Our Rails Busy To Convention City

All eyes of the country are turned on Chicago this month; thus this picture of the Abraham Lincoln pulling into Chicago Union Station seems unusually appropriate.

GM&O has five trains daily between St. Louis and Chicago, the short mileage between the two cities and a Union Station to Union Station service...so naturally many convention-bound travelers prefer this popular route.

Among the larger group movements handled by GM&O to the Republican Convention were the Cook County delegation in Illinois, the entire Arkansas delegation and the Texas delegation to the Democratic Convention.

While any connection between the picture of Abraham Lincoln, which has adorned the observation-end of our train of the same name since 1935 (above) and that of the Great Emancipator, which was hung on the rostrum in the G.O.P. Convention Hall, is coincidental...Democratic sympathizers might be reminded that we have a streamlined “Rebel,” and serve two cities named “Jackson.”

Dividends Declared And New Equipment Approved

Directors of Gulf, Mobile and Ohio Railroad approved purchase of two 1000 H.P. Diesel Electric Road Switching Locomotives and fifty 70-ton covered Hopper cars at a quarterly meeting at St. Louis on June 26. The Board also declared dividends on Common and Preferred Stock.

President L. B. Tigrett reported an increase of nearly one million dollars in net income for the first five months of the year over the same period for 1951, but was conservative with regard to yearend estimates of business.

The new Locomotives are being purchased from American Locomotive Company at an approximate cost of $319,000 and the Hopper Cars from the Pullman-Standard Car Manufacturing Company at a cost of approximately $306,000. This brings the road’s equipment purchases to $74,000,000 since 1948.

The 50 cent dividend declared on Common Stock will be paid on September 30 to holders of record September 10, 1952, and the Preferred dividend of $1.25 per share on March 31, 1953, to holders of record March 11, 1953.

Supt. Conerly Improving

Supt. Conerly, who has returned home after a stay in the hospital, is improving and hopes to be back on the line before long.

Mr. Conerly, who received many letters from friends all over the railroad during his illness, would like to express his appreciation for these welcome attentions. He is looking forward to being with his fellow workers again and thanking them personally.
GM&O Traffic Men Elected In New Orleans Club

The administration of the Traffic Club of New Orleans is in capable hands, in the opinion of GM&O personnel of that city. Seven positions of officers and committee men are held by members of GM&O's traffic department, headed by One Year Club Director Don Hinkle.

Other GM&O representatives in the Club are A. C. Trieu, chairman public relations, welfare committee; W. J. Kevelin, v-chairman, entertainment; J. M. May, nominating and bylaws and legal committee; W. A. Klein Sr., bowling committee; and W. J. Kevelin, reception committee.

President Tigrett Honored
By Line University

President I. B. Tigrett was cited with four others by Union University at Jackson, Tenn. at a special ceremony for the dedication of the new campus chapel. The citation to Mr. Tigrett read as follows:

"ISAAC BURTON TIGRETT has served his fellow men unselfishly and has contributed much to the public welfare of his community. His devotion to his church and to a high standard of morality is well known. His noteworthy success in business has served to inspire the youth of Tennessee and stands as an example of what can be achieved through the practice of Christian ethics.

He has given freely of himself to promote the welfare of Union University and the ideals for which it stands . . . As a student at Union, as its Acting President, and as a member of its Board of Trustees for almost 50 years, he has exhibited devotion of the highest type. In recognition of his service, Union awarded him in 1936, the honorary degree, Doctor of Laws.

When the campaign for a community sports center was initiated recently, he was one of the leaders in the project . . .

He emphasized the small church related liberal arts college today not only prepares young men and women for Christian citizenship but constitutes one of the vital bulwarks in the defense and preservation of the free enterprise system."

Other citations were presented to Dr. J. D. Greer of New Orleans, Dr. D. A. Ellis of Memphis, Dr. Warren F. Jones, Dr. Jack Thompson and Dean S. S. Sargent, all of Jackson.

Could it be a car of freight Chicago Vice-President "S" Dobbs is looking for? Hardly, in these surroundings, somewhere off Hawaii.

Dobbs, with four other Chicago business men, and ten Midwest newspaper representatives, were guests of the Navy on a flight between Chicago and San Diego and a cruise on U.S.S. Sicily from San Diego to Honolulu and return. Guests paid for their meals, laundries, etc., and the inspection trip is part of the Navy's Public Relations program.

Highlights of the trip: A transfer by helicopter of appendicitis patient at sea, submarine escape demonstration, boat tour of Pearl Harbor. Dobbs's post-trip observation: "The wonderful morale of Navy personnel, particularly the sailors."—Photo, official photograph U.S. Navy.
CLIPPINGS FROM THE PRESS

Occasionally we feel it our duty to point out every-day occurrences which are performed efficiently and thankfully for the forgetful public by some organization which has chosen public service as its method of making a living.

For service, courtesy and efficiency, we this week nominate the Gulf Bus Lines of the Gulf, Mobile & Ohio Railway for a pat on the back.

In serving Red Bud, Ruma, Evansville, Ellis done its job for only an occasional thanks and on time—within a few minutes of it—and company has proven to us that it has made a

As a matter-of-fact, we've been amazed that Gulf has not asked the Commerce Commission of Illinois for fewer runs between Waterloo and Chester. Some of the runs obviously are losers from a monetary standpoint, yet the company maintains the same number of buses in each direction, and to our knowledge has asked for no change.

Next time you raise the roof when you find that 10:15 is the earliest bus to St. Louis, remember a few of the things the company's done for us—it's customers.—Red Bud, Illinois Pilgrim.

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Public-service man of the city is (GM&O Director) Albert B. Paterson, chairman of the board of New Orleans Public Service Inc. and a powerful, quiet operator on the civic scene. If you want to put something over in New Orleans, they say, it's important to have Paterson with you— as he was with International House when it was put over. I helped financially, considerably, and behind the scenes... There were lots of others who helped... I don't deserve any credit much.—June issue, Fortune.

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LOCAL EYE-CATCHER: The newly re-modeled Gulf, Mobile and Ohio Railroad ticket offices at 336 North Broadway, all fancied up with a big splash of wanderlust pictures of scenic headliners.—St. Louis Globe Democrat, May 28.

GM&O Man Elected To Board of PS&AR

E. Mason Brown, chief special agent for the Gulf, Mobile and Ohio Railroad, has been named to the committee of direction of the Protective Section of the Association of American Railroads.

Elected to a three-year term, Brown represents the southern railroads in the association. He is one of 12 members of the committee.

Brown's selection was made at the 32nd annual meeting of the Section, held May 6-8 in the Hotel Schroeder, Milwaukee, Wis.

IN THE SERVICE

James Samuel Dutton, Fireman, Tuscaloosa, Alabama.

John Anderson Selph, Jr., Sec'y to Supdt. Slater, Mo.

Richard Lee Clink, Electrician Apprentice, Bloomington, Ill.

Robert Dale Walker, Machinist Apprentice, Bloomington, Ill.

Henry F. Thies, Agent Telegrapher, Glasgow, Mo.

Allen Keith Eikenbry, Extra Agent-Operator, San Jose, Ill.

Neville James Capon, Agent-Operator, Pontiac, Ill.

Lawrence L. Schenkel, Elec. Apprentice, Bloomington, Ill.

Robert Henderson, Section Laborer, Venice, Ill.

Franklin E. Sereno, Section Laborer, Gardner, III.

Macon Cortes Holliman, B. & B. Laborer, Ovett, Miss.

Willie Caswell Salter, Ass't Line Gang Foreman, Mobile, Alabama.

William R. Boling, Section Laborer, Boling Green, Mo.

High School Band Charters Gulf Transport Buses For Trip To Mexico City

Sixty-odd high school band musicians with assorted teachers and chaperones left Brewton, Alabama on June 18th on two Gulf Transport buses for Mexico City. With thirty-three passengers on each air-conditioned charter bus, Gulf Transport Operators Johnnie Long and Jake Green rolled off on the 3,407 mile trip with an enthusiasm equaling that of their passengers.

Sponsored by the Lions Club of Brewton, the T. K. Miller High School Band initiated the trip to attend the International Convention of Lions held in Mexico City on June 23—27. They were under the direction of Professor Frank Bay.

Leaving Brewton on the eighteenth for Mexico City and returning on July 3rd, the group spent nights at Lake Charles, Louisiana; San Antonio, Texas; Monterrey, Mexico; Ciudad deValles, Mexico; Ciudad Victoria, Mexico; Laredo, Texas; and Galveston, Texas. Additional sight-seeing trips were made in Mexico, and the whole trip was completed without mishap.

• 3 •
GM&O's
New Train Ambassadors

Recently added to the GM&O Hostess Dept.

1. Miss Melvina McNeil, Hurlbut, Mo., taking a look into the cab.


3. Miss Ethel Jones, Shakota, Miss. (right) with passengers.

4. Miss Elizabeth Head, Truman, Ark., with Suzanne Donsid McFadden. Miss Suzanne has been with GM&O since she was three, to go to school in St. Louis.

5. Miss Jean McNeil, Mobile, Ala., left with Mrs. Vivian Johnston and Vivian, Jr., Mobile.
UNION ASBESTOS PLANT INSPECTION . . .

When GM&O scrapped steam for diesel power, the expansive repair facilities for steam locomotives at Bloomington became obsolete. Union Asbestos and Rubber Company moved into the spacious shop building with a plant to produce insulation material for pipes, railroad cars, refrigerators, etc. Last month Union's President Norman Naylor (Chicago) took Board of Directors to Bloomington to inspect new plant which is now hitting production stride. GM&O Vice President Dobbs (Chicago); Industrial Vice-President Martin (Mobile); Executive Vice President Hicks (Mobile) and Purchasing Vice President Warren (Mobile) attended ceremonies.

PUBLIC PAYS $46,000 MILE FOR TRUCK'S RIGHT-OF-WAY

Trains and Travel magazine had quite a bit to say recently about a proposed federal multi-million dollar superhighway program . . . “A pavement surface capable of carrying vehicles weighing 1½ tons or less can be laid for $15,000 a mile; for vehicles with licensed capacities of 20 tons the cost climbs to $46,000 a mile. Unless there is definite assurance that the big trucker is willing (and obliged) to pay the difference in these costs, we’d prefer three miles of new asphalt that will accommodate our Ford to one that will accept his tractor-trailer as well.

“In 1948, the last year for which we have authentic data, 3.1 billion dollars was spent by Federal, state and local governments to support our highway system. Highway authorities suggest that we should spend at least 4 billion dollars a year over the next 15 years to expand and maintain our road adequately. As long as that’s our money the authorities are budgeting, we’d like to know what kind of superhighways we’re going to build and for whom.”

INVESTMENT OF $26,000 BACK OF EVERY RAILWAY EMPLOYEE

Back of every job on the railroad is an investment of approximately $26,000. It is this investment in plant facilities and equipment that enables the railroads to operate successfully. Without this large investment, the transportation service which the railway employee helps to provide would not be possible. In other words, without this large outlay by the railroads, there would be no railroad job. To keep the railway plant and facilities running, the railroads have to keep on investing large sums each year for additions and betterments, improvements of every sort. In 1951, for instance, the railroads paid out $1,108 for improvements for every employee in service.

GM&O HISTORY IN PRINTING STAGE

James H. Lemly's history of the Gulf, Mobile and Ohio, which he prepared as his thesis for a degree of Doctor of Commercial Science in the School of Business of Indiana University, has been accepted by the University and after a few minor revisions will be ready for printing at an early date.

Lemly, a Mississippian, chose our Railroad for his exhaustive study . . . lasting more than a year . . . because of the Road's 20th century expansion during an era of generally declining rail mileage. The history is a complete business study of the railroad and of its territory and has the endorsement of Indiana University. Dr. Lemly has accepted a position on the staff of the school of business of the University of Georgia.

The GM&O history will be made a part of various college and civic libraries, besides its other planned distribution.
ALONG THE LINE

Mobile, Alabama—The Mobile Junior Chamber of Commerce board of directors has named Tommy Wentworth “Man of the Month” for April. He received this honor for his “outstanding job as chairman of the annual Jaycee installation party held recently.” Tommy is employed in the Freight Receipts Department.

New Orleans, La.—Commercial Agent J. Milton May was elected vice-president of the New Orleans Exchange Club on June 24th.

Jackson, Tennessee—Congratulations to Mr. and Mrs. Charles Boone on their silver wedding anniversary celebrated on June 22nd! Mrs. Boone is GM&O’s PBX operator at Jackson.

St. Louis, Mo.—Mr. A. F. Stephens was honored by fellow-members of the Civi-tan Club when he was invited to address them on June 13, outlining some of the work of the department of agriculture and forestry of the GM&O.

Mobile, Alabama—Buddy Collier, Gulf Transport Co., has reasons for a double celebration. He is back at Gulf Transport out of military service, and his wife, Mary Louise, presented him with “Buddy Jr.”, weighing 6 pounds 1½ oz, on June 15.

Mobile, Alabama—Gulf Transport is welcoming Jay Cole, and Buddy Collier back from military service.

Mobile, Alabama—May 31st was a happy occasion for Miss Anna Marie Neukom, cashier, in the office of auditor of disbursements, when she was married to Mr. Daniel B. Nolan.

Two Promoted In Mobile

Veteran GM&O Employee Celebrates Golden Wedding

Mr. and Mrs. Milton Denmark celebrated their fiftieth wedding anniversary on May 29th. A dinner was given in their honor at the Restaurant Lafayette by their children who presented them with a silver coffee service. Seven of the original wedding party were present.

On Sunday afternoon June 1, Mr. and Mrs. Denmark held a reception at their home for their friends and more than 100 friends called during the afternoon.

MR. AND MRS. DENMARK

The couple have three sons, four daughters, twelve grandchildren, and three great-grandchildren.

Mr. Denmark is a veteran employee of the GM&O RR, entering the service of the M&ORR Nov. 1, 1906. He began his railroad career 46 years ago in the Accounting Department and is still a valued employee of this department. We wish Mr. and Mrs. Denmark the best of luck and health for many years to come.

We’ll Take The Check

The News regrets that proper recognition was not given Mr. E. L. Robison of the Industrial Department, St. Louis, for the location of the Parris Manufacturing Co. at Savannah, Tennessee (see last month’s NEWS—“Going Great Guns”).

Although our finances would not permit the buying of a cup of coffee to make amends for each of our mistakes, we’d like to claim the check on a cup for our good friend, Mr. Robison.
MOBILE GETS RIGGED FOR DEEP SEA FISHING RODEO IN AUGUST

The strike of a giant, fighting tarpon is one of those story-book thrills fishermen never forget. And anglers at the Alabama Deep Sea Fishing Rodeo scheduled August 15-17 near Mobile know the “Silver King” on the wet end of a taut, whining line is often good for a healthy share of the $18,000 prize list.

Even if the catch isn’t a big money tarpon, you can bet your last hate he’s a game, battling fellow who doesn’t want to leave his thousands of relatives in this area of the Gulf of Mexico. If he sizes up well in his class, then he, too, gives added pleasure and material compensation to the person who brought him aboard.

Added Attractions to Rodeo

Sponsored by the Mobile Junior Chamber of Commerce, the Alabama Deep Sea Fishing Rodeo uses historic Dauphin Island as its base of operations and the rodeo has been held each year in July or August since 1929, except for time-out during World War II.

The rodeo started as a regional fishing party with a few prizes donated by local merchants—now, it is one of the South’s largest sporting events, also the oldest deep sea fishing rodeo in the U. S. This event draws from half the states in the nation and in 1951 a hearty soul from Bombay, India, was on hand for the fish and fun.

In 1955, in addition to fishing competition in the Gulf of Mexico off Dauphin Island, there is planned a Trade Week in Mobile which starts Aug. 4 when buyers can spend Confederate Money as part of the purchase price of items of merchandising. Then the Rodeo Sports Festival starts August 9 and will include motorboat races, stock car races, a swimming meet, golf tournament, softball tournament, a casting tournament for youngsters and a number of other events.

The oldtimers say the 1952 rodeo looks like the most exciting yet.

Prizes will include a new $2,200, all-steel station wagon, boats, outboard motors, fishing tackle, sports apparel, and hundreds of other items which will make up a total of about $10,000 in awards.

From the standpoint of tourism, Dauphin Island is well worth a visit.

Dauphin Island Is Historic Spot

When Bienville, founder of Mobile, landed on the island in the early 1700’s, his party found a number of skeletons and suspecting the worst gave it the name “Massacre Island.” Later, it was renamed for the Dauphin of France.

In the early 19th century, Fort Gaines was erected on Dauphin Island and this battered, crumbling citadel, which figured prominently in the Battle of Mobile Bay during the Civil War, is an excellent place for poking around and reliving a little history.

The white sand beach on Dauphin Island has been described as “the most beautiful natural beach in the world.” On the south side of the island, facing the Gulf of Mexico, dunes rise above the blue-green water to the tops of large pine trees standing sentinel-like near the shoreline.

Rodeo-bound anglers will find the convenient Rebel schedules fit in well with their plans for attending this deep sea fishing event in the waters adjacent to Mobile.

Rodeo Equipped for Comfort and Fun

When they get there, they find a cafeteria, sleeping quarters, a barbershop and a radio message center among the more important facilities.

If you have never fished on the Alabama Deep Sea Rodeo, make sure that along about early August you select some heavy fishing tackle and a couple of suitcases filled with casual clothing and head for Mobile. If you can’t be there for the sports festival prelude, just be on Dauphin Island when the rodeo starting gun is fired at 5 A.M., Friday, August 15.
Unemployment Insurance Changes

Under legislation amending the Railroad Unemployment Insurance Act to become effective July 1, 1932 an employe must have base year earnings of at least $300 in order to be a "qualified employe". The new compensation ranges and daily benefit rates are as follows:

- $300 to $474.99: $3.00/day
- $475 to $749.99: $3.50/day
- $750 to $999.99: $4.00/day
- $1,000 to $1,299.99: $4.50/day
- $1,300 to $1,599.99: $5.00/day
- $1,600 to $1,999.99: $5.50/day
- $2,000 to $2,499.99: $6.00/day
- $2,500 to $2,999.99: $6.50/day
- $3,000 to $3,499.99: $7.00/day
- $3,500 and over: $7.50/day

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JAYCEES LIKE G. T.

Mr. J. H. Bachar
Gulf Transport Company

I would like to express the appreciation of the Mobile Junior Chamber of Commerce to you and you company for the fine service that we received on the chartered bus to Dallas to attend the National Jaycees Convention.

I would particularly like to call your attention the fine service of your bus driver, Mr. J. W. Matheralhead. He places safety of his passengers above everything. His driving was excellent. Men of his caliber improve the company's public relations and create good will wherever they go.

Thanking you for your cooperation and help on our trip.

I remain,

John F. Allen, President
Mobile Junior Chamber of Commerce

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DECEASED

Engineer Pass M. Kilzer, Jackson, Tennessee on June 27, 1952. Mr. Kilzer entered the service of this company on September 3, 1906.

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Former Chief Clerk WM. Kocherperger of East St. Louis, Ill., at Santa Monica, Cal., on June 24th. He would have been 86 years old August 5th and worked in the East St. Louis office over fifty years before retiring November 1, 1937.

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Clerk Herman W. Young, Union City, Tennessee on June 23, 1952. Mr. Young entered the service of the company on May 1, 1909. He is survived by his wife.

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Engineer-Fireman W. T. Pool, Jackson, Tennessee, on June 17, 1952. Mr. Pool entered the service of the former B&NW as fireman in 1912.

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Engineer William Homer Whitten, Jackson, Tennessee, on June 9, 1952. Mr. Whitten had been with the company since May 21, 1920 when he entered service as fireman.

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Roundhouse Clerk A. C. Washer, Venice, Illinois on April 4, 1953 in St. Louis, Mo. Mr. Washer had been in continuous service with the company since February 1918.

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Retired Conductor R. J. Shroyer, Bloomington, Illinois, on June 4th. Mr. Shroyer came to the company as brakeman on August 28, 1906 and was promoted to conductor in 1929. He retired on October 12, 1935 due to disability.

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Retired Freight Conductor G. C. McHargue, Bloomington, Illinois on June 3, 1952. Mr. McHargue entered the service as brakeman in 1909 and was promoted to freight conductor in 1917. He retired on February 20, 1949.

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Rate Clerk Erby Kirk Foll, Bogalusa, Louisiana on May 27th. Mr. Foll entered the service of the company on January 30, 1927 and was forced to be out of service on account of illness since August 31, 1951. He is survived by his wife.

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Railroad Loses Valued Employe

All who knew him will be saddened to learn of the death of Johnny Levorn. The passing on July 7th of the Chief of Yard Operations at Union, Mississippi takes from the railroad a man who had devoted almost his entire lifetime to its service. Almost as well known in Mississippi as the streamlined Reels which he as trainmaster helped inaugurate, Mr. Levorn left, wherever he went, a trail of friends, both for himself and the company.

Born in 1896, he came to work for the company as a sixteen year old boy but was married from the service until June, 1907 because he was under age. From September 10, 1908 until January 1, 1933 he worked continuously in the Transportation Department as brakeman and conductor with the exception of one year spent in military service during the war.

He worked continuously as trainmaster from January 1, 1933 until 1941 when he was promoted as Chief Yard Operations.
Traffic Dept. Announces Promotions in Birmingham Office

Announcement has been made, during the month of June, of several promotions in the Traffic Department in the Birmingham office.

C. S. Gregory (see picture, May NEWS) is appointed division freight traffic manager, Birmingham, Alabama, filling the vacancy created with the death of C. H. Dege. Mr. Gregory, who was promoted from the position of district freight agent, is in his twenty-fifth year with the Company. He began his railroad career as a clerk in the Traffic Department at Mobile in 1927. He has held the positions of secretary to the Executive Vice-President, commercial agent, and district freight agent.

Succeeding Mr. Gregory as division freight agent in the Birmingham territory is J. E. Mowery. In his thirty-fifth year with the Company, Mr. Mowery began his career in 1917 in Verena, Mississippi. He was moved from Verena to Tupelo to Corinth and, in 1935, was appointed freight traffic representative in Birmingham. In 1941 he was promoted to commercial agent, which position he held until his present promotion to division freight agent.

Promoted to commercial agent succeeding Mr. Mowery is Sam E. Shelby. Mr. Shelby came to the Traffic Department as clerk in St. Louis in 1923. In 1942 he moved to Mobile, where he served first as clerk and then as freight traffic representative in the Merchandise Dept. In 1950 he was sent to Birmingham as freight traffic agent, which position he held until his present position.

Bon Voyage, Miss Malone

Taking with her the good wishes of many fellow employees, Miss Mary Janet Malone leaves this month for Paris, France. Miss Malone expects to study there and then return to New York.

For seven years employed in the GM&O Traffic Department, Miss Malone held the position of secretary to Freight Traffic Manager R. P. Tallman in Mobile. She has lived in Mobile all her life, but decided to “try her wings” away from home for a while.

On her last day at work, members of the Traffic Department presented the traveller with a lovely costume pin and a leather case for passports and other papers.
Commendations

Brakeman I. B. Kreitzer, Bloomington, Ill., was commended by Supt. Conely for discovering a car off center in his train, and having it set out before damage could be done.

When Section Foreman Lowell Ford, Carroll, Tennessee, heard GM&O Train 5 crossing his house as he was eating supper, he noticed the brakes of the train squealing and ran out to notify the train crew that there was trouble on the train. Unable to get the attention of the crew, he called Night Chief Dispatcher Goose by telephone, and Dispatcher Goose notified the train crew, who released very hot brakes in time to prevent damage.

Section Foreman B. Vancil, Jerseyville, Illinois, discovered and notified crew of a brake rigging down on a passing train. Mr. Vancil and his men assisted the train crew in removing this rigging so that train proceeded with minimum delay.

Passenger Conductor E. W. Dooley, Chicago, Illinois, was commended by Trainmaster Pennebaker for his courtly treatment of passengers, in assisting them in the transfer of baggage from one coach to another.

Operator A. E. Dezonia, Union City, Tennessee, was commended by Supt. Forsythe for close inspection of passing trains and notifying the crew of a serious hot box.

Passenger Conductor E. L. Fasley, Chicago, Illinois, was commended for his courtesy, when off duty, in assisting a crippled lady with her luggage from the depot to the train and on to the train.

Fireman F. D. Carey, Pontiac, Ill., was commended by Supt. Conely for noticing a brake beam down on a passing train and notifying the crew.

Engineer J. Chestney, Fireman L. L. Crutcher, Conductor S. Groves, Sr., Brakemen Cassady Jr., Brakemen R. B. Melton and Brakeman W. F. Harlan, all of Bloomington, Ill., were commended by Supt. Conely for the valuable assistance which they rendered in connection with the rerailing of two derailed cars.

When his keen ears detected a bad track condition under his train, Flagman B. H. King, Chicago, Illinois, lost no time in reporting a possible broken rail. Following his report, another train was stopped to discover a broken rail at the spot Flagman King had suspected. For his alertness, Mr. King was commended by Supt. Jeser.

Switchman J. Lattuck, Glens Yards, was commended for his cooperation in inspecting the main track after a possible bad track condition had been reported.

Assistant Special Agent W. L. Leatherwood and Car Inspector I. B. Alexander, Corinth, Mississippi, noticed on a train leaving Corinth that a crossing plank had been picked up and had wedged itself in the truck of a loaded covered hopper and had ripped the brake rigging loose on another covered hopper just ahead. The two men flagged the train, the plank was removed and rigging repaired, saving further damage.

When a truckload of explosives was wrecked near the line at Dwight, Illinois, GM&O Locomotive Fireman F. D. Carey of Pontiac realized the danger of an explosion which might involve GM&O trains. He promptly notified the dispatcher by short wave of the trouble so that warning could be given to trains moving in the vicinity. He also flagged a train in the neighborhood until it could be ascertained that it was safe for the train to move.

OUR FREIGHT BUSINESS
Revenue Car Loads Billed And Received On GM&O

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Comparison of the first 6 months of the years

1951
1952