Three Promoted In Traffic Department

Assistant Freight Traffic Manager I. H. Wente has announced the promotion, effective July 1, of W. R. Hahn, formerly of Jackson, Tennessee, to the position of assistant general freight agent at Chicago. Succeeding him in Jackson, Tennessee as division freight traffic manager, according to announcement made by Traffic Manager E. B. Farrell, is C. L. Garrard, formerly commercial agent at Jackson. The position of commercial agent is filled by W. R. Kelley, who was promoted from freight traffic agent at Meridian, Mississippi to the position of commercial agent at Jackson.

Hahn with company since 1924

Mr. Hahn has been with the GM&O for his entire business career. He began company service with the Accounting Department in 1924, and transferred to the Traffic Department as office boy the following year.

Thirty Years of Service With GM&O for Vice-President DeNeefe

Vice-President R. E. DeNeefe walked into his sixth-floor corner office on July First and sat down at his table-type desk, just as he is accustomed to do most days of the business year.

But this was no usual work day—it marked the thirtieth anniversary of his first connection with the Company.

And among his associates who soon came to offer congratulations, were many who remembered another office, just two scant blocks away, where thirty years ago to the day they had first met him.

They remembered that rented railroad office of 1923, which housed the struggling 400-mile Gulf, Mobile & Northern and how Traffic Manager Hicks (now President) introduced the new Comptroller from desk to desk in the block-long room which was Accounting headquarters.

(Continued on Page 2)

New Industry Is Slated For Monticello, Miss. On GM&O

Final plans for the location of a unique new industry on the GM&O at Monticello, Mississippi have been announced by officials of the Monticello Industrial Corporation, Inc., which was organized a little more than a year ago for the purpose of securing industries for Lawrence County. By a vote of 10 to 1 a bond issue election was carried on July 7, assuring the establishment in Monticello of a branch plant of the Phalo Plastic Corporation of Worcester, Mass. The plant will be known as the Phalo Corporation.

The Massachusetts Company manufactures thermoplastic insulated wire and cable, primarily for the radio, television, communication and electronic industries.

A 60,000 square foot building will be erected under the Mississippi Balance Act with Industry Laws. Avid S. Johnson, president of Phalo Plastics Corporation, has indicated that manufacturing operations will begin in December, with initial employment of one hundred persons and eventual employment in excess of three hundred persons.

Cooperating in the location of the plant have been GM&O Industrial Agent J. R. Glynn and Engineer Robert Hite, both of Mobile, and local Attorney J. P. Patterson of Monticello. A spur track from the GM&O line for servicing the plant has already been staked out.

Chairman Tigrett Finds Hospitalized Employees Improved

Chairman and Mrs. I. B. Tigrett and Vice President and Mrs. B. E. Stevenson were the Fourth of July week-end guests of Mr. Paul J. Neff, Chief Executive Officer of the Missouri Pacific Railroad, and Mrs. Neff at Colorado Springs.

While there, Chairman Tigrett and Vice President Stevenson had the privilege of visiting with Commercial Agent Pat Conrey and Claim Agent Eugene McNulty who are at the Glockner-Penrose Hospital. They were accompanied by Mr. E. H. Martin, General Agent of the Missouri Pacific.
Three Promoted In Traffic Department

(Continued from Page 1)

Asst. Gen. Freight Agent Hahn

year. He was promoted to commercial agent in Mobile in 1937. In 1940 he was sent to Jackson, Tennessee as commercial agent, and in 1942 he went to Montgomery in the same capacity. In 1944 he was promoted to division freight traffic manager at Jackson, Tennessee, which position he held until the present time.

In Jackson Mr. Hahn has been active in church and civic affairs. He has served as superintendent of Sunday School and a member of the Vestry of his church; has been chairman of the Youth Committee and Boy Scout Troop Committee in the Rotary Club; and was a member of the Industrial Committee of the Chamber of Commerce. He has been active in Little League Baseball. He is married and has two children.

Garrard Native of Louisiana

Appointed to succeed Hahn is C. L. Garrard, who has been in Jackson since 1941 as commercial agent.

Mr. Garrard was born in Shreveport, Louisiana, where he began his career with GM&O in 1933 as chief clerk in the GM&O office under C. M. Whitmer there. In 1933 he was promoted to freight traffic agent in Montgomery, Alabama, and in 1941 he was promoted to commercial agent in Jackson, Tennessee.

Married with two sons, he is active in numerous civic affairs in Jackson. He is an elder in his church and has taught a Sunday School class of high school boys throughout his stay in Jackson. He largely engineered the raising of a $70,000 building fund for his church, bringing the church out of debt. He helped organize the YMCA Church Basketball League and served as coach of one team for nine years. Active with civic organizations, he is institutional representative for Boy Scouts in Jackson, a member of Lions, Elks, and other clubs. He has participated in fund raising campaigns for Community Chest and Red Cross.

Kelley grew up in Jackson

Returning to Jackson as commercial agent with GM&O is W. P. Kelley, who was born and attended school in that city. In 1940 he was inducted into the armed (Continued on Page 8)

Commercial Agent W. R. Kelley, left, and Div. Freight Traffic Mgr. Garrard

De Neefe

(Continued from Page 1)

Today R. E. DeNeeffe heads a force of 461 workers, daily directs the complex machinery of corporate finance through veteran subordinate officers to whom he is known as Chief.

That he does this job well is evidenced by the following congratulatory letter received from Chairman of the Corporation Tigrett on July 1st . . .

"According to my best information, on July first you will have been with this Company thirty years.

It would be difficult for me to evaluate the high quality of the service which you have rendered, and it would be much more difficult for me to try to measure the deep and affectionate friendship which you have established between not only you and me but between you and the other members of our Staff.

I thank you, in behalf of the Company, for the fine work which you have done."

And this one from President Hicks . . .

"Heartiest congratulations upon your thirtieth anniversary with the GM&O and all good wishes for the future."

His railroad experience dates back to his first job as messenger boy for MKT at his home town of Parsons, Kansas. And it includes such widespread connections during World War I as Supervisor of Accounts, United States Railroad Administration in Chicago in 1929 and as USRA in charge of audit of accounts of Central Vermont at St. Albans, Vt.; Western Maryland at Baltimore and Norfolk and Western at Roanoke, Va.

In his earlier days he was Assistant to the Receiver and Auditor of the Marshall and East Texas Ry., and was Special Accountant, Louisiana and Pacific Railroad, (now S.P. in Texas and La.) For a time he was night Agent for the Frisco at Enid, Okla., and has had positions in freight, passenger and operating departments with other railroads.

He is married, has had three sons; Robert E., Jr., Richard, Thomas B. (deceased) and one daughter Mary, Mrs. J. W. Penick. Mr. DeNeeffe is an ardent golfer, plays whenever business permits and used to shoot in the mid-eighties, but was proud of a 94 scored on July 1 in a foursome which included C. M. House, GM&O Superintendent of Motive Power and Car Equipment.

The trophy on his desk (see picture) was won in June at the golf tournament held in connection with the annual meeting of the Accounting Division of the Association of American Railroads at Chicago.
Chairman Finds Employes Improved

(Continued from Page 1)

at Colorado Springs, who, thirty-two years ago entered a similar hospital with the prophecy that he could not live six months.

It is pleasing to report that Messrs. Conney and McNulty are progressing well and hope to be back on their jobs within the next few months.

Mr. Martin, who is also Vice Mayor of Colorado Springs, paid Mr. Neff and our officers the unusual courtesy of having them made Honorary Sheriffs of El Paso County. (See picture, right.)

J. Milton May Is Club President

J. Milton May, widely known commercial agent on the GM&O, was honored in New Orleans, Louisiana on June 30 when he was elected president of the Exchange Club of New Orleans. He was chosen to succeed John L. Dastugue at a meeting of the club held in the St. Charles Hotel.

Mr. May has been in the Traffic Department of the GM&O in New Orleans for many years and has numerous friends throughout the city.

Other officers elected were Sheldon Bateeman, vice-president, Edward Benrige, secretary; and J. Clifton Young, treasurer.

Better Farm Homes Win GM&O Prizes

Sweepstakes awards to the top winners in each of two classes in GM&O’s Home Improvement Contest in Mississippi were awarded during June. Top prize in the New Homes division went to Mrs. A. M. McPhail of Lauderdale County, while Mrs. A. J. McCord of the Hinkle community near Corinth took the prize for the best re-modeling project.

The Home Improvement Project is sponsored by GM&O in cooperation with local organizations in 36 counties in Mississippi. The contest is conducted by the Agricultural Extension Service with the purpose of encouraging better homes for rural families.

Both sweepstakes winners said the contest had added incentive to make improvements long dreamed of.

So successful has been the Home Improvement Program in Mississippi that GM&O Director of Agriculture and Forestry Robert, under whose auspices it is conducted, says that twenty-six states have written for information regarding it.

It could be “Drop your shootin’ arm, pardner,” with Chairman Tigrett since his trip West to Colorado Springs — where he received the unusual honor of having been made Honorary Sheriff of El Paso County.

While in the city, Mr. Tigrett visited two GM&O employees hospitalized there, Com. Agent Pot Conney and Claim Agent Eugene McNulty, both of Mobile.

Chairman Tigrett, with Vice-President and Mrs. R. E. Stevenson, were guests while in Colorado Springs of Chief Executive Officer and Mrs. Paul J. Neff of the Missouri Pacific Railroad.

TO THE NEXT SEVENTY-FIVE YEARS!

Mr. S. A. Dobbs, Vice President,
Chicago, Illinois

As long as Chicagoans can remember, the Gulf, Mobile and Ohio Railroad has been respected for its important role in the life and growth of this community. Now our telephone folks have uncovered further evidence of the validity of its long-standing reputation.

On June 28, Illinois Bell marks the 75th anniversary of the first Bell telephone in Chicago—and the Gulf, Mobile and Ohio Railroad was one of its first customers. In our first 1878 Chicago telephone directory, 290 customers were listed and of these about 50 were business concerns whose names have appeared in both the original and current issues. Your company is one of those hardy pioneers and believe it or not, your telephone number in those good old days was—“Wire-182, Call-Two.”

All you had to do then was to wait for a boy operator to take your call that is, if he wasn’t busy doing other things—or talking about an up and coming bareknuckle by the name of John L. Sullivan. Your business like ours, has come a long way since then. Today you can make a call across the nation in an average of about two minutes. By railroad too, you can quickly span the nation in comfort—and 75 years ago no one even thought of making a telephone call from a speeding train.

So, we salute you—our customers for 75 years—and hope to work alongside you for the next 75. But whatever the future may hold for us, it’s the Telephone Company’s goal to continue to give you the best kind of service that is possible to give.

It has been good serving the Gulf, Mobile and Ohio Railroad all through the years. We appreciate your business.

Cordially,
W. V. Kahler, President,
Illinois Bell Telephone Co.
Another Year Without Injury On District No. 4—And It’s Fried Chicken Time!

It was a big day for Maintenance of Way employees on District No. 4 on June 7th. Twenty-four consecutive months had passed without reportable injury, reportable derailment, or motor car accident on the district.

In 1952, when twelve months without accident had been reached, District Supervisor T. B. Hillman, Roodhouse, Illinois, called his fifteen crews together with their families for a picnic. That day they organized the District No. 4 Maintenance of Way Club, stressing safety. When the second year passed on June 7th without mishap, the Club met for an all day picnic at Jacksonville, Illinois to mark their anniversary.

Fishing in the lake began early in the morning and continued until nearly noon when a get-together was held in the hall. A safety film, USE YOUR HEAD, opened the program. It was shown by Assistant Division Engineer R. D. Hellweg under the supervision of Assistant Chief Engineer M. D. Carothers.

Short congratulatory speeches were made by Chief Engineer B. V. Bodie of Mobile, General Chairman, Maintenance of Way M. C. Plunk of Jackson, Tenn., and Div. Engineer E. G. Wall of Bloomington.

Letters of appreciation for the fine record were read by Mr. Bodie from Chairman Tigrett, President Hicks and Executive Vice President and General Manager Brock.

(Continued on Next Page)

"If there just weren’t so much interference, a girl could enjoy this picnic"—Rebecca Lu Scroggins, daughter of Mr. and Mrs. Wayne Scroggins of Carrollton, Illinois.

On hand to enjoy the day at Jacksonville were, left to right: Division Engineer E. G. Wall, General Chairman of Maintenance of Way M. C. Plunk, Chief Engineer B. V. Bodie, and Supervisor Bridge and Building L. P. Rapier.

Supervisor T. B. Hillman, Roodhouse, Illinois (center) started the District No. 4 Club when he called the crews with their families together in 1952 for a picnic to celebrate a year of safe performance. On the left is Thomas A. Sharp of Stanford, who won a complete casting outfit as prize for catching the largest fish. On the right is Welder Helper Charles Skelton, Roodhouse.
Another Year Without Injury
(Continued from opposite page)

Then the excitement increased with the drawing of the prizes—totaling $440 in value. R. E. Myron, section foreman at Roodhouse, won the first attendance prize, an electric roaster oven. Ten $10 checks contributed by GM&O management were distributed to holders of lucky numbers.

As for the food—General Chairman Plunk said in his talk that a man’s safety record depends largely on his happiness at home. If this be true, a long record without accident can be expected on District No. 4, if the picnic spread at Jacksonville is a sample of its home cooking.

Dear Mr. Hillman, Employees and their families of District No. 4:

Congratulations on your fine safety record. Your record shows that you have captured the spark of the enthusiasm and methods that are necessary to make a good safety performance.

Safety is very dear and important to me. It disturbs me when learning one of our employees has been injured as I think of the suffering of the injured employee, and know of the anxiety and worry that the family experiences.

I regret that my heavy schedule of activities prevents me from attending the picnic for many reasons—I would like to meet your families, I like to fish, and I like the food and lemonade that goes with good old-fashioned picnic.

I would like to say a word to the families of our employees and let them know that they have played a part in keeping and helping their husbands work safely.

I am sure we all realize that no one wants to get hurt; however, many accidents occur just because of a momentary lapse of thought about what we are doing. Keeping our minds on our work will certainly help to prevent personal injury and suffering.

Wanting to have a part in your picnic, and not being able to attend in person, I have asked the chief engineer to allot several cash door prizes as a token of the interest the GM&O has in you. I hope you have much fun at the picnic, and wish for you not only continuous success in your safety program but that you individually will be blessed with good health and happiness.

Most sincerely,
G. P. Brock

Clement Ballard of Carrollton won the safety slogan prize with “Stay on your job; Use your head. Without cooperation, safety is dead.” Mrs. Ballard admires with him the camera and flash gun which he received.

C. W. Porch, Murrayville, had a triple celebration on June 7th. In addition to the no-injury anniversary, it was his birthday and marked his fortieth year with the railroad. He also came off with two prizes—a change of oil and a fan for his automobile.

Nancy Lyles Vows She’ll Never Set Foot On A Trestle Again
After Train Runs Over Her

The miraculous escape of Nancy June Lyles who had a train run over her without injury is reprinted from the OLLIN NEWS, house organ of Olin Industries, of East St. Alton, Illinois, where she works. The story has a more fortunate ending than that of many other such recent incidents of pedestrians on railroad trestles—which have ended in tragedy.

“This will prove,” said Frank Dossen of Alton, who contributed the clipping, “we have good trains to run over a woman and never hurt her.” A more cynical, and perhaps accurate explanation is that she was a very small—and lucky woman.

Nancy June Lyles made a vow the other day, “I’ll never set foot on a railroad trestle again.” And, no one could really blame her, after her harrowing experience of the morning of Friday, June 5. Let’s turn back and retrace the events of that fateful morning:

The mighty diesel streamlined Abraham Lincoln, passenger train of the Gulf, Mobile & Ohio railroad, thundered down the track as usual on the morning of Friday, June 5. On its way from Chicago to St. Louis, the streamlined was just a few minutes out of Alton as it approached the Wood River trestle, in back of Olin Industries, Inc.

The time was about 7:15 a. m. Nancy June Lyles and her husband, Leroy Lyles, were walking to work from their home in Alton, and had taken a short cut along the tracks. Nancy, 25 years old, works in Detonator, and Leroy works in Shot Shell Loading. They had only recently moved to Alton from Carlinville, Illinois.

Didn’t See Train Coming

The couple looked back once, but, says Nancy, “I didn’t see any train.” They were more than half way across when Nancy saw the train coming around the bend. Both of them started to run. But only about 50 feet from the end, Nancy stumbled and fell, terrified by the on-rushing monster. Her husband stopped momentarily, but it was too late to help. As he leaped off the tracks at the end of the trestle, the train roared through. The engineer applied the emergency brakes when he first saw the running couple, but he was not able to stop in time.

As the train came to a screeching halt, Lyles and the train crew rushed back along the cars looking for Nancy.

(Continued on Page 8)
NEWS AT A GLANCE

PROBE OF ILLINOIS TRUCK LOBBY VOTED

The Illinois House has passed a bill to create a Commission to investigate truck lobbying.
The Chicago Tribune says that the authority of the Commission would be "broad enough to look
into all means used in bringing about a 16 million dollar a year truck tax cut at this legislative session."

WHAT IS RAILROAD SERVICE COSTING PATRONS?

If you're a shipper, last year you paid 1.43 cents for every mile the roads hauled a ton of freight.
When you traveled by rail, it cost you an average of 2.66 cents a mile. This is actually about half of what
it costs you to operate your automobile on a mileage basis. And there were no hidden extras: not a cent of the
taxes you paid last year went for subsidies to the railroads. — Federation for Railway Progress.

A SOUND TRANSPORTATION PRINCIPLE

Speaking before the United States Chamber of Commerce recently, Robert B. Murray, Jr., Under
Secretary of Commerce for Transportation, said, "our work . . . will be increasingly directed to the encourage-
ment and development of an efficient and adequate privately owned and operated transportation system.
Our aim is for less government and more private operation. We do not believe we should engage in decisions
that properly belong to management and business.

RECENT LEGISLATIVE DEVELOPMENTS

Airmail Subsidy Separation Plan Proposed

President Eisenhower, on June 1, sent to Congress Reorganization Plan No. 10, which provides for
a permanent and clear separation between airmail payments to domestic and overseas airlines and the
regular subsidies now paid to the industry.
The effect of the plan would be to transfer the disbursement of subsidies from the Post Office Depart-
ment to the Civil Aeronautics Board.
"By providing for a complete and formal separation of subsidy from compensation for the transporta-
tion of mail," President Eisenhower said, "the reorganization plan will clearly fix the fiscal responsibil-
ity for the subsidy program in the appropriate agency. It will assure the Congress and the public of continuing
information on the cost of this program."

Time Lag Bill

Early this month the Senate Interstate and Foreign Commerce Committee favorably reported the
so-called Time Lag Bill, S. 1461. The committee explained that the bill "is intended to improve and expedite
the handling of general rate increase cases before the Interstate Commerce Commission, without depriving
the Commission of its control over rates."
Extensive hearings before the committee, the report said, have made it clear "that the present law
governing the regulation of transportation rates is inadequate to meet the requirements of rapidly changing
economic conditions, and that railroads and other carriers whose rates are controlled by regulatory agencies
have often been handicapped during the inflationary period since World War II because of their inability
to adjust rates quickly to reflect increased wages and operating costs."

Freight Rate Increase

Twenty-nine railway officers filed statements with the Interstate Commerce Commission May 15,
declaring that experience during the past 12 months clearly demonstrates that freight rate increases author-
ized on a temporary basis a year ago should now be made a part of the regular rate structure. Hearings were
begun June 15. They said that even with the higher rate level, earnings have been substandard and operating
costs have continued to rise. They stressed that continuation of the railroads' improvement program depends
on the present level of rates.
Under I.C.C.'s order in Ex Parte 173, rate increases granted in April, 1952, would expire on February
28, 1954.
According to railroad testimony, the rate of return earned by the railroads under the current rate
levels in the 12-month period ended April 30, 1953, was only 4.50 per cent, and it is estimated at 3.94 per cent
for the year.

• 6 •
Heavy Repairs to Twelve Cars Weekly in Meridian

It's a busy summer with the Car Department at Meridian, Mississippi making heavy car repairs to twelve cars a week. In the numbered pictures the men at work are shown, left to right, as follows:


2. Straightening the end of boxcar are Carmen J. L. Reed, C. M. Riley, J. L. Rams and Wallace Poythress.

3. — Carman J. S. Ferguson.

4. — Carman Wallace Poythress with General Car Foreman E. A. McAde.


6. — Putting new siding on car are: on ladder, Carman H. H. Denton; on ground, Carmen J. P. Zachry, J. W. Ballard and James Craig.

7. — Renewing decking are: in door of car, Carmen Apprentice Tommy Anderson; Carmen R. B. Price, Jr., W. N. Stalling (rear), and C. L. Williams.
Watching Picture Made, They Were Photographed

The tables were turned in Jackson, Tennessee when the ladies in the office went to congratulate Div. Freight Traffic Manager C. L. Gar- rard on his new appointment and see him have his picture made. They found themselves being photographed instead of Garrard. They are, left to right, Miss Sara Margaret Black, secretary to Assistant to the Chairman Whitlow; Mrs. Mary Fra nces Crowell, secretary to Mr. Garrard; PBX Operator Mrs. Charles Boone; Miss Nina Lee Howard, secretary to Chairman Tigrett and Mrs. Mary Johnson, secretary to Agriculture and Forestry Di- rector S. A. Robert.

Do you wonder that Garrard was smiling? (See page two.)

Nancy June Lylies

(Continued from Page 5)

It was under the eighth car that they found her—not only alive, but unhurt ex- cept for a few bruises and scratches on her forehead and arm. These were cau- sed, says Nancy, “from falling down and from pressing so hard against the ties.“ Showing remarkable presence of mind, Nancy had saved her life by lying down flat on the ties between the rails as the train roared over her.

Asked if she had any time to think when the train was passing over, Nancy replied, “Oh, it seemed like hours and hours. And I was afraid that something would catch in my clothes or that steam from the engine might burn me.”

H. S. Schumacher, the engineer, said there was no more than eight inches of clearance between the diesel locomotive and the ties. He said that the fact that she was wearing blue jeans and that she is a small woman saved her.

In spite of her nightmarish experience, Nancy went on to work, but she was sent home to rest from a case of shock. “I felt pretty weak, all right,” she admitted.

Several days later, back at the scene of the near-accident, reviewing it for the Olis News, Nancy speculated about what she might have done. “I guess I could have jumped down there,” she said, point- ing to the ledge of a concrete pillar below. Then she changed her mind. “No, I guess I couldn’t have. That’s too far down,” she said, and it was easy to see that she was right. The shallow water and mud of Wood River many feet below didn’t look very promising either.

Nancy could not account for her quick thinking in taking the course of action which saved her life. “I never thought about what I’d do before,” she said, “but when it happened it just seemed the only thing to do.”

RETIREMENTS

Conductor W. G. Ricks, Roodhouse, Illi- nois, retired from the service of the company on April 27, 1953. Mr. Ricks was born on July 21, 1877 and entered the service on October 17, 1908 as brakeman. He was promoted to freight conductor on January 2, 1913 and to passenger conduc- tor on November 5, 1914.

Fireman A. C. Baylor, Bloomington, Illi- nois, retired from GM&O service on April 15, after being with the company since 1914.

Telegraph Operator F. D. DeWeers, Shirley, Illinois, retired on May 11 after serving as an operator since February 20, 1912.

Yardmaster H. G. Setchell, Bloomington, Illinois, retired from company service on May 15, 1953. Mr. Setchell was born on November 10, 1886, entered service as switchtender at Bloomington on May 21, 1907. He changed to switchman on Oct- ober 9, 1907 and to yardmaster at Bloom- ington on November 7, 1914.

Brakeman Walter W. Hall, Roodhouse, Illinois, retired on May 9, 1953.

Brakeman S. G. Masterson, Slater, Missis- sippi, retired from active service on July 1, 1953. He came to the company on October 7, 1916 and has almost thirty-seven years of continuous service.

Section Foreman J. N. McInnis, Prich- ard, Alabama, resigned from company ser- vice on June 30, 1953. Mr. McInnis had been employed by GM&O since September 13, 1913. He was promoted to relief sec- tion foreman in 1915 and to foreman in 1918.

TRAFFIC PROMOTIONS

(Continued from Page 2)

services with the Tennessee National Guard, remaining in the army until 1945. On being released, he attended the University of Tennessee until 1947, when he went to work for the GM&O Railroad in Mobile as a sorter of tickets and receipts in the Accounting Department.

Later in the year he transferred to the Traffic Department of the Gulf Transport Company in Mobile, where he remained until February 1, 1952 when he was prom-oted to freight traffic agent with GM&O at Meridian.

Mr. Kelley is married to the former Jackie Rawlins, who worked for GM&O in the Claims Department in Mobile at the time of their marriage. They have one son, Robert Blaine.
ALONG THE LINE...

DECEASED

Retired Operator Elmer Lovelace, at his home at Godfrey, Illinois on June 15, 1953. Mr. Lovelace entered company service as operator on July 29, 1914, and retired on April 1, 1953. He was sixty-eight years of age. He is survived by his wife, one son and two daughters.

Retired Brakeman J. D. Davis, Laurel, Mississippi, at Laurel on June 6, 1953 of a heart attack. Mr. Davis was born on August 6, 1892 and entered the service of the company on March 23, 1920. He last worked on August 24, 1949.

Retired Conductor Samuel Johnson, Jackson, Tennessee on June 6, 1953 at Jackson. Mr. Johnson entered the service of the company on May 3, 1896 and last worked on August 5, 1941. He is survived by his wife and two sons.

Station Accountant W. S. Mertz, Cairo, Illinois, passed away May 12, 1953. Mr. Mertz was born January 9, 1879 and entered the service of the GM&O on March 18, 1912, and continued in service until his death. He is survived by his wife, one son and one daughter.

Retired Clerk Evans Miller, Tupelo, Mississippi, on June 21, 1953 in Tupelo. Mr. Miller worked for GM&O from January 17, 1944 until December 9, 1946. He is survived by three children.

Retired Agent-Operator E. O. Parrish, St. Henderson, Tennessee, on June 21, 1953 at Henderson. Mr. Parrish was born on May 27, 1875 and entered the service of the company on April 23, 1909. He last worked for GM&O on May 31, 1940. He is survived by his wife and three sons.

Mr. Kenneth Kirkpatrick, Freight Receipts Department Mobile, Alabama on June 2, 1953 at St. Louis, Missouri. Mr. Kirkpatrick is survived by two sisters and other relatives.

OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

<table>
<thead>
<tr>
<th></th>
<th>1952</th>
<th>1953</th>
</tr>
</thead>
<tbody>
<tr>
<td>JUN</td>
<td>50, 114</td>
<td>52, 157</td>
</tr>
<tr>
<td>JUL</td>
<td>53, 184</td>
<td>53, 282</td>
</tr>
<tr>
<td>AUG</td>
<td>54, 753</td>
<td>56, 555</td>
</tr>
<tr>
<td>SEP</td>
<td>54, 554</td>
<td>54, 580</td>
</tr>
<tr>
<td>OCT</td>
<td>55, 227</td>
<td>55, 100</td>
</tr>
<tr>
<td>NOV</td>
<td>49, 944</td>
<td>52, 438</td>
</tr>
<tr>
<td>DEC</td>
<td>43, 142</td>
<td>44, 107</td>
</tr>
</tbody>
</table>

Comparison of the first 6 months of the years

<table>
<thead>
<tr>
<th></th>
<th>1952</th>
<th>1953</th>
</tr>
</thead>
<tbody>
<tr>
<td>JUN</td>
<td>30, 445</td>
<td>30, 477</td>
</tr>
<tr>
<td>JUL</td>
<td>30, 337</td>
<td>31, 177</td>
</tr>
</tbody>
</table>

Birmingham, Ala.—Miss Irene Murray, who is a rate clerk in GM&O’s Birmingham, Alabama freight office, is the founder and president of the newly organized Birmingham Chapter of the National Association of Railway Business Women. She was installed on Saturday, June 13, in Birmingham. Members of the Mobile Chapter attending the installation were Miss Clara Mayhall, Miss Frances Wynn and Miss Rosemarie McKay, all of GM&O, and Miss Vesta Marie Simon.

Jackson, Tenn.—Conductor Stanley Pugh claims the record for number of roses one bush. In his yard he has a pink rose imported, on which twenty-five hundred blossoms have been counted at one time.

Mobile, Alabama—The Freight Receipts Department has added two new names to its Cradle Roll. Ed E. Little and his wife have a daughter, Beverly Joyce, born June 28; and Mr. and Mrs. W. H. Brazell Jr. have a young son, W. H. III, born June 4.

Bogalusa, La.—Ollie Knight, who retired from GM&O in 1948 due to a heart condition, has added the study of birds to his other hobby of fishing, according to a recent issue of the BOGALUSA NEWS. Ollie seems to be having a hard time beating the birds to the worms on the Catalpa trees, which he planted for raising fish bait.

Jackson, Tennessee—Director of Agriculture and Forestry S. A. Robert has accepted the invitation of President Richard L. Bowditch of the U. S. Chamber of Commerce to be a member of the Agricultural Department Committee of the National Chamber. Mr. Robert served as a member of this committee during the past year.

State College, Mississippi—Agricultural and Forestry Agent C. W. Barrage was given the honor of being selected as an honorary state farmer at the annual state convention of the Mississippi Future Farmers of America.
Operator A. E. Plunk, Louisville, Mississippi, was commended by Trainmaster W. E. Smith for alertness in discovering a dragging brake beam on a passing train, and handing the crew on caboose a message about it.

When the engine of their train failed between Tuscaloosa and Artesia, Engineer E. D. Mahoney and Conductor W. M. Car- men put forth special effort in order to make the connections in Artesia and Montgomery and succeeded in expediting the movement of trains to accomplish this.

Bridge Foreman G. G. Derden, McCravy, Mississippi, was commended by Trainmaster W. F. Selph for noticing fire flying from a passing train and immediately notifying the dispatcher at Tuscaloosa, who in turn called Section Foreman West at Re- form, Alabama, who met the train at Reform. It developed that this train had a hot wheel caused by the brakes sticking.

Engineer H. Oliver, Bloomington, Illinois and Fireman E. C. Houchens, Bloomington, were commended by Supt. Conelry for discovering a sack of mail along the track and notifying the dispatcher who arranged for sectionmen to pick up this sack and deliver it to the postmaster.

Brakerman D. W. McCann, Slater, Missouri was flagman on train 74 between Slater and Roedhouse when he noticed a broken spring in frog at west switch, Rush Hill, Missouri. He notified Conduc- tor H. DeLong, who examined the frog and took necessary steps for having repa- rs made.

Fireman J. F. Clemens and Fireman J. A. Lewis, Isslin, Tennessee, were commended by Supt. Forlines for eliminating fire in heater unit of diesel, caused by broken fuel line.

Switchman O. O. Crum, Roedhouse, Illinois, discovered a broken flange, and for his alertness was commended by Supt. Miller.

Yard Clerk J. Haggerty, Bloomington, Illinois, noticed a car of gasoline leaking in a train waiting to leave Bloomington yard. He reported this condition and car- men stopped the leak before train de- parted.

Welder Jack Seals, Quitman, Mississippi, lent a helping hand to crew of extra 71T when he found them attempting to re- move a brake beam down on car of train. With Mr. Seals’ help, the brake beam was removed.

Rate Clerk R. W. Sherman was on duty at the freight office at East St. Louis, Illinois when he noticed a trash fire very near a GM&O car standing on the track. Mr. Sherman obtained water in waste baskets and extinguished the fire enough for him to rake it away from the car.

Fireman W. W. Carnesey and Brakerman W. O. Steinwender, Bogalusa, Louisiana, were handing No. 1 from the Terminal Station, New Orleans to Canal Yard when they discovered a fire between the walls of the rear end of the motor. They im- mediately stopped and called the fire de- partment, and then put the fire out with a fire extinguisher. For this excellent work they were commended by Supt. Cur- rie.

Engineer L. Trube and Fireman C. G. Edwards, Roedhouse, were commended for discovering a broken rail.

Agent H. A. Davis, Broadwell, Illinois, discovered brakes dragging on a car and notified the crew so that the train could be stopped and brakes released.

Agent W. W. Buckley, Mathiston, Missis- sippi, discovered a fire in the floor of a car which had been set out at Mathiston, and promptly extinguished it, saving lose to car and contents.

Operator Fred W. Wright, Atlanta, Illi- nois, was commended for his alertness in notifying the crew of passing train that fire was flying from the journal boxes, and also notifying the dispatcher of this fact. When the train was stopped, a brok- en journal was found on the car.

Agent P. N. McGee, Alto Pass, Illinois, was eating his lunch at home on Sunday, but watched from his window as No. 32 passed. Mr. McGee observed a hot box on the passing train and signalled the Con- ductor. Fearing his signal had not been seen, he went to the office and notified the dispatcher, who in turn notified the train crew. For his alertness Mr. McGee was commended by Supt. Thomason.

Safe Driving Awards

Listed below are Gulf Transport drivers who have earned safe-driving awards due during the month of May, 1953.

**Truck Operators:**
- Robert Homer Browder, 2 yr.
- R. L. Crumpston, 9 yr. award.
- M. P. Dawkins, 9 yr. award.
- Merle Gibbs, 6 yr. award.
- B. B. Long, 5 yr. award.
- F. E. Smith, 4 yr. award.
- James Stewart, 3 yr. award.

**Bus Operators:**
- Carl Bequette, 4 yr. award.
- A. L. Davis, 7 yr. award.
- LaRue Friend, 1 yr. award.
- Robert Folk, 6 yr. award.