GM&O Land Company Purchases Jackson Tract For Industrial Development

The purchase of a large tract of land by the GM&O Land Company for industrial expansion purposes in Jackson, Tennessee was announced July 15 by President F. M. Hicks.

The 83-acre site is located one mile north of the city limits on the Bells Highway and is divided by the tracks of the Company’s line between Jackson and Dyersburg.

President Hicks said that GM&O had been interested for some time in finding a suitable tract in Jackson for the development of a light industrial district. “The location of Aluminum Foils and the Jackson Battery Company utilized a large portion of the land which the Railroad formerly held for this purpose,” he explained.

Present plans call for the use of the 37 acre tract which lies between the Railroad and the Bells Highway as sites for warehouses and for light manufacturing. The remainder is to be held for larger industrial uses, or for later development.

“We believe that the new district as developed,” Mr. Hicks said, “will offer industry excellent facilities both as to distribution, and to labor availability. We hope through its development not only to benefit the railroad, but to make some further contribution to the development of the city of Jackson.”

Details of the local transaction were handled for the railroad by Industrial Vice-President T. T. Martin and C. B. Whitlow, Assistant to the President, Jackson, Tennessee.

ALABAMA STATE DOCKS EXPANSION PROGRAM

A $500,000 expansion and modernization program is now under way at the Alabama State Docks in Mobile. The principal unit of this program is the $350,000 import cargo storage warehouse designed to meet the need of an increasing volume of imported goods at the Alabama State Docks, General Manager J. F. Turner announced July 1st.

Turner said the warehouse would be built slightly back from the piers and will be used for storage of such imports as crude rubber, copper ingots, peat moss, canned goods, jute bagging, etc.

The warehouse will have some 1,100,000 cubic feet of storage space and will have rail sidings and truck platforms for loading and unloading freight.

Other facilities to be constructed in the $350,000 program include $50,000 roundhouse expansion and modernization for the Docks Terminal Railway. Just recently the Terminal Railway completed its dieselizeation program, now having all its facilities served by diesel locomotives equipped with two-way radio communication system. A machine and repair shop for the Bulk Material Handling Plant is also in the program and will cost $311,000; and $70,000 will be utilized for buying an additional diesel crane for the general handling of cargo at the State Docks.

GM&O Officials On College Board

NOGN Director Marvin W. Swaim, first vice president of Alton Box Board Co. of Alton, Illinois, has been named chairman of the Board of Trustees of Shurtleff College in Alton. Shurtleff College is the only Baptist co-educational college in the state of Illinois. The NOGN is subsidiary of Gulf, Mobile and Ohio.

Also serving on the Board of Trustees of the college is GM&O Vice President R. E. Stevenson of St. Louis, Missouri. Mr. Stevenson is on the executive committee of the Board.
1954 Farm Homes Contest Is Completed In Mississippi

“My home was built in the year 1910. I moved into it as a bride in January, 1911, and it was partly finished; three rooms ceiling and two only had flooring and walls with no ceiling overhead. But we soon finished it with ceiling and in 1925 we made some more repairs and built another bedroom on to it . . . .

“We never painted any part of the house but it was built of the best yellow pine heart lumber. But last year we decided we would build it all over . . . .” said Mrs. Agnes Singley on entering her remodeled home in the G M & O-sponsored Better Farm Home Contest for 1954.

Mrs. Singley, who lives near Columbia, Mississippi, won first place in the state in the Remodeled Homes Division of the contest. First place in the New Homes Division was won by Mrs. H. C. Shirley of Prentiss County, Mississippi.

Remodelling of the Singley home included adding a bedroom, a bath, porch, breezeway and garage. New floors were installed; a hall was removed to give additional space to the living room, windows and French doors were added. The house was painted without, and painted and papered within. A new heating system was installed.

For her comfortable, convenient home, “we can never express,” said Mrs. Singley, “how happy we are.”

New Homes Winner Teaches School

First place winner in the New Homes Division, Mrs. Shirley, is a school teacher. Commuting daily from her home near Booneville to State College, Mississippi, about a hundred miles, Mrs. Shirley completed this summer some required resident work, while her husband farmed in the Marietta community.

“Dreams do come true,” said Mrs. Shirley, “if you have faith, a strong back, a lot of perseverance, the ability to do a little nagging and a few good crop years.

“My dream of a lovely, livable home materialized after 21 years . . . .”

The Shirley’s three bedroom ranch style brick home was built with lumber largely taken from their farm. Both Mr. and Mrs. Shirley contributed to the labor of its building.

Mr. Shirley recalled that before they started building, “It was really a mess,” he said.

“One time the tax assessor came around, when I owned a small store, and told me my homestead would be taken unless I separated my home from the store. (Continued on Next Page)
K. P. Goodwin

Kenneth Parmer Goodwin, superintendent of communications for GM&O since 1947 died after a brief illness in Mobile, Alabama on June 21, 1954. Mr. Goodwin had been with the GM&O since 1925.

A native of Palestine, Illinois, he began his career with the Illinois Central Railroad as an apprentice machinist in 1921. In 1925 he entered the employ of GM&O as a lineman and in 1927 was appointed general maintainer of telephones and telegraph with headquarters in Laurel, Mississippi. In 1935 he was appointed supervisor telephone and telegraph, Jackson, Mississippi, and in 1940 he was transferred to Mobile, Alabama, where he assumed the duties of superintendent of telephones and signals. In 1942 he became superintendent of telephone, telegraph and signals, with headquarters in Mobile and in 1947 he was promoted to superintendent of communications.

Mr. Goodwin was a member of the Railroad Communications Club, a Mason and a steward in the Methodist Church.

He is survived by his wife, two daughters, Mrs. Betty Goodwin Parker and Mrs. Lee Goodwin Fox, and two grandchildren.

GT Safety Awards


A thirteen year award was presented to Opr. Brown and Opr. Schaack received a seven year award.

Farm Home Contest

(Continued from Opposite Page)

"Well, the house was about ready to fall anyway, so I just took a hand saw and sawed the house away. And we lived in the "sawed away" house for a few years before my wife convinced me we needed a new home."

The Singlyes and Shirleys were sweepstakes winners in the statewide contest for home improvement sponsored by GM &O in connection with local civic clubs. Prizes were given in each county served by GM&O, and eight sweepstakes prizes were distributed. GM&O has sponsored similar contests in Mississippi for the past several years.

New Hostesses

"I hold most important those things in life which positively contribute toward achieving successful and happy relations with other persons, whether family, friends, or fellow workers," says GM&O Hostess Nancy Williamson of Ladue, Missouri, who recently joined G M & O's Hostess Department. Miss Williamson is a graduate Cum Laude from Vanderbilt University in Nashville, where she had a distinguished college career.

Another recent addition to the Hostess Department is Miss Nita Jean Burnett of St. Louis. Miss Burnett was educated at the University of Missouri and Washington University, and has had business experience with the American Express Company and a St. Louis department store. Flagman Henry B. Smith, of Meridian, Mississippi, explains some GM&O literature to her on the Rebel.

Two Promoted

Effective May 16, Mr. S. H. Richardson was appointed trainmaster with headquarters at Artesia, Mississippi, having primary jurisdiction in the Terminal at that point. Also appointed was Mr. G. D. Flakes, who became assistant trainmaster, with headquarters at Artesia, having jurisdiction in the Terminal at that point.

The announcement of both appointments was made by Superintendent Winston St. John of Meridian, Mississippi.

Promotions In Mechanical Department

Three promotions were announced in the Mechanical Department during July by Master Mechanics G. M. Duck of Jackson, Tennessee and J. T. McIntosh of Louisville, Mississippi.

G. D. Pittman was appointed assistant master mechanic at Jackson, Tennessee; J. W. Rogers was appointed general foreman at Louisville, Mississippi and C. E. Wilson was appointed wrecker-car foreman at Louisville, Mississippi.

Mr. Pittman entered service of the company at Louisville, Mississippi on September 7, 1922. He was promoted to night inspector foreman at Louisville in 1924 and to day roundhouse foreman in 1928. In February 1944 he was promoted to general foreman at Louisville, which position he held until his present appointment as assistant master mechanic at Jackson, Tennessee.

Succeeding Mr. Pittman as general foreman at Louisville is Mr. J. W. Rogers. Mr. Rogers is a graduate of the Jackson, Tennessee High School and attended Union University in that city. He entered the service of the GM&O as a pipefitter helper at Jackson in February 1927. He was promoted to pipefitter at Louisville, Mississippi in February 1941, and became general mechanical inspector in 1945, which position he held until his present appointment.

Mr. C. E. Wilson, appointed wrecker car foreman at Louisville, was employed by the company as carman apprentice at Mobile, Alabama on July 23, 1947. He was promoted to special carman in 1950 and to car inspector foreman at Laurel, Mississippi in 1952. He was appointed carman supervisor at New Orleans on October 1, 1953, which position he held until his present appointment.

IN THE SERVICE

James C. Elliott, Clerk, Mobile, Ala.
Carl W. Andres, Trucker, Venice, Ill.
Merle W. Conaway, Oilier, Venice, Ill.
Jack F. Dick, Clerk, Mobile, Ala.
"It takes constant care and a mind that is alert.
To stay on the job and not get hurt", says Section Laborer
Marlon S. Varble of Jerseyville, Illinois. Mr. Varble's slogan not
only set the tone for the third annual picnic of the District No. 4
Safety Club, but it won for him the first prize in the safety slogan
contest—a Sunbeam ShaveMaster Electric Razor. The annual pic-
nic was held at Nichols Park at Jacksonville, Illinois to celebrate
the passing of thirty-six months of safety on the part of the Main-
tenance of Way personnel on District No. 4.

"We're working at it all the time," said Supervisor "Hap" Hillman, in discussing the gratifying record of his district. "Not
just as a gang," said Hillman, "but as a district." The safety rec-
ord has been made by about one hundred men over the three year
period. The last reportable injury on the district was on June 8,
1951, and the last among the section crews was on June 29, 1950.
To impress the importance of thinking safety, a fountain pen
is given each month to the man who turns in the best safety
slogan.
At the picnic to mark the year of safety, a total of 64 prizes were won and distributed. Among these were ten $10 checks donated by the management of GM&O. Each section foreman was presented by Chief Engineer B. V. Bodie with a Certificate of Merit inscribed "A safe man is the best known safety device."

Mr. Bodie conveyed the personal messages of congratulations from President Hicks and Executive Vice President and General Manager Brock to the group, with their best wishes for continued success and safety in their work. "Every year for the last five, we have had fewer injuries," said Chief Engineer Bodie. "We hope to continue the record this year."

Division Engineer E. G. Wall presents Sunbeam Shavemaster to Marlon Varble for his first prize winning safety slogan.

Chief Engineer B. V. Bodie (left) of Mobile was on hand for the picnic, and congratulated Supervisor Hillman on another year of safety. Shown with Mr. Bodie are, left to right: Supervisor Hillman, Safety Club President C. Perce, Club Secretary and Treasurer W. W. Howard and Division Engineer E. G. Wall.

Drum set which was first prize for sack race winner among the boys aroused considerable interest among youthful entrants.

TUSCALOOSA EMPLOYES HOLD ANNUAL PICNIC AT RIDING CLUB

Approximately 160 employees of the GM&O Shops together with their wives and guests enjoyed their annual picnic last weekend at the Tuscaloosa Riding Club.

Round and square dancing provided entertainment during the evening.

At six o'clock, Mrs. Howard Staples, Mrs. Monroe Stone, Mrs. Ray Smith, Mrs. Henry Key, Mrs. Jack Ball, Mrs. Edward Bartlett, Mrs. Ervin Townsend, and Mrs. Dewey Coward served a delicious barbecue supper with the menu including pork, beef, lamb, pickles, olives and potato chips. Mrs. Barber Cook served soft drinks.

Mrs. Judy Leonard received a crystal water pitcher which was the attendance gift.—From the Tuscaloosa, Ala. News.
Baby Talk

Recent arrivals to the "younger set" of the General Offices in Mobile are the following babies: Michael David Overbye, son of the E. A. Overbyes of the Freight Receipts Department; Henry Jackson, son of the H. K. Jacksons of the Freight Receipts Department; Karen Juanita, daughter of Jack Olives of the Freight Receipts Department.

Delbert Bruce Byrd, Jr., son of Mr. and Mrs. Delbert Byrd of Passenger and Station Accounting; Charles Richard Wallace, Jr., son of the Richard Wallace of Freight Receipts Department; Sandra Kay Allen, daughter of the Wallace A. Allen of Freight Receipts; David Michael Harder, son of the W. D. Hardes of Freight Receipts; Lawrence Midgete Smille, son of Mr. and Mrs. James Smille of Freight Receipts and Kyle Floyd Byrd, son of Mr. and Mrs. Floyd C. Byrd of Passenger and Station Accounting Department.

ALONG THE LINE . . .

Chicago, Illinois—Louis Allen Marlin received the degree of bachelor of science in metallurgy in the June commencement exercises of the University of Notre Dame. He is the son of GM&O Assistant General Freight Agent L. A. Marlin of Chicago.

Mobile, Alabama—Miss Lenora Ashcraft of the Transportation Department was married on April 20th to Mr. William Cadden of Mobile, Alabama, and Mr. Daniel Hare, a furloughed employee of the same department, was married to Miss Patsy Jean Aikens on April 22.

Division Freight Traffic Manager C. L. Garrard, center, of Jackson, Tennessee has the proof that none of them "got way." Fishing in Kentucky Lake near Camden, Tennessee with C. E. Workman, left, of Jackson Cotton Oil Co. and Elmer Glos son, right, of Camden, Garrard with his companions caught 60 crappie and bass.

Virden, Illinois—Mrs. Beatrice Peterson was going through some old papers recently when she found a check for twenty-nine cents that is thirty-nine years old. The draft of the Chicago & Alton Railroad Company was in favor of C. W. Funt, and endorsed by the payee. Mrs. Paterson is the widow of the late Conductor H. M. Peterson, who died February 27, 1937.

Retired Section Foreman Buck Miles of Ava, Illinois, thought "old timers" would be interested in the photograph of the Carman's float which was in the Labor Day parade at Murphysboro, Illinois in 1901.

All of the men were M&O employees. Smoking the meerschaum pipe on the left of the car was Charles Edward Wolff. The pipes was presented to him by E. W. Moore, who was superintendent at that time. Second from left in bottom row was Fred Rausch, who was car foreman at the Murphysboro Shops when the picture was made.

DECEASED

Retired Section Foreman Clarence E. Thornley at Chatham, Illinois on June 27, 1954. Mr. Thornley entered the service of the Maintenance of Way Department on April 24, 1916 and was promoted to section foreman on May 1, 1920, which position he held until his retirement on March 1, 1954.

Section Foreman J. R. Savage, West Point, Mississippi, on June 1, 1954. Mr. Savage was employed in the Roadway Department on June 1, 1962 and was promoted to section foreman on November 23, 1911, and has been in charge of a section gang since that time until his death. He is survived by his wife, one daughter and two sons.

Retired Conductor Samuel L. Parker at his home at Bogalus, Louisiana on June 19, 1954. Mr. Parker entered the service on November 12, 1917 and retired on November 25, 1951 on account of ill health. He is survived by his wife.

Retired Flagman W. H. Hubbard at his home at Vida, Alabama on June 15, 1954. Mr. Hubbard was employed by this company on June 29, 1904 as brakeman. He also worked as conductor on the Montgomery District and as terminal trainmaster at West End Yard at Montgomery, Alabama. He retired on March 3, 1948.

Retired Passenger Conductor Thomas B. Foster, Chicago, Illinois, died at his home in Chicago on June 8th. Mr. Foster entered service as brakeman on July 3, 1902 and was promoted to freight conductor on December 23, 1902. He was promoted to passenger conductor on January 18, 1913 and retired on February 19, 1944.

Mrs. Emma Jeanette Tully Gossett, on April 26, 1954 at Jackson, Mississippi. Mrs. Gossett was the wife of Conductor Byrd Gossett of Jackson and the sister of the late Mr. Albert Tully. She was a native of Mobile, Alabama, but had resided in Jackson for many years. She is survived by her husband and two sons.

Head OS&D Clerk John R. Brown, Accounting Department, Mobile, Alabama, on July 1, 1954, from a heart attack. Mr. Brown was employed by the former Mobile and Ohio Railroad on July 1, 1911 and had remained with the Company since that time.

Conductor M. Carmody, Springfield, Illinois, on July 6, 1954 at his home, of a heart attack. Mr. Carmody entered service as brakeman in 1914, was promoted to conductor in 1925 and to passenger conductor in 1946. He is survived by his wife.
NEW GM&O FAMILY PASSENGER FARE INSTITUTED

A new family passenger fare has been instituted on GM&O. Designed primarily to compete with the private automobile, it effects substantial savings over regular fares...makes train travel more attractive in cost comparison with the family car.

Example. When father pays the regular round trip fare, mother and children—age 12 and under 22—accompany him for the price of one one-way fare each. Children 5 years and under 12 years, pay only 50% of the regular one-way adult fare for the round trip. Children under five travel free. Applicable on line north of St. Louis.

SHIPPERS ADVISORY BOARDS FORECAST FEWER CARLOADINGS THIS QUARTER

Freight carloadings in the third quarter of 1954 will be 8.6 per cent below those in the same quarter of 1953, according to estimates compiled by the 13 regional Advisory Boards.

Carloadings of 32 major commodities on which the estimates are based will total 7,334,436 cars during the current quarter (July, August and September), compared with 8,022,924 actual carloadings of the same commodities in the third quarter of 1953.

Only one of the 13 regions is expected to show an increase—that is the Pacific Northwest which, it is predicted, will load 6.2 per cent more cars this quarter than in the third quarter last year. At the other extreme is the Great Lakes Region which is expected to load 15.7 fewer cars this quarter.

SUPPLIERS LAUNCH RAILROAD UNDERSTANDING PROGRAM

A nationwide campaign to "broaden public understanding of the railroad industry" was launched on June 30 by a group of suppliers banded together as the Committee of Railroad Suppliers.

Benjamin F. Fairless, chairman of the board of the United States Steel Corporation, told the first public meeting of the newly organized Committee, "America's railroads are being taxed to death, bargained to death and regulated to death... If the Committee of Railroad Suppliers can add in any way to our public understanding and our public appreciation of these serious railway problems it will have made a great and patriotic contribution to our national defense, to our whole peace-time economy, and to the general welfare and prosperity of every family in America."

EXPANSION BEST INDICATION

Day-Brite Lighting Company is constructing a $450,000 addition to its Tupelo plant. The new addition calls for 100,000 square feet more of floor space and when completed Day-Brite's Tupelo operation will employ between 250 and 350 persons.

The plant was located by GM&O in 1947 and established under Mississippi's Balance Agriculture with Industry Plan. "The best indication of a good industrial location is plant expansion."

TRUCK LOAD LIMIT UP IN MISSISSIPPI

Mississippi truckers have pushed through that state's legislature a bill raising the truck weight limits on 22 highways by 3,300 pounds.

In return the truckers will pay an increase in license fees amounting to $48 a year for the largest truck and will be liable to heavier overloading penalties.
ON "BABY FLAT TOP" HE DECIDED ON RAILROAD CAREER

A few years ago 2nd Trick Dispatcher W. C. Poole of Murphysboro, Illinois had never heard of the GM&O Railroad, but he had decided he wanted to work on some railroad when he left the service of the U. S. Navy.

When only seventeen years old, Poole joined the Navy. Overseas just thirteen weeks after entering the service, he was stationed during World War II first on an aircraft carrier and then on a destroyer. But it was when he was stationed in Africa that he found his life's work. There he served as guard for naval supplies and personnel on the trains which transported them over the narrow gauge African rail lines. "Then," he said, "I decided I liked railroading."

Stationed on a "baby flat top", he planned what he would do when the war was over. One of his plans was to marry a Texas girl and another to study railroading. Both plans materialized. He returned to his native Texas where he married and entered a school of telegraphy in Fort Worth.

In 1947, his instructor asked him how he would like a job on Gulf, Mobile and Ohio. GM&O Executive Vice President and General Manager Brock had informed the school that GM&O could use two men. Poole started studying all he could find on GM&O. "I found," he said, "that it must be progressive, for it was completely dieselized. I looked up pictures of the trains, and decided that it was the road for me."

With a fellow student, he started to GM&O land. His friend was sent to Jackson, Mississippi, "while I went to Jackson, Tennessee. I broke in at agency work at Dyer, Tennessee until July 2nd, when I went to Columbus, Kentucky as operator." He worked on the extra board for two years and then went to Cairo and Tamms, Illinois as job operator. In 1953 he was transferred to Murphysboro, and, a few days ago "the man responsible for my being here walked in—Mr. Brock. I told him I was the man he had hired."

Poole has not been disappointed in GM&O or railroading. Working at the CTC Board in Murphysboro, he remembers how Chief Dispatcher W. A. Bittle who "broke him in" pointed out the great responsibility of his job.

Although the CTC Board holds great interest for him, it is still more fascinating to another member of his family, remarked Dispatcher Poole. Four year old Kenneth once visited his dad, "and wanted to know what every button was for, and wanted to see me turn them," and although there had been no railroad history in the Poole family until recently, it looks as though there may be a great deal in the future.

He Beat Ben Hogan

212 golfers in Mobile took handicaps on National Golf Day June 6th and set out to "beat Ben Hogan." Out of the number, seven managed to nose out the champion, Jeff Crocker of the GM&O Accounting Department was one of the seven.

Jeff had a handicap of 23 strokes and shot an 85, giving him a handicapped score of 62. Hogan fired a 64 that day.

"It was," said Crocker, "the best game of my life."

Trainmaster S. J. Welsh, Bogalusa, Louisiana, retired on March 16, 1954 after 42 years of service with the company.

D. E. (Bud) Welsh, Jackson, Mississippi, retired on April 1, 1954 after 40 years of service. S. J. Welsh and D. E. Welsh are brothers and each was given an easy chair by GM&O employees when they retired.

Brakeman J. E. Lindsey, Jackson, Tennessee, retired on May 21, 1954 after being with the company since February 23, 1912.

Switchman J. N. Casey, Joliet, Illinois, retired on February 15 after being in the service of the company since April 29, 1925.
THE MAIL TRAIN

JUST LIKE A CADILLAC

Mr. Ed Helmsing
Gulf Transport Company

Dear Ed:

Just how to start this letter of compliments I do not know. But I do know that the buses furnished by you, and the drivers of same, were just about the best ever. The ride both to and from Sparta was as smooth a ride as one could take in his own Cadillac. The drivers of both buses were not only careful but courteous and cheerful. They were really a pleasure.

I guess the best thing for me to say is that the party was a big success. And, there is no doubt about it, that a great part of the success was due to excellent transportation furnished by the G. M. & O.

WORLD COLOR PRINTING COMPANY
Roswell Messing, Jr.
Executive Vice-President.

OUCH!

Editor, Rebel NEWS

Reading the MAY issue of the Rebel NEWS, I found an error concerning the honorary degrees on Mr. Tigrett. Westminster College, Fulton Kentucky is wrong. There is no college at Fulton, Kentucky. This is Westminster College, Fulton, Mo.

This was a liberal art college for men studying law, engineering, medicine and ministerial students started by Presbyterians in the year 1851.

H. P. Myers, S. F.
(We look for comfort to TIME’s occasional “TIME errored.”)

COMMENDATIONS ...

For service of unusual merit, the following men were commended during the month of June:

Fireman H. Booth, Slater, Missouri.
Brakeman F. F. Lopez, Slater, Missouri.
Conductor J. D. Anfahs, Slater, Mo.
Operator Ed Hajda, Pequot, Ill.
Switchman W. J. Haines, Jr., Slater, Mo.
Brakeman R. N. Norris, Slater, Mo.
Engineer S. T. Taylor, Slater, Mo.
Conductor E. C. Metz, Slater, Mo.
Operator P. L. Roady, Brighton, Ill.
Operator E. T. Yarke, Pontiac, Ill.
Agent C. E. Costello, Elkhart, Ill.
Brakeman U. Wilhite, Slater, Mo.
Brakeman T. L. Peel, Slater, Mo.
Conductor B. M. Lanham, Slater, Mo.
Fireman D. C. Hammerschmidt, Venice, Illinois.
Conductor V. J. Hearn, Tuscaloosa, Ala.
Flagman E. A. Crider, Tuscaloosa, Ala.
Engineer R. E. Spain, Tuscaloosa, Ala.
Brakeman R. B. Skelton, Tuscaloosa, Alabama.
Conductor W. M. Garmon, Tuscaloosa, Alabama.
Engineer, W. R. Nenno, Bloomington, Ill.

Tewerman Elmer Campbell of the Rock Island Railroad at Joliet, Illinois earned a GM&O commendation on May 28th when he discovered a hot box on a GM&O train passing through Joliet and notified the yard office at South Joliet so that the car could be set out and given necessary attention.

Fireman R. E. Blair, East St. Louis, Illinois, was driving along the highway parallel with GM&O line on which a train was passing. He noticed that a car in the train was derailed and notified the conductor so that the train could be stopped.

Chief Clerk Jones McGraw in the Superintendent’s office at Murphysboro, Illinois, was awakened one morning at four o’clock by the dispatcher. The dispatcher said that he had just been called by GM&O Agent J. D. Leete of Union, Mississippi, who informed him that on No. 16 was travelling a young woman going to join her husband in an army camp in Denver, Colorado. The young woman’s mother had died suddenly after her daughter’s departure on No. 16 from Meridian, Mississippi. Mr. Leete, who knew both Mr. McGraw and Mrs. Gray (the daughter) requested that Mr. McGraw be asked to meet the train at Murphysboro and inform Mrs. Gray of the misfortune and assist her in returning home. Mr. McGraw met the train, took her to his home, and later drove her to Carbondale, Illinois, where she was able to take another train to Jackson, Mississippi where her family met her.

Queen of the annual Deep Sea Fishing Rodeo to be held in Mobile July 16-18 is Dorothy Rockwell. Miss Rockwell, who was also selected as Miss Mobile Television, is a native of Brent, Alabama, where both parents are employed with GM&O Railroad. Her father, V. A. Rockwell, is in the Maintenance of Way Department, and her mother is Agent at Brent. An uncle, John Spikes, is operator at Frascati.

The duties of the Rodeo Queen will include the distribution of $3,000 in prizes to lucky fishermen from sixteen states competing in the sports event. Judge for the occasion will be Roy H. Martin, holder of ten world’s fishing records.
Ladies shared honors with railroad men for commendations for the month. Mrs. Bunnie Jean Clark, Lauderdale, Mississippi, called the chief dispatcher’s office at Meridian, Mississippi one night and reported fire in a freight train which was passing Lauderdale. The dispatcher called the crew of the train on radio and it developed that the train had a blazing hot box of which the crew had no knowledge.

Mrs. J. E. Hannah, wife of Section Foreman Hannan of Reform, Mississippi, also observed a hot box on a freight train and notified the dispatcher at New Albany of this fact.

Telegram Operator J. R. McCarter, Corinth, Mississippi, is alert to the danger of hot boxes, not only on GM&O but the Southern Railway, which intersects GM&O at Corinth. At 2:36 one morning he heard a squealing noise on a car of a Southern Railway train which was passing Corinth. He notified the conductor who investigated and found a hot box.

Operator R. F. Schlemmer, Pontiac, Illinois, noticed the brakes sticking on a car of a passing freight and notified the crew so that attention could be given the car.

Train crew on Freight No. 32 saw that a bridge north of Merlin Yard was on fire and would probably be destroyed unless the blaze was promptly extinguished. They stopped the train and extinguished the fire, saving the bridge from damage and delays to trains and yard engines. Commended for this action were Engineer G. A. Ratcliff, Fireman L. L. Burns, Brakeman J. H. Davenport, Conductor R. S. Pugh and Brakeman M. H. Patterson.

On several occasions, City Marshal W. O. Hunt, Dyer, Tennessee, has signalled GM&O crews of defects he observed in passing trains. On June 17th he observed a hot box on a passing train and signalled conductor on this fact. The conductor notified the engineer by radio and the train was stopped for the car to be set out.

Mr. A. B. Crocker was fireman of a yard engine one night when he noticed the points of a switch serving a Mobile, Alabama factory were partly open. He caused the engine to be stopped and, upon examination, found the spikes holding the switch stand had worked up and out of the tie. For the prevention of trouble, he was commended by Supt., of Terminals L. N. Herrington.

Section Foreman J. L. West of Reform, Alabama was at home one night when he saw that Train 130 passing had a hot box. Unable to notify the crew in time, he drove to the next station ahead of the train to signal the crew of this defect.

Student Operator J. Lehman, Pontiac, Illinois, was driving from Bloomington to Pontiac when he saw that Train No. 19 was stopped south of Towanda. He stopped to see what was wrong, and the conductor gave him a message to the dispatcher notifying him of the trouble with one of the cars in the train.

Brakeman Willie Hughes, Tuscaloosa, Alabama, was working as head brakeman when he discovered a hot box 3 cars from the engine. He had the engineer stop the train and worked on the box, fixing it so it could be moved to Artesia for permanent repairs.

While he was looking over Train No. 2 passing through Dwight, Operator A. C. Carlson, Sr. of Dwight, Illinois, observed fire flying from underneath one of the trucks. He stopped the train north of the crossing where the crew found sand board down on the diner.

Fireman J. Crawford, Mobile, Alabama, was commended for discovering a broken rail.

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### OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

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<thead>
<tr>
<th></th>
<th>1953</th>
<th>1954</th>
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<tbody>
<tr>
<td>JAN</td>
<td>53,871</td>
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<tr>
<td>JUNE</td>
<td>52,456</td>
<td>46,768</td>
</tr>
<tr>
<td>JULY</td>
<td>53,631</td>
<td></td>
</tr>
<tr>
<td>AUG</td>
<td>55,622</td>
<td></td>
</tr>
<tr>
<td>SEP</td>
<td>50,494</td>
<td></td>
</tr>
<tr>
<td>OCT</td>
<td>51,003</td>
<td></td>
</tr>
<tr>
<td>NOV</td>
<td>51,112</td>
<td></td>
</tr>
<tr>
<td>DEC</td>
<td>47,637</td>
<td></td>
</tr>
</tbody>
</table>

Comparison of the first 6 months of the years......

<table>
<thead>
<tr>
<th></th>
<th>1953</th>
<th>1954</th>
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<tbody>
<tr>
<td></td>
<td>201,977</td>
<td>308,746</td>
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</tbody>
</table>

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● 10 ●