Observing National Transportation Week and National Defense Transportation Day, a delegation from the Traffic Club of Washington, D.C., on May 17 presented to Vice President Nixon, in his offices at the Capitol, models of the major commercial modes of carriage. Virgil M. Perry (at left in photograph), president of the club and district freight agent of the Gulf, Mobile & Ohio Railroad in Washington, made the presentation. The others in the photograph (left to right) are: Miss Patricia Ann Siror, chosen as Miss Transportation of Washington at a dinner of the traffic club the night of May 15; Charles O. Gillogly, vice-president of the C. I. Whitten Co.; Edward D. Perkins, special assistant for government affairs to Pan American World Airways; James J. Nolan, district manager of United States Lines; Howard B. Blanchard, Washington representative of the Union Pacific Railroad, and George H. Kronberg, district freight agent of the Milwaukee Road in Washington.

Operating Department Announces Promotions

The Operating Department has announced several promotions which became effective during May or on the first of June.

F. E. Wall, Bloomington, Illinois, has been promoted to division manager, Eastern Division, with headquarters at Bloomington, succeeding Mr. F. B. Seals.

A native of Kansas City, Missouri, Mr. Wall was first employed by this company as a rodman in the Engineering Department at Springfield, Illinois in 1929. In 1934 he transferred to Bloomington, Illinois as a rodman in the Maintenance of Way Department. In 1936 he was promoted to assistant engineer at Chicago, and later promoted to assistant division engineer at Bloomington. In 1945 he was promoted to assistant trainmaster at Bloomington in the Operating Department, and has held that position until the present time.

(Continued on Page 2)

S. A. Robert Addresses Tupelo Civitan Club

“There is hardly any activity which does not involve wood,” said GM&O Director of Agriculture and Forestry Mr. Robert before the Tupelo, Mississippi Civitan Club last month. Mr. Robert pointed out that the average person is responsible for the consumption of 14 tons of wood during his lifetime, and that “no other form of natural life can be so inexpensively created and be more beneficial.”

The Tupelo Civitan Club co-sponsored with GM&O last year a Forestry Contest for local boys, and Mr. Robert presented cash awards to the winners at a luncheon meeting held in Tupelo in April.

The three winners told of their efforts in planting 2,000 seedlings and gave a report of the progress being made by the young trees.

Checks were awarded to Charles Flynn, John Gassaway and Wayne Stanley.

Wesleyan University Selects Son Of Railroader

Russell Robbins, a senior at Jackson, Tennessee High School, has been notified of his appointment to a scholarship at Wesleyan University at Middletown, Connecticut. Russell is the son of GM&O Engineer Paul Russell Robbins and the grandson of retired Engineer J. E. Robbins. His great uncle is W. J. Robbins, also a retired GM&O engineer.

Robbins was awarded a South Central Regional Scholarship worth over $4,500 for a four-year period at the New England men’s university.

He is graduating from high school this month with a four-year-average of 95.36, and was selected for the scholarship after “extremely severe competition.”

Russell is a member of the Science Club, the National Honor Society, the Junior Classical League and the Hi-Y. He was selected last summer to represent JHS at Volunteer Boys State at Lebanon, Tennessee.
Operating Department Announces Promotions

(Continued from Page 1)

W. A. Harris has been transferred from Mobile, Alabama and promoted to assistant trainmaster, Eastern Division, with headquarters at Springfield, Illinois.

Educated in the public schools and at Illinois Wesleyan University at Bloomington, Illinois, Mr. Harris went to work for this company as a special apprentice in the Mechanical Department at Bloomington in 1929. From 1939 until 1941 he worked in this capacity during his school vacations, going into continuous service in June 1941. In 1943 he entered Military service as a lieutenant, jg, in the U. S. Navy. On his return from the South Pacific, he established his seniority as a machinist in Bloomington Shops, later entering the railway supply business. Mr. Harris entered the Transportation Department of this company as a switchman at Alton, Illinois in January 1950. He was appointed brakeman at Bloomington in September 1952, and on March 1, 1953 was promoted to assistant trainmaster at Mobile, Alabama, where he has been located until his present appointment.

C. R. White, Mobile, Alabama, has been promoted to trainmaster at Mobile, with primary jurisdiction in Frascati Terminal, succeeding W. A. Harris.

A native of Bed Bay, Alabama, Mr. White came to this railroad from the Illinois Central as a switchman in Mobile in 1945. He was promoted to engine foreman on May 10, 1946 at Mobile, and during 1956 he served as acting trainmaster at Mobile.

W. C. Cooper, Jackson, Mississippi, has been promoted to trainmaster, Alabama Division, with headquarters at Jackson, Mississippi, succeeding Mr. R. L. Patterson, retired.

Born and educated at Union, Mississippi, Mr. Cooper entered the Transportation Department of this company as a messenger boy at Union in August 1930. In 1934 he served as a freight trucker at Union and in 1937 he was promoted to clerk. In August 1941 he became a brakeman at East St. Louis, Illinois, serving in that capacity and that of extra conductor until September 1946, when he was promoted to assistant terminal trainmaster at Tamms, Illinois. In November of that year, Mr. Cooper was transferred to Okolona, Mississippi as acting assistant terminal trainmaster and on March 1, 1947 he was transferred to Jackson, Tennessee and promoted to assistant terminal trainmaster. On February 2, 1949, Mr. Cooper was promoted to acting trainmaster at Jackson, Mississippi, and on April 1, 1954 was promoted to trainmaster at Jackson.

Appointed trainmaster at Jackson, having primary jurisdiction in the Terminal at this point, and succeeding Mr. Cooper, is J. S. Barnett.

Mr. Barnett became associated with this railroad in 1922 at Mobile, Alabama when he went to work in the Mechanical Department as a car repairer. Later in the year he was appointed a car inspector at Mobile, serving in that capacity until 1935 when he was promoted to chief car inspector at Jackson, Mississippi. In July 1942 he was promoted to car foreman at Jackson, and in June 1948 was promoted to mechanical foreman at Jackson, from which he received his present promotion.

RETIRED

Miss Ruth Risen, clerk in the Passenger Station Accounts Department, Mobile, retired on May 31, 1957. Miss Risen began her railroad career in 1926, and records show that in her thirty-seven years of service, she has never been late for work. On May 23 the clerks with whom she works had a buffet luncheon in her honor, at which time they presented her with a portable television and a check from the Cheer-Up Club.

Section Laborer Benito Cadenas, Willow Springs, Illinois, retired on May 3, 1957 after being in the service of the Maintenance of Way Department since June 22, 1926.

Section Foremanloyd W. Perce, Murrayville, Illinois, retired on May 31, 1957, having been a "faithful loyal and desirable foreman," and having "done his work well."

Dispatcher W. C. Bullock, Bogalusa, Louisiana, retired on May 13, 1957. Mr. Bullock's seniority as telegrapher and dispatcher dates from August 19, 1913.

Engineer Bertram Francis, Jackson, Tennessee, who was employed on July 16, 1912, retired on May 15, 1957.

Clerk J. C. Piper, Roodhouse, Illinois, who entered service on January 3, 1920, retired on March 31, 1957. On a day of his retirement, Mr. Piper was presented with a billfold which contained contributions from 112 associates, and a list of signatures of his friends. Trainmaster Charles Steele made the presentation.

Conductor C. R. Williard, Bloomington, Illinois, who entered service as a brakeman on July 20, 1910 and was promoted to freight conductor on March 13, 1918 and to passenger conductor on December 11, 1944, retired on November 15, 1956.

Staff of Strength
Illinois Band Rides Rebel South

The Granite City, Illinois high school band arrived in Mobile, Alabama in May aboard the Rebel some eighty strong. They are shown in front of the G&M&O station in Mobile on arrival. The band performed in two concerts in Southern cities and made some sightseeing trips along the Coast before their departure.

Two Mississippi Trainmasters Retire

Two trainmasters, whose span of service with this company has closely coincided with its growth, retired on June 1, 1897, W. E. Smith, New Albany, Mississippi, who has been with the railroad since 1900, and R. L. Patterson, Jackson, Mississippi, who was first employed in 1912, stepped down this month. Both have been well known and popular officials in their territories for many years.

Mr. Smith, who is a native of Montrose, Mississippi, entered the service of the Transportation Department of an antecedent company in September 1899 as a brakeman at Laurel, Mississippi. He was promoted to conductor at Laurel in 1912 and worked as a conductor until 1945, when he was promoted to terminal trainmaster at New Orleans, Louisiana. On March 1, 1946 he was promoted to acting trainmaster, Tennessee Division, with headquarters at New Albany. In 1948, he became trainmaster at New Albany.

Bob Patterson, who is also a native Mississippian, was employed as a brakeman at New Albany on December 24, 1912. In 1922 he was promoted to conductor, working in that capacity out of New Albany until July 1, 1935, when he was promoted to assistant trainmaster on the Tennessee Division. In 1940 Mr. Patterson was promoted to trainmaster on the Louisiana-Alabama Division, which position he has held until his retirement.

On the day of their retirement, Mr. Smith and Mr. Patterson were surprised by a group of their associates at Jackson, Mississippi, who presented each of them with an easy chair and a desk set for their wives.

Both men carry with them the hearty good wishes of their many friends on the system.

DFA At Birmingham Dies Suddenly

James E. Mowery, G&M&O division freight agent at Birmingham, Alabama, passed away suddenly in Birmingham on May 20.

Mr. Mowery had been employed by this railroad for many years. He went to work for the former Mobile and Ohio at Verona, Mississippi on May 9, 1917. In 1921 he was transferred to Tupelo, Mississippi in the capacity of bill and rate clerk, and in 1926 was appointed chief clerk to the freight agent at Corinth, Mississippi.

On March 15, 1925 Mr. Mowery was promoted to freight traffic representative at Birmingham, Alabama. In 1941 he was promoted to commercial agent at Birmingham and in 1952 to division freight agent at Birmingham.

Mr. Mowery is survived by his wife and other relatives.

GT Safety Awards

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

**Bus Operators**
- A. L. Davis, 11 year award
- R. L. Grayson, 12 year award
- E. B. Johnson, 8 year award
- Robert Polk, 10 year award

**Truck Operators**
- E. F. Cox, 5 year award
- R. L. Crumpton, 11 year award
- J. L. McMichael, 1 year award
- F. E. Smith, 8 year award
- James Stewart, 5 year award

What The Railroads Do In Thirty Minutes

In the next half-hour and in any other average half-hour of any day — between 500 and 600 freight and passenger trains will start on their runs somewhere in the United States, and an equal number will pull into terminals, their runs completed.

The transportation output of freight trains in this 30-minute period will be the equivalent of hauling a ton of freight more than 35,500,000 miles.

In the same half hour, 335,000,000 passengers are carried. In 1,628,000 persons one mile, and they will handle more than 85 per cent of all non-local United States mail.

During these brief thirty minutes the railroads will pour into the bloodstream of the nation's economy more than $258,000 in wages to their employees and 805,000 in purchases of fuel, materials and supplies.
BECOMING NEW GM&O PRESIDENT EXCITING

Glen Brock, who never aspired to be a railroad president because he thought “running the trains was more fun and, anyway, the job was always ably filled,” is the new president of the Gulf, Mobile and Ohio Railroad. He stepped up from executive-vice president and general manager of the 3,000 mile system recently when President Frank M. Hicks became chairman.

Happily reading congratulatory messages which are pouring in by the hundreds, the new GM&O president regards the occasion equally as thrilling as the time he was promoted to assistant night yardmaster in 1922.

“If I ever earn a million dollars, it won’t match the excitement of that raise from $140 to $285 a month,” he confides. “Just ask Esther. We had been married a month or two and were trying to live on $70 a month and pay some bills.”

Working for the Illinois Central as a chairman in an engineering gang at the time, Brock received a wire to meet the vice president of operations on his private car. “We knew it meant something, so we were up at 3:00 a.m. pressing my one suit and shining my shoes,” he recollects.

The eager employee met the boss in the hallway of the car and was told about the promotion and the raise with the parting admonition, “Boy, this is your chance. Don’t muck it!”

The new assistant night yardmaster bowed out, self-impressed with the dignity of the new job; then joyously threw his hat in the air.

Keeps Desk, Gift of Employees

As president of Gulf, Mobile and Ohio, a closely managed railroad which has grown from a small log line to one of the nation’s major trunk line systems, Brock will have less and less time to “run the trains.”

However, when he was offered a swankier office in the eighth floor executive suite, he chose to stay on seven, seat of operations. Here behind a big flat topped desk, a gift from his employees — whom he rates “the best in the world, and wherever I may sit behind a desk, it will be this one” — Brock can still get the feel of railroadng as he likes it.

This desire to be beside the men in action and near the rumbling freight cars on the road is best illustrated by a letter of congratulations he received the other day from a man who is now chief dispatcher on another line. The well wished wrote, “Do you recall when I was night trick operator at Middleton, Tennessee and used to open the railroad phone and windows so you could hear Old No. 32 with the two steamers go by from your office in Mobile, 368 miles away?”

Grew Up In Railroad Family

This fascination is understandable, for Brock grew up in a railroad family. His father was a railroad engineer; and a brother is now a conductor on a competing line. One of the few ornaments in the new president’s office is an iron Indian Chief’s head, mounted on a mahogany base. Behind this locomotive emblem his father rode more than a million miles as an engineer.

Unlike most operating men Brock has always had a flair for the sensational as related to railroad sales and in his new job is expected to make quite a pitch for business. Already he has mapped out a rigorous visiting schedule for himself among the company’s customers and has ordered the GM&O red carpet out for prospective industries.

A selling idea brought him his first railroad job. As a student at the University of Illinois waiting on tables to earn tuition for a railroad administration course, he suggested to the local railroad that it send ticket sellers to the camps in advance of cattle holidays. The railroad agreed and invited the originator for a personal interview which led to a job between semesters.

Dean Emeritus C. M. Thompson who taught Brock economics at Illinois is still a good friend and adviser. “I’m proud of you,” he wrote back when Brock ventured the suggestion, “a former student of yours may soon be elected president of the GM&O.”

Answering this flood of encouraging congratulatory letters has evolved into a pleasant take home project for the new president, who is an almost around the clock worker anyway. A company telephone sits beside his bed and another one hangs near the steering wheel of his modest Chevrole.

What’s the Price of Corn?

The chief dispatcher at Bloomington wasn’t surprised, but deeply chagrined late one night when Brock suddenly rang him on the railroad line. “I expected him to call,” he mused, “and had all the answers on a pad, I thought. But he’d never wanted to know the price of corn before.” The boss was thinking about the freight car supply for the expected movement of grain.

The Railroad’s officers and the men who run the trains thought the boss would get a little more rest when he bought a summer home at Point Clear, across Mobile Bay from the city. However, the water front cottage has become a railroad hotel as vacationing supervisory personnel, along with their families, visit with the Brocks. The boss would be the last one to recognize this as good employee relations.

An old engine bell calls the visitors out of the water to lunch and a loud-speaker on the wharf, which can be connected to a railroad phone, sometimes gives out such non-nautical information as “No. 40 left Laurel on time with 96 loads and 22 empties.”

Brock brought this drive to the property when it was a scrappy, but traffic-lean local line running between Mobile and Jackson, Tennessee. The decision to leave a large system where he was “doing good” professionally and to start all over again came as the result of some sage advice from an older railroadman under whom he worked. “Get off this big railroad. Find a little
AS FIRST PROMOTION FOR MR. BROCK

one in the South where you can learn fast," was the suggestion.

He Kept a Sharp Pencil
So bag and baggage he arrived in Mobile, Alabama. In a little cubby hole in the general office of the Gulf, Mobile and Northern, now a part of the GM&O System, he worked up cost figures for the general manager and learned the importance of a sharp pencil in good railroad operations. Today the same technique applies on GM&O which is generally regarded as one of the most efficiently run railroads in the country with reference to the ratio of transportation expenses to revenue, the industry's yardstick for measuring proficiency.

The GM&O was a wise choice for Glen Brock. At the head of the railroad then was the late I. B. Tigrett, a go-getter himself who was looking around for other young men with ideas. Already on the payroll was Frank M. Hicks, Chairman today. Under the tutelage of Tigrett, Hicks had already worked himself up from station agent at the smallest depot on the railroad to the office of traffic manager. The trio of Tigrett, Hicks and Brock was to go forward through the years as the engine's behind the scenes. Behind this strong men as Messrs. Tigrett and Hicks he likened his position to three men on a horse. He told a friend, "One man rides the head, another the middle and then there is one who must be on the tail end. If the old nag don't hold up, maybe I'll get there some day."

As assistant general manager in 1930, Brock was beginning to "get there." That his private office car was converted from an old passenger coach and wasn't so private when the breeze from the open windows blew the blanket partitions apart, cooled his ardor at its attainment not at all. Money to operate the car was hard to get, he remembers. So fellow employees, traveling on expense accounts, were asked to deposit the price of their meal in an old bean can before being invited to eat on the car.

Industrial Relations Vice President Tom Martin who edited the company's employe paper in those days, still complains about the meals he paid for, but didn't get to eat.

"Secretary George Martin, who doubled as cook in those days, would find out where you had to get off the train, then would delay mealtime accordingly." Martin laughingly recollects.

"Old Nag" Is Doing All Right
In a comfortable office car, successor to this early model but still unostentatious by any standards, GM&O's new president continues to make frequent trips over the property, conferring with his division officers as he rides. His line extends today three thousand miles to the rich industrial and farming areas of the Mid-west, linking them with two Gulf ports. Last year he saw, despite a general decline in railroad profits, his company chalk up a net income of $5,093,000 and retain a comfortable balance in the bank, indicating that whatever the problems of the second man rider, there seems small chance that "the old nag" will break down.

Along The Line

Mobile, Alabama — John Lawrence Schluter, an employe of the Transportation Department since June 1, 1954, returned to work May 16 after a tour of duty with the U. S. Army. He has been in the Army for two years, fifteen months of which were spent in Korea.

Jackson, Tennessee — Director of Agriculture and Forestry S. A. Robert was presented with a citation on April 26 by the Tennessee Future Farmers of America as a "token of appreciation for encouragement, cooperation, and assistance given the Future Farmers of America in helping them accomplish outstanding achievements in farming, leadership, citizenship, and community welfare."

Mobile, Alabama — Railroad romances in the General Offices culminated in recent marriages between Miss Catherine Neukom, stenographer in the Disbursements Department, and Mr. Patrick Cooney, Jr. of the Traffic Department on February 16; and between Miss Margaret Stephen, secretary in the Traffic Department, and Mr. Ernest Thublin, Jr., rate clerk in the Traffic Department, on May 18.

Montgomery, Alabama — Commercial Engine Foreman J. R. Britain—"Jumbo"— Mobile, Alabama, was presented with his fifty year pin during May. Some long-time friends were present to hear Supt. of Terminals L. N. Herrington make the presentation with the words: "To have you wear it will be the source of great pleasure to us. We hope it will mean something to you also." Left to right are: Switchman H. L. Williams, Fireman W. B. Metcalfe, Trainmaster P. C. Kearney, Switchman G. L. McLeod, Engineer E. Gabel, Britain and Herrington.

Agent Maurice Rucker of GM&O has been elected as vice president of the Traffic Club of Montgomery for the coming year.

Mobile, Alabama — The John Ermichas are the proud parents of a daughter, Alexis Ann, born March 13, and the Norville Murrises also have a daughter, Mary Jill, born March 16. Both fathers are in the Freight Receipts Department.

Kansas City, Mo. — Everyone is glad to see Rate Clerk Verr Page back at his desk after several months absence because of illness.

Meridian, Miss. — E. J. Henriques, who has transformed the King's Daughters Hospital into a workshop, is now illustrating his transcription of articles into Braille for blind friends.
GM&O Mechanical Employe
Captains Coast Guard Auxiliary

Tom Kruse who has lived in Mobile "all my life, and fooled with boats since I was big enough to crank a motor," has been appointed division captain of the United States Coast Guard Auxiliary, a volunteer safety organization. The Captain is the highest elected officer in the division, and Captain Kruse's division covers all of Alabama and northwest Florida.

During working hours Kruse switches from boats to trains, spending most of his time on the Rebels, correcting mechanical defects, particularly with the air conditioning, keeping the trains cool.

"The Coast Guard in Mobile," says Kruse, "is not actually a rescue base, despite the efforts it makes in that direction. We relieve the Coast Guard, whose primary function here is in lighthouse maintenance work, on a strictly volunteer basis both in safety instruction in the search and rescue of victims of water accidents."

Sometimes, Kruse has found, people don't want to be rescued — or don't know they need it. Such was the case once when he was out on his 26 foot cruiser about six miles off shore and a rough sea was making up. "There was this man in a boat with his wife — and over her head she was holding an umbrella. I kept trying to get them to go in, but they refused. Finally I yelled that if they wouldn't go in, I wished they would at least put away that umbrella." Kruse stayed nearby until they finally headed in.

Kruse's outfit assisted in the search for a body in a recent drowning in Dog River near Mobile. "We worked ten hours a night and reported for work the next morning at the railroad."

During World War II, he served as Chief Petty Officer on Docks Patrol, a principal job of which was to oversee the loading of ammunition ships.

Kruse is responsible for five flotillas: two male units in Mobile, one in Pascagoula, one at Lake Jordan in Montgomery, and one ladies unit in Mobile. The flotillas must carry out the authorized activities of the Auxiliary, such as public education, promoting safety, film showing and advance training for members.

Captain Kruse's division will cooperate with the Coast Guard's program for cadet procurement by sending some Mobile boy to the Academy for one week to visit with the cadets with all expenses paid. The youth will be chosen from the list of boys submitted by schools with the best academic record, and will become eligible for examinations for entrance to the Academy.

GM&O has other representatives with the Auxiliary. Miss Madeline Bonner, record clerk in the Transportation Department, is a member of the only all-woman Flotilla in the South; and Leslie Stinson, claim checker in the Accounting Department, is the vice-commander of Flotilla 204. Ed Cox, loss and damage investigator in the Freight Claims Department is a recent new member of the Auxiliary.

* * * * *

DECEASED

Conductor W. F. Stangel, Boonhouse, Illinois, who entered service as brakeman on October 28, 1913 and was promoted to conductor on March 13, 1922, passed away in St. Louis on April 23, 1957.

Ex-Roundhouse Foreman Z. W. Quinton, Louisville, Mississippi, died of a heart ailment at Louisville on May 5. Mr. Quinton was employed by this company as a shop laborer on March 18, 1929. He was later promoted to machinist helper and machinist, and has been a foreman since December 1942.

Rate Clerk James B. Deming, Memphis, Tennessee, passed away at Memphis on May 12, 1937. Mr. Deming, who had been employed by this company since 1925, is survived by his wife and two sons.

Agent John H. Gaither, Petersburg, Illinois, died in St. Louis on May 23, 1957. Mr. Gaither was born February 29, 1893 and entered service of this company in 1912. He is survived by his wife, one son and four daughters.

Mrs. Bessie Persae Raymond, New Orleans, Louisiana, passed away May 9, 1857. Mrs. Raymond, who retired May 27, 1955, entered railroad service with the Santa Fe as a stenographer February 1, 1922. She was employed by this railroad on April 1, 1944, and remained with it until her retirement.

* * * * *

What is apparently one of the earliest financial documents of the old Mobile and Ohio Railroad. GM&O antecedent line, was uncovered recently in Mobile by Vice President Danner Frazer of the First National Bank of Mobile. Mr. Frazer found among his father's papers a receipt for the subscription of twenty-five shares of Mobile and Ohio stock, made to S. Y. Fisher and dated May 4, 1848. It was only a few months after the line was chartered in Alabama on February 3, 1848.
St. Louis Municipal Opera Has Attractive Schedule

St. Louis, with its year-long attractions for GM&O riders, has added glamor for both the ball fan and the little woman during the summer. Besides the National League games, St. Louis offers an attractive summer schedule of open air shows by the St. Louis Municipal Opera in beautiful Forest Park. The schedule is shown below:

June 6 to 16 (11 nights) “South Pacific” (The Opening Production).
June 17 to 23 “Plain and Fancy” (First Time at Municipal Opera).
June 24 to 30 “Damn Yankees” (First Time at Municipal Opera).
July 1 to 7 “Blossom Time”.
July 8 to 14 “Guys and Dolls”.
July 15 to 21 “Irene”.
July 22 to 28 “Naughty Marietta”.
July 29 to August 4 “Can Can” (First Time at Municipal Opera)
August 5 to 11 “Great Music”.
August 12 to 18 “Wizard of Oz”.
August 19 to Sept. 1 (14 nights) “Pajama Game” (First Time at Municipal Opera).

Railroad And Lady Share Birthday

The phone and mail queries directed to the Public Relations Department are answered as well as possible without reason or “why.” It’s all in the day’s work to ferret out the names of people in attendance at a spike driving ceremony held fifty years ago; to produce from ancient archives a photograph of a long-since scrapped steam locomotive; or to attempt to explain to a Boston food fadist why blackstrap molasses is scarce in her area.

Monday, however, brought a request, with reason, unique to even these query-hardened. The GM&O agent of a little Mississippi town wanted to find out for a lady customer exactly when the railroad tracks had been built into their city. The reason, he said, for the inquiry was that the lady was attempting to get a birth certificate, but did not know the year of her birth. She did know, however, that it was the same year the GM&O tracks were built into town.

The agent said November 1, 1903 looked about right to him.

Dawes Retires From Retirement Board

Holmes G. Dawes, of Chicago, Illinois, an employee of the Railroad Retirement Board since March 1938 and a former GM&O employee, retired on April 30. In retiring, Mr. Dawes established a rather unusual record of having had only two employers during his working life: the Railroad Retirement Board and the GM&O Railroad.

Mr. Dawes was born in Marshall, Missouri, on July 31, 1888. In 1916, after working briefly as a machinist’s helper in Slater, Missouri, he began his association with the GM&O as a freight brakeman. He remained with the road until he joined the Board in 1936. Retaining his seniority rights with the GM&O, he was promoted to conductor in 1944.

During his 21 years of service with the Board, he held the positions of claims reviewer, supervisor of several units of adjudicators, authorization officer, and, since 1945, member of the Appeals Council.

Long interested in the activities of railroad brotherhoods, Mr. Dawes received a certificate for 40 years of continuous membership from the BRT in April. For 10 years, he served as secretary and chairman of the grievance committee of his local lodge.

Mr. and Mrs. Dawes have three daughters and a son. The senior Dawes and his wife will spend their retirement at Route No. 2, Leicester, North Carolina.
Commendations

Car Inspector Louis Karl, Kansas City, Missouri, in performance of his duties discovered a broken rail. He reported it to the proper authorities, and then assisted in spiking switch and tying a red flag around handle of switch as a warning against the use of the track until it could be repaired.

Train 97 was coming into the South Joliet yard and Operator-Leverman John Maier was watching and discovered the bracket that holds reservoir under a car broken and hanging down badly. He immediately notified carman so that car could be repaired and go forward on train 97.

Crew Dispatcher H. K. Mehrhoff, Roodhouse, Illinois, discovered a broken rail and notified authorities so that repairs could be made.

A member of the crew of No. 30 discovered a hot box in the train near Etherton, Illinois. When the train was stopped, fire was discovered in the flooring of the car, the condition being such that the crew was afraid to leave the car at Etherton, and moved it to Murphysboro at slow speed with the conductor riding same. Upon arrival at Murphysboro it was found that there was still some fire in the decking of the car and it was extinguished by members of the crew.

For their good job of railroading, the crew composed of the following men were commended: Conductor H. J. Henry, Engineer J. F. Fleming, Brakeman R. L. Rader, Brakeman E. E. Dillow, and Fireman G. D. Whittenberg, all of Venice.

Yardmaster P. D. Driskill and Yardman Joe Lattuca, Glenn Yards, were commended by Supt. Jeter for their alertness in apprehending a group of pilferers and reporting the situation to the Police Department.

Yardmaster P. D. Driskill and Rate Clerk E. R. Cook, Chicago Terminal, were thanked by Supt. W. E. Foran of the Chesapeake and Ohio Railroad for the service they rendered when they obtained and made a special move with an empty tank car needed badly by them for transfer of a car of naphtha that was leaking.

Flagman G. E. Williams, Meridian, Mississippi, discovered a car of tractors with one tractor hanging over the side of the car, and unable to clear on an approaching bridge. For his attention, Mr. Williams was commended by Supt. St. John.

Section Laborer H. Turner, Springfield, Ill.
Section Laborer J. Woods, Springfield, Ill.
Section Laborer H. Garcia, Springfield, Ill.
Brakeman K. L. Jackson, Slater, Mo.
Bridge Tender C. W. Dillinder, Louisiana, Mo.
Agent Henry Virgil, Chatham, Ill.
Brakeman P. E. Howard, Slater, Mo.
Conductor M. R. Stubblefield, Slater, Mo.
Brakeman U. Wihite, Slater, Mo.

Our Freight Business
Revenue Car Loads Billed And Received On GM&O

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</tbody>
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Comparison of the first 5 months of the years

1956 227,106
1957 256,626