On July 28 Governor Adlai Stevenson of Illinois stood on the rostrum in Democratic National Convention Hall to accept the Presidential nomination of his party. His acceptance address caused many to remember another great Illinoisan, Abraham Lincoln.

Three days later Presidential-nominee Stevenson boarded the Ann Rutledge at Chicago Union Station for the trip back to the State Capital at Springfield. At Joliet, Bloomington, Lincoln, Springfield—and other small stations all along the Railroad—admiring crowds were on hand to pay their respects.

The great crowds and the presidential aspect of the occasion, caused many again to remember Abraham Lincoln—though in sharp contrast. It was over this same route, and with similar crowds thronging the right-of-way that the Great Emancipator returned to Springfield following his untimely death. The date was May 2, 1865.

The crowd last month was a jubilant one. At the Governor’s home city of Bloomington, an estimated crowd of 3,000 persons gathered early at the depot, where a bunting draped platform had been erected for the occasion. The train arrived to the accompaniment of salutes set off from the depot. Employees of the train vied with the press to photograph the crowds jamming the station.

"I’m so glad to be here that I wish that train would just pull out and leave me behind," said Stevenson to friends in his boyhood town, but the crew of the Ann Rutledge had no intention of losing their distinguished passenger so soon.

Springfield hailed the state’s chief executive with brass bands and bursting bombs at the station, where some 10,000 persons ignored the hundred degree weather to greet him. The Sprin-

(Continued on Page 2)

A. B. Paterson, G&M&O Director
Passes Away In New Orleans

Albert Barnett Paterson, New Orleans utility executive and a Director of Gulf, Mobile and Ohio Railroad, passed away in New Orleans on August seventh after a brief illness.

Mr. Paterson was 69 years of age at the time of his death and Chairman of the Boards of the New Orleans Public Service, Inc., and the Hibernia National Bank. As Louisiana’s “first citizen,” an honor bestowed upon him at a recent civic testimonial dinner, he was widely respected and admired for his “unselfish services towards bettering the position of New Orleans as an industrial city and as a center of culture and learning.”

He gave unstintingly of his time for the betterment of his fellow man and has held such honorary civic offices as Director and Chairman American Red Cross, President Chamber of Com-

merce, Chairman United Community and War Chests of New Orleans, Chairman Economic Development Committee of New Orleans, Director Southern Research Institute, recipient of Cham-

ber of Commerce “outstanding salesman at large” plaque, Direc-

tor International House and many others.

(Continued on Page 2)
A. B. Paterson—
(Continued from Page 1)

In the less than three short years in which he was associated with the Railroad he was respected and admired by all who knew him; for his sound business judgment, for his philanthropic ideals and for the sincerity of his friendship.

The New Orleans Times Picayune had to say of his passing:

"As head of one large corporation and as a director of two larger ones, his conduct bore no resemblance to that of tycoons whose attitude was "the public be damned." By example and by suggestion, he encouraged his colleagues and his staff to remember that their attitude should be "the public be served" and that this service shouldn't be limited to office hours.

Personally, he was a kindly man of simple tastes, devoted to his family. He enjoyed wholesome fun and derived boyish delight from the Carnival season. In that connection, as in others, he worked hard in order that many might find pleasure.

In recent years he and his family spent much time on his farm near New Orleans, where he developed a herd of fine cattle.

This community and the Deep South are better places to live as a result of the long service which A. B. Paterson rendered them.

E. A. Hynes is Appointed General Freight Agent, St. Louis

Effective August 1st, E. A. Hynes is appointed general freight agent, Sales and Service, at St. Louis, Missouri, according to an announcement made by Traffic Manager E. B. Farrell. He succeeds J. S. Chartrand, retired.

Mr. Hynes has been with the company since 1917, when he was employed by the former Alton at Pittsburgh as travelling freight agent. He was promoted to general agent at Pittsburgh in 1929 and was transferred to Chicago as general agent in 1932.

In 1939 he went to St. Louis as executive general agent, where he also served as freight representative and division freight agent. In 1937, he was promoted to assistant general freight agent, which position he held until his present appointment. (See picture top next page).

Success Story
(Jackson News)

From Alabama comes a story which proves that initiative and energy are not lost to American youth. It tells how a 4-H Club boy, now only 14, combined a knack for trading with a capacity for hard work to reach an admirable state of affluence.

Back in 1947, the youth owned a pet raccoon. This he swapped for a "runty pig" which he fattened and sold for $17. With the cash money, he bought a lawnmower and used that implement to add to his income during the Summer.

That Fall, he exchanged the lawnmower for a goat, which he sold for $25. He used the proceeds to buy a gift which obligingly produced successive litters. By the time he had 36 pigs, not including the original, he traded eight for a milk cow and sold the rest.

Now this 4-H Clubber has his brood sow, his milk cow, and $350 in savings—all the result of his efforts.

This success story cannot be attributed solely to the youth's genius for trading. Mixed in has been a great deal of hard work, as can be verified by anyone who has had to look after goats, brood sows and milk cows.

The moral, of course, is that youngsters with almost any kind of talent can realize the benefits of that talent only by a healthy application of hard work.
LUNCHEON HONORS CHARTRAND ON RETIREMENT

Thirty-One Years of Service
With Company

"Just one merger after another" is the impression J. S. Chartrand has of his fifty-one years of service in traffic and transportation work as he retired on August 1st from being General Freight Agent at St. Louis. Thirty-one of these years have been with the Gulf, Mobile and Ohio.

Starting to work as a fourteen year old messenger with the Terminal R. R. Assn., Mr. Chartrand worked as impression clerk of waybills during the merger of the St. Louis Merchants Bridge Terminal with the Terminal Railroad. Six years later, as home route clerk, he participated in car movements during the merger of the Wiggins Ferry Company with the Terminal Railroad Association.

From 1914 to 1928, when he came to the Gulf, Mobile and Ohio, Mr. Chartrand worked in traffic departments of two other companies engaged in mergers.

In 1924, he was promoted to District Freight Agent with the GM&O at Kansas City where he remained until 1930 when he was returned to St. Louis during the merger of the New Orleans Great Northern with the Gulf, Mobile and Northern.

With this background, he was thoroughly indoctrinated for the formation of the Gulf, Mobile and Ohio in 1946, and its merger with the Alton in 1948. During this time he was promoted to general freight agent in St. Louis.

His plans for the future revolve about the successful merging of his fishing interests with those he has at the Rifle and Revolver Club.

Mr. Chartrand At New Job

Fellow Workers Present Remembrance Clock

On the day prior to his retirement on August 1st, Mr. Chartrand was guest of honor at a testimonial luncheon in St. Louis. Fellow workers in St. Louis and associates and friends from other points assembled to make the occasion a memorable one. They presented Mr. Chartrand with a clock as an expression of their affection.

Attending were, left to right: F. R. Dobrecht, Commercial Agent; H. T. McBroom, Freight Traffic Agent; R. P. Tallman, (Mobile) Freight Traffic Manager; S. A. Dobbs, (Chicago) Vice President; R. B. Weaver, Assistant Passenger Traffic Manager; R. E. McGinn, Industrial Agent; A. F. Stephens, General Agricultural Agent; R. J. Puff, Chief Clerk, Freight Traffic Dept.; R. L. Fischer, District Passenger Agent; L. L. Lapp, (Kansas City) Assistant Vice President; L. A. Tibor, (Mobile) Vice President; J. S. Chartrand, General Freight Agent; R. E. Stevenson, Vice President; Mrs. Hazel Murray, Chief Statistician; R. A. Pearse, Passenger Traffic Manager; H. A. Hanna, Chief Clerk (Pass. Rates); B. E. Gatlin, Chief Clerk, Passenger Traffic Dept.; H. A. Bauer, Chief Passenger Agent; J. A. Gahen, Commercial Agent; W. F. Wilson, Commercial Agent; Earnest Reinsy, Jr., Commercial Agent; E. P. Essinger, Commercial Agent (Ret.); D. G. Barzard, General Agent, Passenger Traffic Dept.; C. S. Blustone, General Agent, Passenger Traffic Dept.; W. O. Lewis, (New Orleans) General Freight Agent; E. A. Hynes, Assistant General Freight Agent.

Vice President L. A. Tibor, Mr. Chartrand and Vice President R. E. Stevenson.
BLOOMINGTON, ILLINOIS

ONLY KNOWN TRAVELLING FREIGHT HOUSE ON LINE WAS BUILT IN 1886

Retired Freight Agent Mark Millard remembers when the stone freight house at Bloomington went travelling. Although the trip was only a short one, six months were required to complete it.

In order to provide room for expansion of the Bloomington yards in 1928 the freight house was moved to a location three hundred feet from where it was erected in 1886. The moving of the 2280 ton structure was powered by two horses hitched to separate capstans winding 3500 feet of steel cable. Not a crack was made in the building.

Although work continued in the structure throughout the time, employees reminisce that that was one time they never knew where anything would be the next morning, including the office.

Employees at the freight house at Bloomington are, left to right: Rate Clerk T. W. Freedlund, Warehouse Foreman M. Fitzgerald, Cashier J. J. Koppa, Freight Agent R. R. Greenhood, Retired Agent M. Millard, Freight Trucker L. R. Handley, Assistant Warehouse Foreman H. Butler.

Bloomington Is Division Point For Operating Department

Headquarters for the two hundred eighty-seven mile Northern Division are at Bloomington. The force in the office of the superintendent was photographed in front of the office building and they are, back row, left to right:

T. W. Freedlund, Sr., Chief Timekeeper; Chester Andrews, Office Engineer, Supt. Signals; C. C. Caruso, Stenographer-Clerk (Chief Dispatcher's Office); C. Jones, Office Engineer, Supt. Signals; W. Costello, Office Engineer, Supt. Signals; T. P. McCord, Secretary to Supt.; Fred E. Wall, Asst. Trainmaster; Lois Albice, File Clerk;

C. J. Pennebaker, Trainmaster; J. W. Murphy, Chief Clerk to Supt.

First row, left to right:

Irene Ladd, Stenographer-Clerk, Supt. Signals; Marie Brennan, Stenographer-Clerk, Supt. Signals; Dave Ryan, Mail Clerk, Supt.'s Office; Helen Zaleska, Stenographer-Clerk, Supt.'s Office; Alice Durney, Stenographer-Clerk, O. Ashworth's Office, General Agent; Helen Durney, Sec'y to Trainmaster; Bernice Ficose, Sec'y to Supt. Signals; Gertrude Monahan, Telephone Operator.

SUPT. CONERLY
New Communications Tower

Bird’s eye control in the yard at Bloomington will be instituted with the completion of the communications tower shown below. It will be the third such tower on the system.

Sitting 36 feet off the ground in the tower, the yardmaster will be able to converse with trainmen working anywhere in the expanse of the yard. Two-way speakers, spotted at intervals near the ground permit interchange of conversation from tower to yard. By manipulation of levers controlling the speakers, the yardmaster can make a general announcement to workers throughout the tracks under his observation.

This intricate communications system expedites classification of freights with voice control from this railroad eagle’s nest to all sections of the yard.

Three Dispatchers On Duty

Three dispatchers on duty around the clock direct train movements on the Northern Division from Bloomington. Due to the density of the traffic in this territory, a complement of six dispatchers and two chief dispatchers is necessary.

Chief Dispatcher
T. J. Nevin

Dispatcher
F. E. Pfeiffer

Dispatcher
E. D. Mills

Twenty-nine years in the same office together is the record of the eleven members of the Store Department at Bloomington, shown below. Only newcomer is G. Szabados, messenger.


Front Row—Left to Right: K. Murphy, Bill and File Clerk; L. V. Foley, District Storekeeper; G. Klamun, Order Clerk; F. Gammon, Steno-Clerk; E. C. Hamer, Invoice Clerk; A. Christie, Secretary to D. S. K.
NEWS AT A GLANCE

SEPTEMBER HISTORICAL GM&O MONTH

On September 1, 1859 First Pullman Sleeping Car, “No. 9”, began its initial run from Bloomington, where it was built in Chicago and Alton (GM&O) Shops to Chicago.

On September 9, 1862 first Chicago and Alton locomotive made trip from Alton to Springfield. Following this epochal event a great excursion was organized from St. Louis to Springfield and on October 6 the 400 excursionists left aboard the steamboat Cornelia, transferring to the train at Alton for the remainder of the trip. This opened a new way of direct communication and trade between St. Louis and Springfield. The First National Bank and Trust Company of Alton is commemorating this event with a Railroad display in their lobby.

REHABILITATION OF FORMER ALTON LINES

Since acquisition by GM&O there has been a steady rehabilitation of the former Alton Lines.

The double track main line from Chicago to St. Louis has been completely relaid with 112-pound rail, ballasted, resurfaced and tie replacements made. All tie replacements are treated ones; 250,000 laid in 1962.

Improvements on Kansas City segment are 50% completed and should be finished by 1954.

HIGHWAY POSTOFFICE TO BE TELEvised

The Post-Mobile of Gulf Transport (GM&O highway subsidiary) will be the subject of a coming television broadcast by NBC. Cameramen rode the highway postoffice car southward out of Chicago early this month and filmed the workings of this new mail service.

The telecast is sponsored by the National Association of Manufacturers and features modern ways of doing business in the United States. Gulf, Mobile and Ohio, through its bus and truck subsidiary, was the first private carrier to institute mail-bus service after the United States Postoffice Department decided to expand this new field of postal dispatch.

The history making service was first inaugurated September 1st, 1946 out of Mobile. The Chicago-St. Louis service was inaugurated last February. Other postal cars now operated by Gulf are between Meridian and Jackson, Tennessee.

RAILROAD’S RIGHT-OF-WAY TAXES

The railroads own, build and maintain their rights of way and track facilities. Like other property owners they are obliged to pay taxes on these rights-of-way and the improvements thereon.

For instance, in a recent year in Illinois—where GM&O has almost 850 miles of operation—the railroads paid to the various governmental units in the state taxes in the amount of $23,226,846, of which $20,263,184 was paid as ad valorem taxes. Nearly 52% of the latter was paid for school purposes.
Twenty-Five Years Ago

Assistant Vice President L. L. Lapp, Kansas City, brings to light the picture above, made in Meridian, Mississippi around 1927. In the picture are:

Standing: E. L. Mountfort, Traffic Manager, Mobile, Alabama (Deceased); John Winstead, Fireman; Louis Rogers, Engineer; H. R. Smith, Agent; Otis Freeman, Warehouse Clerk (Retired); Mrs. Claudia Vick, Rate Clerk; C. C. Chadwick, General Agent, Mobile, Ala. (Not now in Service); Willie B. Jackson, Stenographer; W. O. Lewis, District Freight Agent, St. Louis, Missouri; R. L. Lichity, District Freight Agent, Jackson, Miss. (Deceased); C. H. Dego, Jr., Division Freight Agent, Mobile, Alabama (Deceased); Ray Chittick, District Freight Agent, Pittsburgh; L. A. Tiber, District Freight Agent, Chicago, Ill.; Charles Benish, Commercial Agent, Jackson, Tenn. (Retired); J. S. Chartrand, District Freight Agent, Kansas City, Mo. (Retired); A. B. Sutton, District Freight Agent, Detroit, Mich.; E. W. Goslee, District Freight Agent, New York, N. Y. (Retired).

Kneeling: R. W. Frazier, Night Clerk; Irving Cole, Cashier; J. S. Stovall, Chief Clerk (Deceased); Leonard Schrock, Bill Clerk; L. L. Lapp, Division Freight Agent; Mike Lamon, District Freight Agent, Memphis, Tenn. (Retired); Lee Davidson, Chief Clerk to Division Freight Agent (Retired).

The Mail Train

Mr. H. O. Wolfe:

"This will be a surprise to you, hearing from me, but yesterday in the Union Station in Chicago I encountered an employee of the Gulf, Mobile & Ohio who I thought was serving your clients far above the regular call of duty.

"While waiting for a reservation at the Pennsylvania desk, I noted a very nervous girl in the line. Not having lost my Harrison County influence, I inquired as to whether or not I could be helpful. I learned that she was going to Canton, Ohio, and wasn't sure of a reservation. She had with her a five-months-old baby and baggage.

"It was my pleasure to see her through the ticket line and then go down to the far end of the station to get her baby and baggage. It was there I encountered your "Abraham Lincoln" hostess, Miss Edith Jones, tending to the baby and watching over the baggage: and this, mind you, much after the time of arrival of her train when I imagine she would normally be off duty.

"The young lady from Arkansas, whose name I don't know, got safely aboard her train but I know that her was a much more restful trip because Miss Jones had been so thoughtful."

Earl S. Ward, C. of C., Fort Wayne, Indiana

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Dear Mr. Tigrett:

In the May issue of the GM&O News I see that you had something to say about subsidized competition.

I have often thought that the trucking business should be made to maintain its own system of highways or lanes, at least, just as railroads have to build and keep up their right-of-ways. The truck owners of heavy trucks pay do not prevent terrible damage to roads or nearly defray frequent repairs that are necessary from so much heavy traffic. Such a transportation set-up as we now have for all forms may be fair, but I fail to see it.

As a free lance writer, I became interested in your little paper, particularly because my mother used to live on the old GM&O and the editor has been sending me copies for which I am grateful.

(Mrs.) Ruth McInnis Todd,
Baton Rouge, La.

Mobile Bowlers — Attention!

Plans are under way for the GM&O Bowling League to get into action the week following Labor Day. This is a handicap league and additional bowlers are needed to complete the league's roster. Anyone interested who would like to bowl please contact one of the following: Julian Hale on extension 320, Ed Naylor on extension 372 or Brad Bowron on extension 367.

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Retirements

Engineer M. M. Harper, Jackson, Tennessee, retired on July 30, 1952 after having been with the company since April 16, 1905.

Operator W. R. Mailey, Jacksonville, Tennessee retired from company service on July 31, 1951. He was first employed by the railroad on May 28, 1912.

Engineer T. C. Clark, Slater, Missouri, retired July 14, 1963

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When "Cy" Chambers completed fifty years with the GM&O on August 1st, his fellow members in the Accounting Department marked the occasion by presenting him with a set of electrical tools.
Meet The Champs...

GM&O had the top team in Mobile's Commercial League, winning the cup for the 1952 season. With teams from eight companies competing, GM&O came off an easy winner on August 1st. In the team are, kneeling, H. A. Bertolotti, Gene Blan, Jim Smiley, Jerry McRean, Bob Bennett, Tom Golden. Standing: Tom Gilder, Charles Oberkirch, Richard Schnell, Al Strong, Jim Alexander and George Pagan.

Absent when the picture was made were A. P. Robert, Oliver Burns, Buddy McClellan, George Rooney and Fred Benedict.

Former GM&O Employee Helped
Quell Koje-Do Prison Riots
Home on leave from the Twenty-seventh (Wolfhound) Regiment of the Twenty-fifth Division in Korea, a former GM&O clerk in the Station Accounting Bureau has an interesting story for his friends in Mobile.

Capt. J. Craig Smallwood was with the Wolfhounds when they were called in to settle the riots at the Koje-do prison camp. The corporal said the camp is the United Nation's largest with 150 to 175 thousand prisoners. Koje-do Island is located about 35 miles off the coast of Pusan.

He indicated that the prisoners were North Korean and Chinese officers and enlisted men.

During his 11-month tour of duty in the combat area, Smallwood was presented the Bronze Star with Combat V, the presidential unit citation with two oak leaf clusters, the combat infantryman's badge, the Korean campaign ribbon with three campaign stars, the United Nations ribbon and the American occupation ribbon.

The three major battles the machine-gunners participated in were Sugarloaf Hill, Hill Ten and Hill 419.

After 16 weeks of training at Fort Jackson, S. C., Smallwood left for the combat zone and arrived on the front lines May 8, 1951. He left March 18, 1952. He will report back to Fort Jackson after a 28-day leave for reassignment. He is visiting his parents, Mr. and Mrs. M. C. Ivy, 456 Magnolia Rd.

DECEASED
Retired Conductor Joe Hayes, who entered the service on March 28, 1944 and retired on November 1, 1944, at Rockhouse, Illinois on July 1, 1952.

Yard Engineer W. J. Delaney, at Joliet, Illinois on July 11, 1952. Mr. Delaney entered the service as fireman on October 22, 1909, and was promoted to yard engineer in 1919.

Retired Engineer R. S. Thomas at San Diego, California, on July 28, 1952. Mr. Thomas entered the service as fireman on September 13, 1913 and was promoted to engineer November 4, 1942. He retired on May 29, 1948.

IN THE SERVICE

Clinton L. Howell, Rate Clerk, Mobile, Alabama.
T. J. Petro, Consist Clerk, Mobile, Ala.
Robert Eugene Schulz, Pipe Fitter Apprentice, Bloomington, Ill.

When Clerks Buddy McClellan of the Merchandise Department in Mobile, left for his new assignment with the Army at Fort Jackson, South Carolina, fellow members of the department presented him with a week-end bag and cigarette lighter. Presentation to McClellan, left, was made by H. H. McIntosh.

"RAILROADS AND CHURCHES"

When a railroad decided recently to discontinue a spur line running from northeastern Colorado to Nebraska, because it was losing money daily, one of the witnesses who opposed closing it off was a farmer who pleaded that the line was a vital necessity to the area.

The railroad lawyer asked, "How long has it been since you shipped anything on this railroad?"

"Well, I don't know as I rightly EVER have."

"How long since you've HIDDEN on the railroad?"

"About 10 or 15 years!"

"Then what difference does it make to you whether the line is abandoned or not?"

"Well, hang it all," said the farmer with some heat, "I walk down almost every night to see the train go by!"

That's it! Lots of people feel the same way about the church: it is a nice old familiar landmark; AND THEY'D MISS IT if it were abandoned and torn down.

How about you? Is our Church vitally necessary to your life or do you just walk past it now and then?

—From the Union City, Tennessee Christian Church Weekly Bulletin.

Emanuel Eugene Lopez, Carman Apprentice, Venice, Illinois
Henry Carl Jackson, Laborer — Paint Spray Gang, Centreville, Ala.
Celebrate Golden Wedding

Mr. and Mrs. Harry Verbeck of East St. Louis, Illinois celebrated their golden wedding anniversary with open house on Sunday, July 6th with more than a hundred guests attending. Mr. Verbeck is a retired GM&O conductor.

He entered the service of the former Mobile and Ohio as brakeman in 1906 and was promoted to conductor in 1908.

The Verbecks have five children, two of whom, Edward and Donald Verbeck, are connected with the GM&O in the Transportation Department at Venice, Ill.

Assistant Vice-President

Thompson Is Back On Job

It’s good to see Assistant Vice-President Thompson of the Operating Department back at work in Mobile.

Mr. Thompson, who was ill for some time, spent several weeks in the hospital in Meridian, before returning to Mobile for convalescing at home.

Pass Is Preserved for 71 Years

A pass, issued to the father of his wife in 1911, is in the possession of Retired Section Foreman E. A. Miles of Ava, Illinois. Good for one trip between Red Bud and Murphysboro, Illinois, the pass was on an antecedent line of the former Mobile and Ohio, called the Cairo and St. Louis Railroad.

The owner, Charles E. Wolf, worked for the line until he was 80 years old, said Mr. Miles, and lived to the age of 92. He was the first man to receive a pension on the Mobile and Ohio, when he retired at eighty.

ALONG THE LINE...

Sister, Mo.—From Fort Eustis, Virginia comes word from J. A. Selph, Jr. that the army is nothing like railroading. Mr. Selph, who was inducted on May 19, was secretary to Sgt. Miller.

St. Louis, Mo.—Dan Barnard, General agent, Passenger Department, has been elected to serve as a member of the board of directors for two years for the Traffic Club at St. Louis. In being elected, Dan received more votes on his ticket than any other member running for this office.

Mobile, Alabama—Taylor Farnell, office manager for the Superintendent of Transportation, is sporting a new fifty year pin from the company. He has been in continuous service with the company since January 1, 1962, and is still “going strong”. Congratulations to Mr. Farnell!

Mobile, Alabama—The boys have it in the Freight Receipts Department. Passing around cigars for the recent arrival of sons are Leslie Simons and James Hunter. Each has been named for his father.

Tuscaloosa, Alabama—Corporal James C. Patton, formerly a painter for the company, has been awarded the Bronze Star Medal for meritorious service in Korea. Patton, who entered the Army in December 1956, was presented the medal in recognition for his performance of duty from February 13 to May 1, 1952.

Mobile, Alabama—On his way home from Korea is Charles Kissaul of the Freight Receipts Department.

Mobile, Alabama—For proudest papa of the week we nominate Wally Wims, freight traffic representative in the Merchandise Department. His pretty little daughter has been named Lydie Yvonne.

Recently appointed Assistant Trainmaster L. W. Babb, Corinth, Mississippi. Mr. Babb entered the service of the GM&O on May 3, 1942 as a switchman in the Corinth yard. In 1944 he began service between Corinth and Birmingham, and in 1949 he was promoted to conductor. He received his appointment as assistant trainmaster on April 22, 1952.

Mrs. Wims is the former Dot Curr who also worked in the Traffic Department until her marriage.

Coal City, Ill.—Private Anton R. Togniatti, who was formerly employed by this company, is now serving with the 7th Infantry Division on the west-central front in North Korea as a combat engineer.

First group of railroad ladies returning on the Rebel from the national convention of the Railway Business Women’s Association held in Colorado Springs on June 20, 21 and 22 were, left to right: Miss Clara Mayhall, GM&O Receipts Dept., Miss Mary C. Ellerman, GM&O Re- ceipts Dept., Miss Agnes Williamson, L&N Railroad; Miss Vesta Simon, L&N Railroad; Mrs. Pauline Ridings, GM&O Store Dept., Miss Addie Swan, GM&O Acct. Dept. The remainder of the fifteen Mobile representatives attending the meeting continued their vacations elsewhere.
Engineer H. E. Hair, Jackson, Tenn., who discovered a broken flange on a car which had been lined up to move, was commended by Supt. Forlines for his alertness.

Switchman W. A. Robbins, Jr., Okolona, Mississippi, was commended by Supt. Forlines for discovering a broken flange while switching in Okolona Yard.

Switchman J. C. Evans, Corinth, Mississippi found a tank car off center in a train preparing to move.

Switchman L. B. McCarter, Tupelo, Miss., was commended for observing, before going on duty, a brake beam down and notifying the crew who stopped the train to correct the condition.

Assistant Bridge Foreman W. M. Fowler, Waynesboro, Miss., was commended by Chief Engineer Bodie for observing a hot box on a train passing his gang, and signalling the conductor on the caboose so that the car could be set out.

Fireman J. B. Carnathan, Meridian, Mississippi, while off duty in the restaurant at Okolona, observed that one unit of a three unit locomotive rolling into the yard was not working. Of his own accord, he went into the yard and located the trouble, blocked out some switches and put the unit into operating condition, enabling the train to handle full tonnage out of Okolona.

Section Foreman J. J. Laffey, Shipman, Illinois, was commended by Chief Engineer Bodie for his alertness in detecting a hot journal as the train passed his house.

Telegraph Operator J. H. Farmer of the Washburn Railroad at Springfield, Ill., earned the appreciation of the GM&O when he reported the extreme high water on one section of our line. He was thanked by Supt. Thomason for his courtesy.

Brakeman H. O. Crowell, Jackson, Tenn., when on the rear platform of the caboose, observed the track out of line to the rear of the caboose in two places. Both cases were reported to the chief dispatcher for repair.

To Night Policeman Art Smith of Dwight, Illinois goes the month's award for neighborhood. When one of our trains experienced trouble at Dwight on account of a hot box and brake sticking on a car, Mr. Smith volunteered the use of his car, handling the members of the train crew back and forth, greatly expediting the work and saving considerable delay to the train.

Conductor J. O. Land and Brakeman J. W. Helbert were commended by Trainmaster Schlu when they detected a brake beam down on a passing train. They signalled the conductor and assisted in the repair of the car.

Son "Tops" Father—Former Line President

At least one distinguished man's son follows in his father's footsteps. Samuel Morris Felton, Jr., son of former Alton President Samuel Morris Felton, tops his father in height (six feet, four inches), and also bears the title "president". He is president of the Shippers' Car Line Corporation of New York City, as a subsidiary of the American Car and Foundry Company.

Sam, Jr., who weighs a lean 220 pounds, was for twelve years sales manager of the Budd Company. When people remarked about his size, he retorted that Mr. Budd hired him because he could carry around the samples.

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

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<tr>
<td>November</td>
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<td>December</td>
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Comparison of the first 7 months of the years........

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