GM&O Orders 250 Hopper Cars
For Transport Of Ore From T. C. I. Facilities

Gulf, Mobile and Ohio Railroad this month placed a $2,400,000 order for 250 new hopper freight cars to be used specifically in the transport of ore from Tennessee Coal, Iron and Railroad Company's new importation facilities at Mobile to the Company's blast furnaces in the Birmingham district. Pullman Standard Car Manufacturing Company of Birmingham was the successful bidder on the new equipment order.

The cars have been specially designed for this type operation, Vice President H. E. Warren of the Purchases and Stores Department said. They will be of 95-ton capacity and will have three sets of transverse hopper doors for self unloading where necessary. The length is 41.3 feet, unusually long for service in this part of the country.

In connection with the ore movement between Mobile and Birmingham, GM&O also has pending before the Interstate Commerce Commission a decision on an application which would shorten its present route between the two cities by 194 miles. If approved GM&O would use its own tracks from Mobile to Tuscaloosa and those of the Louisville and Nashville from Tuscaloosa to Birmingham under a trackage agreement. GM&O and L&N jointly serve the T.C.I.'s new docks here.

B. V. Bodie Named
Chief Engineer At Mobile

B. V. Bodie, former superintendent of the Eastern Division, has been named Chief Engineer of the GM&O, with headquarters in Mobile. He succeeds Mr. W. W. Greiner, who has left the company.

As a result of Mr. Bodie's advancement, three superintendents have been promoted. J. R. Conery, formerly superintendent of the Western Division at Slater goes to Bloomington as superintendent of the Eastern Division. Superintendent J. C. Miller leaves Murphysboro to replace Superintendent Conery at Slater. Superintendent S. G. Thomason, formerly at East St. Louis, has had his jurisdiction extended to Tamaqua. His headquarters will be in Murphysboro.

(Continued on Page 8)
The Mystery Of The Wandering Double Track

Have you ever stopped to wonder why GM&O’s double tracks, which generally parallel each other side-by-side for most of the 264 miles between St. Louis and Chicago, suddenly seem to go “haywire” in the territory South of Joliet and separate by as much as 3½ miles?

Well, it all goes back to the year 1874-75. The Alton was then a single track line in this vicinity—with the main line running from Joliet to Mazonia. But the Railroad wanted to reach the attractive tonnage of the mine area along the Chicago and Illinois River Railroad Company which ran west of the Alton from Joliet to Coal City. So in 1875 it leased the C&IRR and acquired it in 1879. In 1881 the C&A built its own rails from Mazonia to Coal City to connect up the “loop” and form the present Pequot Line. Thus was a double track operation accomplished with existing facilities.

The Santa Fe also operates between Joliet and Pequot and ever since 1935 Santa Fe and GM&O-Alton tracks between these two cities have been operated as “paired tracks”—that is the two roads using them as a double track.

While the Pequot Line of GM&O is 7 of a mile longer than its companion “main line” track to the Eastward, the grade is more favorable. For this reason our freight trains are generally operated over the Pequot Line and passenger trains over the “main line” with the exception of times when passenger trains would meet in this area when they, of course, take separate roads.

Map and legend, right, shows how Santa Fe (left) and GM&O (right) “pair” tracks between Joliet and Pequot for double line operation.

2,400 Retired GM&O Railroad Employees Drawing Annuities

Some 2,400 men and women who had spent most, if not all, of their years of railroad service with the Gulf, Mobile, and Ohio were receiving retirement annuities from the Railroad Retirement Board at the end of 1960, the Board recently reported. These employees together were drawing $191,000 monthly, or $79.96 each, on the average.

During 1960 300 former Gulf, Mobile, and Ohio employees were added to the Board’s retirement rolls, and 269 annuitants were dropped. This meant that there was a net increase of 106 during the year.

The Railroad Retirement Board points out that all in all 36,000 employees of the Nation’s railroads decided to take their annuities last year—66 percent because of old age and 34 percent because of disability.
A New Page In Industrial Relations Book

It is not unusual for representatives of a location-seeking factory to visit a city to "look it over"; but seldom have representatives of the city been invited to visit the factory to inspect it. Unique in industrial relations was the association formed when a group of Tupelo, Miss., businessmen recently visited the home plant of the Rockwell Manufacturing Co. in Milwaukee, Wisconsin to see what to expect when a plant of similar nature opens in Tupelo in the early Fall.

The Rockwell Plant, which, when completed, will be the largest industry in that section, was sought assiduously by the Community Development Foundation, headed by Industrial Chairman Julius Berry. This Development Foundation, whose primary purpose is to attract industry to balance the agricultural character of the territory, recognized the Rockwell Plant as just the type of industry to fit into Tupelo's economy.

GM&O Vice-Pres. T. L. Martin and Industrial Commissioner E. L. Robison consulted with both the citizens of Tupelo and representatives of the Rockwell Company. During the planting a three-way friendship was formed among city, factory and railroad personnel.

When negotiations were happily concluded for all concerned, to locate this metal working factory on the GM&O in Tupelo, the city's business men gladly accepted the invitation of Rockwell officials to visit a similar plant in Wisconsin, where they could get a preview of what to expect in Tupelo. Accompanied by GM&O's Mr. Martin, Mr. Robison and Mr. Glenn Keen, Traffic Dept. representative of the area, the Tupelo men were guests of the Rockwell Company in Milwaukee, Wisconsin.

At the Delta Manufacturing Division, largest of the manufacturing units in Rockwell's Delta Power Tool Division, the men inspected the manufacture of light weight precision machines, such as drill presses, saws, grinders, and shapers - tools scheduled for immediate manufacture in Tupelo.

A small corps of veteran instructors from that and other Delta Power Tool plants will train personnel employed from the Tupelo area in the various skills.

At the Delta Manufacturing Division, largest of the manufacturing units in Rockwell's Delta Power Tool Division, the men inspected the manufacture of light weight precision machines, such as drill presses, saws, grinders, and shapers - tools scheduled for immediate manufacture in Tupelo.

A small corps of veteran instructors from that and other Delta Power Tool plants will train personnel employed from the Tupelo area in the various skills.

---

At the Delta plant of the Rockwell Manufacturing Co. in Milwaukee, Wisconsin, Tupelo and GM&O personnel were shown through a plant similar to the one to be built in Tupelo. In the top picture are, left to right, Row 1: W. F. Rockwell, Sr., President, Rockwell Manufacturing Co., P. K. Thomas, Sr., Thomas Kincannon, Eliken Co.; J. P. Nanney, Pres., Bank of Tupelo; H. L. McClain, Pres., Citizens State Bank; H. W. Reed, Sr., Pres., H. W. Reed Co.; Charles Rousseau, Vice-Pres., Milan Manufacturing Co.; E. L. Robison, Industrial Commissioner, GM&O; E. F. Pouhert, Manager, Industrial Relations, RMC.


Tupelo business men travelled to Milwaukee via GM&O as far as Chicago. On the outskirts of the train Editor Harry Rutherford (above) and Industrial Committee Chairman Julius Berry are shown with GM&O Vice-President Martin.
Gulf Transport Company Has New Garage In Saint Louis

Gulf Transport Company's new garage in St. Louis (left) has doors front and rear, simplifying the handling of the trucks and buses.

In center picture, Shop Foreman E. Matthews services one of the buses from the pit constructed for that purpose.

Gulf Transport Company's new garage in St. Louis for the servicing of trucks and buses is now in full operation. Planned for convenience in servicing equipment at the end of the line instead of at intermediate points, the garage maintains all buses on commuter service on the north end of the line. Trucks operating between Jackson, Tennessee and Alton, Illinois are also maintained there.

Right. Engines are steam cleaned every three thousand miles. Cleaner Hollis Brown is shown at the task.

Below. Drivers Carl Bequette, left, and Robert Hopkins receive information from Dispatcher Laurence Cowell, seated.

Unique feature of the garage is the fact that doors are all the way across front and back, making it possible for the bus or truck to drive through the garage, eliminating turning. These overhead hinged doors slide up and lie flat on the ceiling, front and back.

Equipment is serviced and greased over a pit. Every three thousand miles, engines are steam cleaned, and after each trip the buses are swept, mopped and dusted.

Division Freight Traffic Mgr.
O. D. Penniman Passes In Mobile

O. D. Penniman passed away after a short illness in Mobile on August 2, 1951. The railroad is saddened by his death.

Mr. Penniman had been with the company since 1911, when he became engine crew caller at Tamms, Illinois. After a few months, he was promoted to general clerk in the local office at Tamms. He served with the company in various capacities in Mobile, St. Louis, Detroit, Atlanta and Birmingham.

In June 1938 he was appointed Assistant General Freight agent in Birmingham, and was promoted in 1946 to Division freight traffic manager in Mobile, which position he held until his death.

Deceased

Mrs. Frank Stacy, mother of Clerk Marion Stacy, East St. Louis, on June 7, 1951.

Switchman William Maynard on June 3, 1951 suddenly while at work. Mr. Maynard had been with the company since Sept. 19, 1923.

Retired Engineer C. P. Coughlin, Jackson, Tennessee on June 3, 1951. Mr. Coughlin entered the service in 1906 and retired in August, 1941.

Conductor C. C. Bennington on June 3, 1951 at his home in Slater, Missouri.

Mr. J. A. Rehm, Accounting Department, Mobile, Alabama on May 23, 1951. Mr. Rehm had been with the railroad for forty-two years.

Painter Helper J. D. Thomason, on June 11, 1951 at Jackson, Tenn. Mr. Thomason entered the employ of the railroad in 1941.

General Foreman Earl B. Kitchens of Tamms, Illinois on May 25 at St. Louis, Missouri. Mr. Kitchens was a native of New Albany, Mississippi and came into the employ of the railroad there at the age of 19 years. In 1946 he was promoted to his position at Tamms, Illinois.

Warehousemann Phillip Barnes, Mobile, Alabama of a heart attack on July 21 at Mobile. Mr. Barnes had been employed by the company since June 8, 1912 in the yard office and local freight office. He is survived by a son, four daughters and his wife.

Agent H. C. Carlson, LaRoe, Illinois on July 13 in Dwight, Illinois. Mr. LaRoe entered the service as operator on December 12, 1913. He is survived by his wife who resides at LaRoe.

Brakeman M. H. G. Broderick, Jackson, Tenn., on July 18, 1951. Mr. Broderick had been with the company since May 17, 1910. He is survived by his wife, one son and one daughter.

Mrs. W. J. Fletcher, wife of Agent W. J. Fletcher of Ramer, Tenn.

Agent D. C. Ditts, Jacksonville, Ill., says that although railroad work runs in his family, it looks like his grandson, right, is going to be a cowboy.
NEWS AT A GLANCE

TEAMWORK SAVES DOLLARS IN KANSAS DISASTER

Close teamwork among all GM&O personnel in the Kansas City flood area is credited with having saved the Company thousands of dollars. Twelfth Street yards ultimately under 15 feet of water were cleared of all equipment in the nick of time. Dispatchers kept things rolling until they were removed from roof in small boat. (Picture Page 8)

Assistant Vice President Lapp and associates made quick canvass of all cars removed to sidings and yards on high ground to Eastward shot out information to our nationwide District offices so worried customers would know merchandise safe.

Three tank cars filled with water by GM&O for thirsty Independence, Missouri, were cut off by new inundations short of destination never-the-less Mayor Robert P. Weatherford, Jr. expressed appreciation for effort on part of railroad.

GM&O clean-up job well under way in Kansas City proper. Most serious trouble in Glasgow area where 1 mile of track washed out . . . two way-side holes dug to a depth of 48 feet by rushing waters. Dredges busy filling . . . track gangs putting down rail . . . when you read this, through service should have been resumed.

SPARE THE PASSENGERS

Patrons on our passenger trains pay us good money for a comfortable, pleasant trip . . . and it is the responsibility of every employee to see that these customers receive this type of service.

The other day a member of one of our north-end streamliner crews loudly aired his views about labor matters involved in the cutting off of a car from the rear of his train in a terminal yard. Passengers were both annoyed and embarrassed. Next time they may take their business to a competing Line.

RESPONSIBILITY TO BE READY

General Marshall's pessimistic report early this month about peace prospects and his dire warnings of a general World War III, caused President Tigrett to alert all staff officers at a recent Mobile meeting said that while all of our prayers were for peace and our trust in the divine guidance of the Lord GM&O management had a grave responsibility to see that the property was in proper shape to meet any national emergency it might be called upon to fulfill.

RAILROADS TO STUDY SIMPLIFICATIONS

Simplification of freight tariffs is being sought by the Railroads. As first step, three-man research group will be established in Washington headquarters . . . suggestions of shippers for tariff improvements will enable freight rates to be determined with a minimum amount of time will be invited. Concern over increasing complexity of freight tariffs prompted the movement.

DIVIDENDS AND TAXES

For every dollar which Class I railroads paid to their stockholders in dividends in 1960, they paid $1.83 in taxes to the Federal, state and local governments. A wholesale cross-section of the American public is represented by GM&O's stockholders, composed of some 7,000 different people and business interests. No one corporation, person or group of persons owns as much as ten percent of the total.

RUSSIA'S RAILS VS AMERICA'S

Those who consider the western world's general position to be weak when it is measured against Communist strongholds should take heart from the very favorable comparison that can be drawn between American and Russian railroads. Both countries depend in large measure upon their rail systems, and have tremendous distances to cover. The Soviet Union, occupying one-sixth of the land surface of the globe even without counting the satellite states, has even greater distances than does the United States. Yet the Russians have only about 50,000 miles of mainline tracks opposed to more than 200,000 miles in this country.

The famous Trans-Siberian Railway is of most vital concern to the Reds in the Korean conflict, since over it move the supplies for China and the Communist armies. The line is 6,090 miles long, extending from Moscow across Russia to the Pacific Ocean. It can haul 40,000 gross tons each day in one direction. That is enough to equip 15 armored divisions, or 30 ordinary divisions. One of our transcontinental rail systems, however, can move about 72,000 tons a day to our western coast. In a month it could deliver almost twice the capacity of the Trans-Siberian. And there are numerous lines stretching across the country.
B. V. Bodie

(Continued from Page 1)

Bodie, From A Railroad Family

Chief Engineer Bodie has a railroad background. His father, Mr. C. W. Bodie of Baltimore, Maryland has just recently retired after fifty years of service in the Transportation Department of the Baltimore and Ohio. It was with his father’s line that Mr. Bodie first entered the service at the age of eighteen.

Shortly afterward, Mr. Bodie returned to school to complete his education. This done, he was employed by the Gas Electric Light and Power Co. of Baltimore in an engineering capacity for several years. In 1935 he went to work for the G&O in Bloomington as roadman and instrumentman in the Division Engineer’s office. Through a series of promotions, he became Superintendent, Eastern Division of GM&O in 1947, with headquarters in Bloomington, Illinois.

Superintendent Conely has been with the GM&O since 1918. Born in Balltown, Louisiana, he began his railroad career as a brakeman on the Lousiana Division. In 1945 he became superintendent at Murphyboro, and in 1947, he became superintendent of the Western Division with headquarters in Slater.

“Railroad Rose” On GM&O Diners Has Charitable Origin...

Not so many years ago Clarence Bussert drove a milk wagon in Chicago and his brother worked for a large floral garden.

A bottled method for keeping cut flowers fresh longer, which they developed while giving away surplus roses to Chicago hospital patients, is responsible for the railroad rose of today; a long-life beauty affording enjoyment to dining car passengers and economically minded management alike.

Today ten Chicago Railroads (including all of the West-Coast Lines) use roses from Bussert’s Specialty Service, because immersed in the philanthropically founded formula, the buds can make a complete round-trip from the Windy City without wilting. This is quite a feat when it is considered that one of the Bussert Rose Trains, the California Zephyr, clicks off 5,002 miles to the Coast and back. In the case of our own GM&O Railroad, hundreds of dollars a year have been saved on dining car flowers since the longevity liquid has lengthened the span of decorative replacements.

It was back in the early 1930’s that the first “seed” was unknowingly planted for this unusual business which will gross this year more than $300,000.

The florist member of the brother team has a big heart, like most who live close to Mother Nature and observe the wonders of her bounty. It grieved him deeply that—because of the timing of the rose market to have the blooms mature on various holidays—there were always succeeding periods when perfect buds could not be sold even for the cost of marketing and were resultantly “pinched out” and thrown on the waste pile.

He visualized the joy that these buds could bring to the sick, shut-in behind hospital walls away from the warmth and color of the sunlight. So he recruited a small group of young people within his church to take over the job of delivering the cut flowers to charitable institutions.

In the meantime, bothered because the joy the hospital flower gave was so short-lived, he began to experiment with a liquid concoction of his own devising which would supply cut flowers with the same food properties they received in the greenhouse soil. Perfected, he called this discovery “Floralaife,” which it is believed was the first complete cut flower

Miller Former Mayor of Laurel

Mr. Miller, who assumes the superintendency of the Western Division, began his railroad career as a section laborer in 1909 at Donavan, Miss. He was steadily promoted, but interrupted his railroad career in 1933 to become commissioner for the city of Laurel, Mississippi. He served as commissioner until 1941, when he was elected mayor. In 1946, he returned to the company as terminal manager at Corinth, Mississippi, in 1947 he became Superintendent of the Murphyboro District, which position he held until the present time.

Superintendent Thomason also comes of a railroad family. His father was in the Transportation Department of the GM&O, and he has a brother, R. C. Thomason who is trainmaster-agent at Okolona, Mississippi.

Supt. Thomason entered the service of the Company as a roundhouse laborer in 1937. Shortly afterward he started braking; he was promoted to conductor in 1944. He became trainmaster of the Alabama Division in 1946, was assistant superintendent in 1948 and superintendent, East St. Louis Terminal in 1949.

Mrs. Elvert Is In Hospital

It is not unusual that Mrs. Vera Elvert, Director of Women Personnel, is in the hospital—for she spends a good deal of her time there visiting and performing services for GM&O patients. But for this busy lady to be a patient in the hospital is a regretful surprise for all.

Mrs. Elvert underwent an appendectomy on August ninth, but is doing very nicely. We wish her a speedy recovery, and hope to see her again soon at her many duties.
Along the Line . . .

Chicago, Ill. — On July 25, consuls from twenty-one countries rode the GM&O from Chicago to Springfield, where they were the guests of Governor Stevenson.

Mobile, Alabama—The station accounting bureau is celebrating two weddings, with the marriage of Mr. John M. Bronold to Miss Betty Jean Butt, and Mr. Maxie Sims to Miss Margaret Kelley. Both were June weddings.

Bogalusa, La. — It's good to see a Carter "first-tricking" it as usual in the Dispatcher's office here. Son Kenneth Carter, who has been working around for some time now has succeeded Father J. J., who suffered a heart attack and must take it easy for a while.

Mobile, Alabama—The Terminal Building is in a veritable fog of smoke from free cigars going around. The score is three to two in favor of the girls in the Cradle Roll set. Some have recently been born to Mr. and Mrs. Marion Scotelle and Mr. and Mrs. John Leffin, and daughters have arrived in the homes of Mr. and Mrs. J. V. Wright, Mr. and Mrs. B. J. Needle, and Mr. and Mrs. Ben Toomer.

Kansas City, Missouri — Miss Ada Braun of the Treasury Dept. in Mobile picked the north end of the line for the big surprise. She became Mrs. L. J. Pinnegran on July 9th while taking her vacation in Kansas City and other western cities.

Mobile, Alabama—Assistant City Ticket Agent Ann Malone in Mobile became Mrs. John Davis on June 9th. Mr. Davis is from New Orleans.

Chicago, Illinois — After fifty years of continuous service, Yardmaster I. O. Lambert, Harrison St. Yard, retired on August 1, 1951. Mr. Lambert came to work for the company in April 1901 as interlocking maintainer at Pontiac, Illinois. He was moved to Chicago in 1911, where the remainder of his service was spent.
THE MAIL TRAIN

Gulf, Mobile and Ohio Railroad

Dear Sir:

I have just recently attended the Convention of Pilot Clubs International in St. Louis, making the trip from Meridian to St. Louis and return on your trains 15 and 18.

The service and courtesy, as well as the Cuisine, were unexcelled, and the friendliness of your people made my trip a delightful one. Especially did I enjoy the G. M. & O. Chess Pie, and on my return to Meridian, found that I had received the recipe through the mail from Superintendent Berghegger of the Dining and Parlor Car Department. Such thoughtful gestures go a long way toward making friends for your Company.

I hope that I shall have the pleasure of using your trains again in the future.

Yours very sincerely,

Mrs. Lesley Paul
Meridian, Miss.

word was received at Chenoa of a vacancy at Pontiac, Mr. Clooney applied for the job and went to work as baggageman in June 1907.

A proficient golfer and card player, Mr. Clooney prefers a quiet life with participation in civic affairs. A member of the Rotary Club for many years, he says his ideas of being a good agent are embodied in the Rotary motto, "Service before Self."

During the recent high water in Kansas City, marooned in the GM&O Freight House were Telegraph Operator L. E. Donohoe, Chief Dispatcher G. A. Greene, Train Dispatcher T. R. Peters, Agent R. T. Kingman, Freight House Foreman R. N. Kluken斯基 and Section Foreman Tony Salpietro. When this picture was made, they were waiting for a boat to rescue them via the ladder shown.


“Mail trains” were operating in the early days.

Mr. Clooney was born in Chenoa, Illinois; had planned to be a school teacher, but after one year, switched to railroading. Spending a great deal of time around the railroad station at Chenoa, Clooney learned telegraphy by observation. When

Passenger Dept.

GM&O Railroad

“I suppose that you in the railroad business are faced with as consistent a barrage of criticism as is one in public office. However, I feel like taking a minute out to compliment you, rather than criticize.”

“On Tuesday, July 3, I was traveling on the GM&O to Chicago on a train which left St. Louis at 11:45 a.m. Due to unforeseen circumstances, it was obvious that we were going to be very late in arriving in Chicago. At this point your hostess on the train inquired of others, as well as myself, whether we had connections to make in Chicago. I told her I had to catch the Soo Line at a certain time, which seemed impossible. She very kindly wired ahead, requesting the Soo Line to delay its departure a few minutes, if possible. I have just learned upon returning by the GM&O from Chicago that the hostess who so efficiently handled this matter is Marilyn Cocks. I think she deserves a distinguished award medal for efficiency and initiative beyond the call of duty.

“Many thanks.”

Congressman, 11th Dist., Missouri
Claude I. Bakewell.

Mobile, Ala.—Miss Betty Kelly, Freight Dept., was married to Mr. James Walsh on May 30.
“Railroad Rose”
(Continued from Page 6)
food offered on the market in the United States.
But this involved new problems for
the hospital’s “rose runs”; problems of bottling
and of delivery, the solution of which
came easily to Clarence Bussert, the milt-
man brother. Thousands of small 3 ounce
bottles were bought to act as vases and
they were filled with “lormal”. The rose stems
were then pushed through a
small hole in the cork at the top of the
vial—and packed 75 to a case they were
ready for delivery by the volunteer church
group. That the hospitals returned the
“vases”, even sterilizing those from con-
tagious wards, is sufficient proof of their
sick room appeal.
Clarence Bussert marvels today when he
thinks how his charitable efforts, which
incidentally are still being carried on,
launched him into a new and profitable
business.
Without the “know-how” thus gained he
would not now be supplying bud vases to
210,000 individual dining tables, for he
early reasoned that the high cost of pro-
ducing flowers made them too expensive
for this type service, unless their fresh-
ness could be preserved so that they could
be utilized for longer periods of time.
Getting into the railroad dining
car business has brought new obstacles
for Mr. Bussert’s ingenious mind to over-
come. He breezed through such things
as designing a tip-proof vase; determining
that red roses last better than pink and
yellow and working out an equal rotation
of lightness and darkness for roses which
must be stored between meals into dining
car ice boxes.
But matters involving cups and tickets
for over-parking outside Union Station
in Chicago take Mr. Bussert considerably
longer to handle. Especially so with re-
gard to his latest episode when the Rock
Island Rocket finally discharged the florist
many miles from the depot after he had
failed to hear the “all off” warning so
hastily was he engaged in inspecting his
firm’s installations in the famous train’s
diner.

★ IN THE SERVICE ★
Herman F. Probst, Jr., Recheck Clerk, Mobile, Alabama.
Howard A. Smith, Jr., Steno-Clerk, Tulsa, Oklahoma.
Wayne Everett Smith, Clerk, Mobile, Alabama.
William Carl Santen, Relief Stockman and Storekeeper, St. Louis, Missouri.
Edmond Earl Seal, Yard Clerk, Jackson, Mississippi.
Robert Angus Wharton, Brakeman, Murphysboro, Tennessee.
Raymond Francis Zielamy, General Clerk, Chicago, Illinois.

Former G M & O Employee Participates
In Army Educational Program

James H. Wheatley Jr. of Jackson Ten-
nessee, who used to work in the GM&O
Reclamation Shop at Jackson, is now
serving with the Air Force in Alaska, as
a Master Sergeant.

His father, James Sr., is a supply car
man with the GM&O in Jackson.

Sergeant Wheatley works in the In-
formation and Education field, in the Air
Force, and has done much to help men
raise their education standing.

When he was assigned to the Alaskan
Air Command, some time ago, Sergeant
Wheatley saw an opportunity to be of
real service to the Educational Program,
by instructing and making facilities avail-
able to men who did not have immediate
facilities.

Sergeant Wheatley is presently assigned
to the 5600th Hospital Group, at Elm-
dorf Air Force Base, where, under the
guidance of the Alaskan Air Command, he
has initiated a program of educational
facilities for the patients as well as for
the permanent personnel. Many men
would never have “found the time” to
start taking advantage of United States
Armed Forces Institute (USAFI), other-
wise. The hospital is located several miles
away from the main base, and its educa-
tion center serves men of other units in
the vicinity.

Master Sergeant
James H. Wheatley,
Information and
Education Supervi-
sor for the 5600th
Elmendorf Air
Force Base, Alaska,
advises: the patient
of the importance
of getting the most
out of his hospitali-
sation.

James Lewis Farris, Electrician, Bloom-
ington, Illinois.
Robert E. Morton, Electrician Apprentice,
St. Louis, Missouri.
John Bernard Bakos, Carman Helper,
Joliet, Illinois.
Lester James Ingram, Car Repairer
Helper, Montgomery, Alabama.
Larmond Cecil Blair, Asst. Signalman,
Carlinville, Illinois.
Gene Wesley Antrim, Section Laborer,
Waikburn, Illinois.
Edmond Earl Seal, Yard clerk, Jackson,
Mississippi.
E. F. Does, Mechanic, Mobile, Alabama.
E. A. Collier, Clerk, Mobile, Alabama.
W. J. Cole, Clerk, Mobile, Alabara.
Robert K. Mueller, Trucker, St. Louis,
Mo.
James Cleeneth Gray, Office Assistant,
Mobile, Ala.

Glen L. Jones, Agent-Operator, Corwith, Ill.
James Garth Nelson, Station Foreman,
Sparta, Ill.
Herbert Edward Schumacher, Carman
Helper, Bloomington, Ill.
Eugene W. Dubuque, Carman, Meridian,
Miss.
Orville Allyn Anderson, Carman Appren-	tice, Meridian, Miss.
Allen Buford Joseph McKenzie, Carman
Apprentice, Mobile, Ala.
Hugh H. West, Legal Dept., Mobile, Ala.
George Ignatz Stenitzer, Roundhouse
Clerk, Venice, Illinois.
Emory Lee Clark, Machinist Apprentice,
Mobile, Alabama.
George H. Shepherd, Coach Cleaner, St.
Louis, Mo.
Preston Grady Young, Gang Lineman,
Cincinnati, Ala.
Charles H. Lombard, Rate Clerk, Mobil-
e, Alabama.
Howard A. Smith, Jr., Steno-Clerk,
Tulsa, Oklahoma.
Agent Bob Butterfield, Lorenzo, Illinois, rendered valuable assistance to the train crew in removing a draw bar which came out and loading it into a car.

Fireman W. P. Lancaster, Jackson, Texas, corrected the trouble in the engine, enabling the train to proceed.

Conductor H. H. Heater, Engineer E. H. Will, Fireman P. F. Russell, Plugman M. B. Kennedy and Brakeman R. C. Gardner were crew members on the train when a weed burner loaded on the train caught fire. Their alertness in separating the car from the train and calling the fire department saved property damage and delay.

Engineer C. E. Craig, Fireman L. L. Blessing, Brakeman E. E. Lashner and Brakeman H. K. Livingston, Bloomington, Ill., were members of the crew when a draw bar came out, rolling under the train. The crew succeeded in getting the draw bar from under the train and loaded it into a car.

Operator S. N. Jones, Union City, Tenn., observed fire dropping from a journal on a passing car and had the train stopped so that car could be set out.

Agent H. F. Thoos, Pleasant Hill, Illinois was commended by Supt. Comerly for observing a brake sticking on a passing train and signaling the caboose crew to stop so that attention could be given the car.

Conductor R. B. Lander, Slater, Missouri for efficiency in discovering a box car off center and setting the car out.

Brakeman D. L. Ferguson, Venice, Illi- nois for detecting a fire in a freight car standing in the yards, and taking prompt action in the matter.

Conductor E. E. Dilow, Venice, Ill., for discovering a load shifted on a car in advance of a bridge, and carefully handling the train over the bridge.


G&O teamwork and efficiency were called into play in many instances as a result of the recent high water. One of the outstanding examples of this was the fact that between July 15 and July 26, there were handled between North Cairo and Tampas one hundred and fifty-nine Cotton Belt freight trains.

This outstanding job was done without accident or trouble of any kind, denoting efficiency on the part of everyone—dispatcher, chief dispatchers, trainmasters, road foremen and officials.

Retirements...

Switchman Thomas Holland, Venice, Illinois retired on May 16 after “an outstanding record with the company”. Switchman Holland entered the service on December 13, 1920.

General Yardmaster C. B. Camp, Roadhouse, Illinois, retired from railroad service on July 1, 1931 after being in the employ of the company since November 16, 1913. He was promoted to yardmaster on June 20, 1920.

Conductor James S. Bagwell, Dwight, Illinois retired on May 15, after having been with the company since Sept. 6, 1906 when he entered the service as brakeman. He was promoted to conductor on May 3, 1911.

Brakeman V. R. West, Tennessee Division, retired effective July 1, 1951. He entered the service on March 1, 1912.

<table>
<thead>
<tr>
<th>OUR FREIGHT BUSINESS</th>
<th>1950</th>
<th>1951</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Car Loads Billed And Received On G&amp;O</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jan.</td>
<td>47,001</td>
<td>40,868</td>
</tr>
<tr>
<td>Feb.</td>
<td>52,043</td>
<td>45,699</td>
</tr>
<tr>
<td>Mar.</td>
<td>51,409</td>
<td>46,040</td>
</tr>
<tr>
<td>Apr.</td>
<td>47,950</td>
<td>59,047</td>
</tr>
<tr>
<td>May</td>
<td>51,902</td>
<td>59,012</td>
</tr>
<tr>
<td>June</td>
<td>49,976</td>
<td>51,640</td>
</tr>
<tr>
<td>July</td>
<td>53,530</td>
<td>51,188</td>
</tr>
<tr>
<td>Aug.</td>
<td>57,779</td>
<td>50,153</td>
</tr>
<tr>
<td>Sept.</td>
<td>54,370</td>
<td>50,886</td>
</tr>
<tr>
<td>Oct.</td>
<td>61,848</td>
<td>56,402</td>
</tr>
<tr>
<td>Nov.</td>
<td>57,950</td>
<td>56,402</td>
</tr>
<tr>
<td>Dec.</td>
<td>56,402</td>
<td>56,402</td>
</tr>
</tbody>
</table>

Comparison of the first 7 months of the years...