauten, Mobile; Supt. W. H. Forlines of Jackson, Tennessee and Supt. W. St. John of Meridian.

Originator of the idea to memorialize deceased Meridian railroaders is James E. Skewes, publisher of the Meridian Star and a director of the Meridian and Bigbee Railroad, which donated the memorial locomotive. Mr. Skewes, left, is shown with W. P. Kennedy, president of Brotherhood of Railroad Trainmen.
On hand for the Railroad Memorial Day in Meridian were a number of out-of-town GM&O officials including, left to right, Assistant Vice-President L. L. Lapp of Kansas City, Assistant Vice-President E. B. de Villiers, Vice-President T. T. Martin and President F. M. Hicks, all of Mobile, and Div. Prt. Trail. Mgr. Leslie Farrell of Meridian.

VICE PRESIDENT WARREN, PURCHASES AND STORES, CELEBRATES 50 YEARS WITH COMPANY

Fifty years in railroading were completed this month by Vice-President H. E. Warren of the Purchases and Stores Department. And, said Mr. Warren, his half century with the GM&O, spiced with mergers for the company and promotions for himself, brought no bigger surprise than the recognition he received on reaching this milestone.

Climaxing many warm expressions from his friends and associates, a gold wrist watch was presented him by Chairman Tigrett and President Hicks, bearing the inscription “H. E. Warren—Fifty Years of Fine Service.”

It was in June 1903 that he, a youngster not yet thirteen years old, was placed on the payroll of the Dining Car Department of the former Mobile and Ohio Railroad to work as a messenger boy in Jackson, Tennessee. It was his first job. Prior to that he had “thrown papers for Mr. Tigrett”, who was at that time, interested in the Jackson, Tennessee newspaper.

The boy who “had a job to do—it wasn’t a question of what time the train got there”, worked in several positions, and in a few short years became Superintendent of Dining Car service of his railroad. In 1920, when the Mobile and Ohio was released from government control, Mr. Warren went to the Gulf, Mobile and Northern to work again—and from then on—for Mr. Tigrett. He became chief clerk in the President’s office and on January 1, 1921, he was appointed Manager of Purchases and Stores for the GM&N.

It was like coming home to the veteran of both lines when they were merged in 1946, when he continued to head the department of Purchases and Stores for the new GM&O.

On October 17, 1945, he became vice-president of the company. This month he received his fifty year pin and life-time pass. His commentary on fifty years with the GM&O—its greatest reward lies in the friendship of his associates.

1,100 Gulf Mobile and Ohio Employees Receive Sickness Benefits In 1951-52

About 1,100 employees of the Gulf Mobile & Ohio R. R. received sickness benefits under the Railroad Unemployment Insurance Act during the benefit year which ended June 30, 1952, according to the Railroad Retirement Board. On the average, they drew $1161 for about 8 weeks of sickness (excluding the 1-week waiting period). Total benefits paid to them came to $170,000. O M & O employees also drew $168,000 in unemployment benefits.

The Board points out that, in 1951-52, a total of 162,000 unemployment beneficiaries and 143,000 sickness beneficiaries from the ranks of the Nation’s railroad workers drew $22,700,000 and $25,900,000, respectively, under the Railroad Unemployment Insurance Act.

At the current benefit rates, which became effective on July 1, 1952, payments would have been roughly 40 percent higher than the above figures. At the present time, benefits are payable during a 12-month period beginning each July 1 to employees who earn at least $300 working for a railroad the preceding calendar year. Generally, the payments range from $15 to $37.50 a week, and may continue for as many as 26 weeks.
IN THE NEWS AT ST. LOUIS

Newly-appointed Assistant General Freight Agent, Sales and Service, W. E. Barrett at his desk at St. Louis. Mr. Barrett recently came to St. Louis from Pittsburgh. (See last month's NEWS.)

New member in the St. Louis Passenger Traffic Department is Chief Clerk Robert F. Ringwald. Mr. Ringwald has been associated with the Trans-Continental and Western Passenger Association in Chicago and has served three years in the U. S. Army.

Promoted on May first to General Passenger Agent with headquarters in St. Louis was B. C. Pate, picture, right. Mr. Pate, left, is shown checking passenger details at Terminal Station with Station Passenger Agent W. E. Ferri.

DURING THE NEXT THIRTY MINUTES . . .

Every half hour the American railroads make a contribution to your standard of living unmatched by any other business in the land. For instance:

* About 650 freight and passenger trains will start on their runs from points all over the U. S.
* Pay out more than $360,000 in wages to employees.
* Buy more than $100,000 worth of fuel, materials, and supplies.
* Pay more than $70,000 in local, state and federal taxes.

All told, the railroads will spend nearly a half million dollars during the next half hour to provide the country with the kind and quantity of railroad transportation it needs.

—Missouri Pacific "News Reel"

Mrs. G. M. White Is Mother By Proxy for G. I.'s In Japan

Homeward GI's at Hami Air Base, Japan on Mother's Day drifted into the Service Club to find Mrs. G. M. White, formerly of Mobile and the GM&O, presiding over a tea and coffee table and lending the real atmosphere of home.

"Mrs. White, wife of GM&O's late Treasurer "Dad" White, is in Japan with the family of her daughter, Mrs. Henry McPhilips of Mobile. Major McPhilips is Base Executive Officer at Hami Air Base, and his family with Mrs. White joined him there last year.

The G. I. base paper, ITAMIZER, said, "The Mother's Day program at the Crossroads Service Club proved a success. The Staff felt honored to have Mrs. White, mother-in-law of Major McPhilips, Base Executive Officer, at the Club to serve tea and coffee. We hoped the men would have the feeling of being closer to their own mothers at home, and in this achievement the Staff felt successful . . . "

Mrs. White's son was Culver White, whose untimely death cut short a noteworthy career with the railroad. At the time of his death he was Vice-President, Finance.

Lee County Home Improvement Winners Meet With Sponsors

Winners of the Better Farm Homes Contest sponsored this year in Lee County by the GM&O Railroad and the Tupelo Kiwanis Club were guests Friday at a meeting of the Kiwanis Club, and were presented their prize checks by Shelby A. Robert, director of Agriculture and Forestry for the GM&O. All of the women are members of home demonstration clubs. Shown in the picture, front row, are: Mrs. Morgan Eates, of East Plantersville, first place winner; new home division; Mr. Eates; Mrs. Chandler Brueben of Cedar Hill, second place winner; and Mrs. R. C. White of Camp Creek, third place winner. Back row, left to right, are: Mrs. Christine Fisher, home demonstration agent; Mrs. Jack Farmer of Guntown, first place winner in the re-modeled home division; Mrs. E. L. Coggin, Jr., of Plantersville, second place winner; S. A. Robert; Mrs. S. A. Robert; Mrs. A. M. Sims of Auburn, third place winner; Mr. Sims; County Agent W. J. Perrell; and President Bill Timbes of the Kiwanis Club.

All contestants said the contest "gave them the incentive to improve their homes" in a fashion they had desired but just never got around to starting. (Photo courtesy Tupelo Kiwanis Club.)
Passenger Rep. Has Man-Sized Job

To GM&O's office at 500 Fifth Avenue in New York, mail frequently arrives addressed to Mr. Alfred R. Topping, Passenger Representative. This mail is delivered, without hitch, to the desk of GM&O's slight, vivacious passenger representative, whose name is Miss Alfreda Topping.

Miss Topping takes no offense at her mail sometimes being addressed to “Mr.” There are so few women passenger representatives in the railroad business that it is a natural mistake. When she first received her title and new responsibilities in 1952, she said, she called on an important business connection, who received her with a stern, “Now I’ve seen everything! A woman passenger representative!” But his face then broke into a hearty smile and he boomed, “Congratulations.”

Miss Topping proceeds with what is considered a “man’s job” with efficiency and dispatch. It was not her ambition to be a great success in the business world, she said, when she took her first job with the G&N in 1936. It was simply time for her to go to work, and GM&O’s L. W. Lapp offered her the stenographic job in the New York GM&O office—which was then staffed by Mr. Lapp, Miss Topping and one other person.

Fresh from Canada, where she had grown up on a 3,000 acre ranch in Alberta, the new secretary was told by her boss, “You’ll have to learn the railroad business in a hurry, for both of us (Lapp and Lloyd Harvey) travel.” This she proceeded to do.

By 1952 she had learned the railroad business, and New York, so well that she was generally depended on by GM&O associates as a passenger representative, and so given the title. Her work involves making contacts with industrial, theatrical, and travel agencies which book movements from New York to Chicago and from there to St. Louis or other GM&O cities. Her catalogue of acquaintances would indicate that New York is just a small town after all. She knows many members of the Metropolitan Opera group and other stage stars (they travel, often by GM&O). Her knowledge of Gotham defies the fact that she was born in Scotland and reared in Canada.

She was invited to be a guest at the ceremonies honoring President Eisenhower when he received his doctor’s degree last month from William and Mary College, and, she whispered, she had been invited to join a group flying down.

Her ambitions for the future? “Well,” she said, “I would like to take a trip South, and see the railroad on which I’ve spent my whole business career.”

Railroad-Operated Packet Altona
Sets Up-River Speed Record On May 14, 1853

—Alton, Ill. Evening Telegraph

(In the early days of the Alton Railroad, now GM&O, river boats operated by the railroad filled in the service link between St. Louis and Alton because there was no rail bridge across the Mississippi. This is a story of the efforts to make this service faster and more efficient.)

Too hot to dare an immediate landing lest her five boilers burst, the fleet little packet Altona steamed past the Alton steamboat levee just 100 years ago this afternoon to clinch her title as speed queen of the Mississippi.

She had made the 25-mile trip from St. Louis to Alton against a 3-mile an hour current in one hour and 37 minutes, setting a record never again equaled by a steamboat.

Jubilant passengers thronged ashore after the exhilarating excursion to recount incidents of the record-breaking trip to the excited throng awaiting the packet’s arrival.

Many a bet had been made on the race against time by the boat already famed for its fleetness in two years of operation. And from steamboating circles—and likely from the public, in general —there was loud acclaim over the Altona’s achievement.

But from Alton newspapers, the record-shattering run of the high-powered Altona on Saturday, May 14, 1853, evoked what now appears as feeble and somewhat grudging recognition.

(Continued on Page 7)
NEWS AT A GLANCE

GM&O TAXES MORE THAN $1250 PER EMPLOYEE

Last year GM&O had to set aside $12,772,281 for the payment of taxes, an increase of more than a million and a half dollars over 1951.

This amounted to an average of almost $1250 per employee.

RIVER RIGHT-OF-WAY REPAIRS COST TAXPAYERS

GM&O spent more than sixteen million dollars last year maintaining and improving its track and roadway facilities in order to afford the public efficient transportation.

But last week when receding flood water created new shoals and blocked the Government developed inland waterways near Demopolis, two U. S. Engineering Corps dredges worked swiftly at the taxpayers expense to re-open the “river right-of-way”.

GM&O NEWS IN 32nd YEAR

The GM&O NEWS is one of the oldest of the railroad magazines. The first issue was printed almost 32 years ago on November 4, 1921.

The initial issue was so dedicated in the language of its first editor, J. R. Haman: “to draw us all closer together, to make us feel that we are all one big family, to get us better acquainted with each other.” And Mr. Tigrett said in speaking of what he wanted the little paper to do, “we are looking toward better service, increased revenue and more economic operations.”

Today the GM&O NEWS goes to some 22,000 readers made up of employes,customers and stockholders.

HIGHWAY FATALITIES FAR AHEAD OF WAR CASUALTIES

To point up the impact of highway fatalities, Association of Casualty and Surety Company has prepared a tabulation which shows that the ratio of war casualties to highway deaths has been one to 4.4 since the Korean War began in 1950.

Manager Thomas N. Boate of the insurance trade body’s accident prevention department reported that since the Battle of Lexington and Concord total American military deaths in wars is about 40,000 below the aggregate of nearly 1,050,000 deaths in all highway accidents since the first fatality occurred a little more than half a century ago.

TRAVEL BY RAIL 6½ TIMES SAFER THAN BY AIR IN 1952

It was six and one-half times safer to travel by rail than by domestic scheduled airlines in 1952, according to figures prepared by ICC’s Bureau of Transport Economics and Statistics.

The comparative compilation showed the airlines’ fatality rate per one billion passenger-miles last year was 3.6, compared with the railroads’ rate of 0.55, thereby making travel by air more than six times as hazardous as that by rail. Not a single fatality to passengers in train accidents was reported in 1952 by railroads, giving the industry an all-time safety record.
Altona Sets Speed Record
(Continued from Page 5)

The speed-loving, chance-taking American public still en- thrusted over boat races—but not the newspapers. By the early 90's, the editorial fraternity was featuring on speed exhibitions and races between the passenger-carrying packets.

Steamboat disasters had taken a great toll of lives, and the newspapers were uniting in an attitude of stern disapproval, much like the present day policies against excessive speed by motor vehicles or racing on the public highways.

No previous newspaper announcement was given of a speed test by the fast packet. And it was not until May 17—the day after the Altona’s remarkable trip—that the Daily Telegraph made any mention of it.

Then the editor inserted a single paragraph, modestly headed, “Unprecedented Speed.”

“On Saturday afternoon,” said the news story, “the Altona made the run from St. Louis to this city, about 24 miles, against the strong current of the Mississippi, in one hour and 37 minutes, or the rate of a mile every four minutes.

“This is much the quickest time ever made upstream by any boat between the two places. At this rate the Altona could make the trip from New Orleans to Alton in three days and a few hours.”

Possibly general interest in the feat of the Altona increased somewhat as days passed, for Alton Weekly Courier recounted the boat’s achievement somewhat more cordially and with greater detail in its issue of May 28—six days after the fast trip.

Its article, captioned “Two Trips Per Day” read:

“The fleet Altona made her two round trips yesterday with perfect ease. She left at 6:30 o’clock a. m. and was back with the mail and passengers on her first trips at half past 10. She carries two sets of hands, and will perform double duty for a few days more until the Cornelia (a companion packet) is out again. The Altona made her run (upstream) 23 miles, last Saturday evening in one hour and 37 minutes. Several hats, etc., were set he would do it in 1 1/4 hours . . .

“She was so hot when she arrived at our levee that it was deemed advisable to run her upstream somewhat farther to allow her to cool somewhat before a landing. The Altona can run fast enough for practical purposes and we hope she will not be pushed beyond the bounds of prudence.”

Builder of the fast Altona was Capt. Joseph Brown, mayor of Alton in 1856-57, and subsequently mayor of St. Louis—a colorful and forceful figure of his era, who as a steamboat operator took keen pride in the performance of the boat he had designed to be the fastest on the Mississippi.

Operated By GM&O Predecessor

But at the time the Altona set her speed record she was being operated by the Chicago & Mississippi Railroad, successor to the Alton & Sangamon, and now a link in the GM&O.

After the Alton & Sangamon was completed to Springfield, and building was pushing towards Chicago, the road was rechartered as the C & M with a view to through service between Chicago and St. Louis. And the new charter gave the road the right to use steamboats between the Alton rail terminus and the Missouri metropolis.

The steamboats went into service in the fall of 1852—long before rails connecting Springfield and Chicago were in place. Boats already in operation here were acquired—the Altona from Capt. Brown, and the Cornelia. Capt. Lamothe was put in command of the Altona, and Capt. D. C. Adams of the Cornelia. Each packet made one round trip a day on schedules keyed to arrival and departure here of the trains on the new railroad.

Whether the railroad management connived at the speed exhibition by the Altona a century ago today remains undisclosed, but it appears no stages were placed in the way of doughty Capt. Lamothe.

Quite likely the showing made by the Altona was helpful in shipping. At the time the Altona speed record was set passenger travel was a constant and a more convenient way to travel and travel between Chicago and St. Louis was still a three-way combination. Rails still remained to be laid between Springfield and Bloomington, and through passengers who rode "the cars" for most of the trip also had to travel lesser distances by stage coach and by steamboat.

Capt. Joseph Brown, who earlier operated the little St. Louis, which in its day was the fastest boat running above St. Louis, kept speed in mind when he subsequently built the famed Altona to be his successor in the Alton-St. Louis trade.

Whether the Altona could have beaten the famed Robert E. Lee with her record of 90 hours, 14 minutes from New Orleans to St. Louis, in her race of 1856 with the Natchez remains in the realm of conjecture.

From Capt. Brown’s statements, she had a speed of a little more than 20 miles an hour in still water — and that in the day when newspapers referred to a 30-mile clip as top speed for the Alton & Sangamon’s locomotives between Alton and Springfield.

On her record trip from St. Louis to Alton, the Altona averaged almost 15 1/2 miles an hour against the current. And the Robert E. Lee appears to have averaged almost 13 1/2 miles an hour on her record run from New Orleans. But a 23 mile run compared to one of 1,218 miles is hardly comparable, in any sense.

The Altona survived less than a year after her great speed demonstration. The Telegraph’s issue of Feb. 18, 1854, told of the destruction of the fleet craft in an ice gorge. She had operated not quite three years—but in that brief period achieved undying fame.
GM&O JAYCEES PLAN DEEP-SEA RODEO

Young men in the GM&O organization take active parts in various civic endeavors throughout the territory, and in Mobile, home of the railroad, there is an active Junior Chamber of Commerce to which several GM&O's devote considerable time. At this particular time their activities are centered around the annual Deep Sea Fishing Rodeo to be held the week-end of July 24-26 at Dauphin Island near Mobile. Five railroad representatives have major assignments in arranging this year's Rodeo.

The Rodeo's prize committee, always a key factor in the success of the deep-water fishing competition, has GM&O men as both chairman and vice chairman. Bill Gilmer, chief of the GM&O Home Office Statistical Group, heads the prize committee. Ernest Thublin, a division clerk in the Freight and Traffic Department, is vice chairman.

Prizes totaling approximately $8,000 will be offered for outstanding catches taken at the Rodeo, the oldest sports event of its kind in the nation. The prize committee, headed by Gilmer and Thublin, is assigned to compile the prize list and to handle the solicitation of interested business firms throughout the country.

In charge of the personnel committee of the big Gulf of Mexico fishing tournament is Ted DeVilliers, clerk in the GM&O's Traffic Department. Like the prize committee, the personnel group is vital to the Rodeo's success.

The fourth GM&O man with a key Rodeo role is Tommy Wentworth, employee of the railroad's Rate Department of the Auditor of Receipts. As first vice president and former national counselor of the Mobile Junior Chamber of Commerce, which sponsors the Rodeo, Wentworth is serving this year in an advisory capacity.

Chairman of the photograph committee is Charlie Lombard, assistant rate clerk in the Traffic Department.

Like all Rodeo officers, these GM&O men are Jaycee members. Mobile Junior Chamber of Commerce took over the sponsorship of the Alabama Deep Sea Fishing Rodeo in 1949, and the consensus is that the event has improved each year since it became the responsibility of this civic organization of younger business and professional men. With the exception of the World War II years, the internationally famous Rodeo has been staged annually since 1929. Contestants agree that the Jaycees have brought to the tournay an enthusiasm and a know-how that have greatly added to the all-round interest of the Rodeo.

For full information regarding the 1963 Rodeo, sportmen (and women) may write Alabama Deep Sea Fishing Rodeo, P. O. Box 172, Mobile, Alabama.

ALONG THE LINE...

White Hall, Illinois—Agent K. W. Vanderpool clipped from the Jacksonville, Ill., JOURNAL an item from “Glance Into the Past” where 50 years ago “A special train on the Alton railroad made a record run from Kansas City to Chicago. It covered 498 miles at an average speed of 68 miles an hour.”

Mobile, Alabama—Mr. Doris Bitzer of the Freight Claims Department was the envy of her office when she had the lucky number at a recent drawing and rode off in a new Plymouth automobile.

Jackson, Mississippi—Edmond Earl Seal is out of the army and is being welcomed back at work as Yard Clerk at Capitol Yard, Jackson, Mississippi.

Humboldt, Tennessee—Agent T. E. Hopkins has a railroad ticket dated Feb. 12, 1916, for the Mobile and Ohio Railroad from Crawford, Mississippi to West Point, Mississippi. The question has arisen as to whether he is due a rebate.

Mobile, Alabama—Mr. Ted L. Council of the Transportation Department was married to Miss Betty Hoffman on May 23 in the Fairhope Methodist Church at Fairhope, Alabama.

CAROL BIRMINGHAM, daughter of GM&O Commercial Agent J. P. Birmingham, Los Angeles, California, graduated on June 13 from the Los Angeles Catholic High School after making an admirable record in her four high school years. Senior Class president, she was winner of General Excellence Medal for four year average, winner of English medal and winner of four year scholarship to Immaculate Heart College at Los Angeles. She was in the semi-finals of Bank of America, Southern California Achievement Awards Contest.

Carol plans to study bacteriology, hoping to become a medical technician. She has a younger sister Peggy finishing her sophomore year at the same school.
DECEASED

Retired Conductor Gaither G. Beatty, Jackson, Tennessee, on May 5, 1953 in Jackson. Mr. Beatty entered the service of this company on May 12, 1933, and last worked on November 26, 1946.

Conductor Ernest D. Welsh, Jackson, Mississippi, on May 6, 1953. Conductor Welsh was born on Feb. 2, 1893 and entered the service of the GM&O on November 25, 1913, and continued in service until his death.

Retired Switchmen A. L. Daley, Bloomington, Ill., on May 11 at Bloomington. Mr. Daley entered the service as switchman at Bloomington in 1906 and retired in July, 1944. He made his home with his daughter.

Retired Conductor D. J. McMahon, Murphyboro, Ill., on Feb. 2, 1953. With his passing, an old timer was lost. He entered the service as a brakeman in April 1907 and was promoted to conductor in 1902. He served as a police officer for a number of years and re-entered the service as a brakeman in 1919. He was promoted to conductor in 1927 and worked until his retirement in 1938. He was 81 years old at his death.

Engineer T. C. Clark, on May 11, 1953 at Slater, Missouri. Mr. Clark entered service on Sept. 26, 1915 and retired on July 14, 1952. He is survived by his wife, who lives in Slater.

Retired Clerk Luther A. Billingsley, Jackson, Tennessee on May 14, 1953 at Jackson. Mr. Billingsley was born and reared in Baldwyn, Mississippi, where he entered the service of the GM&O in 1906. He moved to Jackson, Tennessee in 1932 where he worked in the Transportation Department until his retirement in 1939. He leaves his wife and three sons.

Retired Conductor Harry Wiseman at Louisiana, Missouri on May 15, 1953. Mr. Wiseman entered the service on July 23, 1901 and retired on August 6, 1937. He is survived by his wife.

Agent F. N. Burkell, Carlinville, Illinois, on May 27, 1953 in St. Louis, Missouri. Mr. Burkell entered the service of GM&O on Sept. 22, 1910 and last worked on Mar. 12, 1953. He is survived by his wife, one son and one daughter.

Retired Brakeman Joel Henry Newman, Jackson, Tennessee, on May 24, 1953 at Owens Cross Roads, Alabama. Mr. Newman came to work for the GM&O on May 19, 1919 and last worked on April 17, 1932.

Retired Agent-Operator J. E. Blackman, Roedhouse, Illinois on May 30, 1953. Mr. Blackman entered service as agent-operator in 1914, and retired on March 4, 1941. He was the father of Night Chief Dispatcher L. L. Blackman. Funeral services were held in Murrysville, Illinois on June 1st.

Two Citizenship Awards in GM&O Families

Outstanding among the honors accruing to GM&O families with the closing of the school season was the presentation in Mobile of the Citizenship award to two youngsters.

Suzanne Verbeck, daughter of Chief Clerk to Purchasing Agent Claude Verbeck, won the Citizenship award at the Westlawn School, with the presentation being made by the Business and Professional Women's Club. At Woodcock School Billy Boardman, son of Electrical Engineer Bill Boardman of the Mechanical Department was presented with the award by the Optimist Club.

The selection at each school for this honor is made on the basis of leadership, scholarship, sportsmanship and consideration and service to others.

A former chief engineer of the system, L. W. Duffee, died in May at Laurel, Mississippi where he had been prominently known as architect and civil engineer. Mr. Duffee, who worked for the former GM &N., had entered private business in Laurel many years ago. Among Laurel construction projects in which he had prominent roles are the Community Hospital and the South Mississippi Fairgrounds buildings. He is survived by his wife, one daughter and two sons.
Engineer T. O. March, Bloomington, Ill., was commended by Supt. Conesly for discovering a brake hanger pin missing from the brake hanger of the baggage car, which notified the crew so that repairs could be made before the train’s departure.

Brakeman L. E. Smith, Jackson, Tennessee, displayed unusual railroader welfare when he contacted the dispatcher’s office over the radio and advised that a tank loaded on a flat car in his train seemed too wide to clear the umbrella shed at the Jackson passenger station. Arrangements were made to operate the train through the yard.

Operator W. M. Childers, North Cairo, Illinois, discovered a brake beam down on a passing train and gave the conductor a signal so that he stopped the train and removed the brake beam.

Mr. H. B. Landor, Slater, Missouri, was conductor on a train between Slater and Kansas City, and threw off a message to the chief dispatcher at Higginsville that one car appeared to be a high load. The dispatcher arranged to have this load measured at Lydia Avenue.

Flagman J. R. Reeder, Jackson, Tennessee, detected the sound of a broken rail under his caboose. He notified the dispatcher, who sent the section foreman to change it with the minimum of delay.

Engineer W. P. Fitzsimmons and Fireman L. D. Chamberlin of Bloomington, Illinois, were commended for the manner in which they handled their train during an unusual emergency.

Operator G. R. Pickle, Atlanta, Ill., and Operator Y. H. Vanlandt, Athol, Illinois, were commended by Supt. Conorley for discovering and promptly notifying the crew of a passing train that there was something wrong with a car from which fire was flying from a journal box. The train was brought to a stop to avert more serious trouble.

Brakeman C. S. Vanardall, Bloomington, Illinois, was commended by Supt. Conerly for discovering a car off center in a train moving out of the yard, and having the car removed.

When an extra work train was backing into the mine at Percy, Illinois, Conductor H. G. Stanfill of Sparta, Illinois and Car Inspector B. M. Carty of Percy discovered a broken rail as the engine passed over it. They obtained a piece of rail from a nearby scrap pile, put it in place in the track and spiked it down so that the train could move on into the mine and do the necessary work. For their efforts they were commended by Supt. Thomsen.

Operator J. A. Baleria of the Santa Fe Railway at Plaivas, Illinois, notified a hot box on a passing GM&O train and notified the operator at South Joliet. The train was stopped and it was found the journal was almost burned off the car, which subsequently was set out at Joliet for repairs.

Another good neighbor was Mr. Emmett Leonard of Chenoa, Illinois. Mr. Leonard discovered plastic sticking up on a crossing and immediately notified GM&O tor- 


cemaker at Chenoa so that steps could be taken to prevent an accident.

IN THE SERVICE


Kenneth Morgan, Jr., Painter Apprentice, Bloomington, Illinois.


Obert Jones, Section Laborer, Washington, Illinois.

Richard H. Burkhardt, Section Laborer, Gardner, Illinois.

### OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

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<tr>
<th>Year</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUNE</th>
<th>JULY</th>
<th>AUG</th>
<th>SEPT</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
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<tbody>
<tr>
<td>1952</td>
<td>58,114</td>
<td>51,291</td>
<td>54,700</td>
<td>54,657</td>
<td>51,127</td>
<td>49,104</td>
<td>54,177</td>
<td>54,110</td>
<td>62,177</td>
<td>54,903</td>
<td>54,071</td>
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<td>1953</td>
<td>53,801</td>
<td>50,280</td>
<td>49,530</td>
<td>54,500</td>
<td>51,600</td>
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Comparison of the first 5 months of the years

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<th>Year</th>
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<th>MAR</th>
<th>APR</th>
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<tr>
<td>1952</td>
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