Attending the dinner held in Mexico, Missouri honoring retiring Claim Agent Roberts were: Seated, left to right: J. E. Roberts, Guest of Honor; D. S. Wright, General Counsel; R. E. Stevenson, Vice-Prez; Fred L. Johnson, Gen. Claim Agent; R. L. Ehrhardt, Claim Agent.


CLAIM AGENT ROBERTS HONORED ON RETIREMENT

On June 30, 1953, Mr. J. E. Roberts, Claim Agent at Mexico, Missouri, retired after fifty-one years of service with the Gulf, Mobile & Ohio Railroad and was honored with a luncheon given at Mexico, Thursday, July 16. About twenty of his friends and associates from Kansas City, St. Louis, Mobile and other points gathered for this testimonial luncheon in his honor.

General Counsel D. S. Wright presided at the luncheon and presented Mr. Roberts with a beautiful wrist watch. Mr. Wright read a letter of congratulations from Mr. Tigges, Chairman of the Corporation. Mr. R. E. Stevenson, Vice-President, St. Louis, read a communication from Mr. Hicks, our President, expressing appreciation to Mr. Roberts for his long period of loyal and able service. These letters were presented to Mr. Roberts and with them a lifetime Golden pass and a Fifty year pin, as well as a card making him a member of the Gulf, Mobile & Ohio Veterans Association. General Claim Agent Fred L. Johnson, Mobile, gave a history of Mr. Roberts’ career with the Company.

Mr. Roberts came to the service of the Company in the Operating Department (Continued on Page 10)

New Industry On
GM&O At Columbus

The American Bosch Co. at Springfield, Massachusetts has selected Columbus, Mississippi as the location for a two million dollar plant. A fifty acre site for the plant on the GM&O has been selected, and the contract for its construction is to be let shortly.

The plant will produce electrical equipment for the automotive industry, and will employ 500 people with an annual payroll of over one million dollars.

A railroad spur track to the site from the GM&O will be built.

U.S. RAILROAD WENT TO JAPAN WITH PERRY

One hundred years ago this month, Commodore Matthew C. Perry arrived in Tokyo, to negotiate a commercial treaty with Japan, and thereby open up that empire to the western world.

And just recently, the United States Navy turned the spotlight on a significant contribution to the success of his mission. On that historic expedition, Perry took with him, and presented to the rulers of Japan, a miniature railroad! The train was something like the ones you find in many of today’s amusement parks. Yet it played an impressive role in the treaty negotiations. For Perry used it as an outstanding example of progressive American enterprise—and it was an important factor in demonstrating to the Japanese the many advantages of trading with the United States. — The Railroad Hour.
VICE-PRESIDENT BROCK HEADS
COMMUNITY CHEST CAMPAIGN

GM&O Executive Vice-President and
General Manager G. P. Brock will head
the 1953 Community Chest fund raising
campaign in Mobile with the goal for the
year increased by $48,125 over that of
1952. Also assisting in the Mobile Com-

munity Chest program as a member of the
budget committee is GM&O Assistant to
the President F. J. Lott.

This drive in Mobile is typical of many
throughout the entire railroad territory,
and is a worthy cause to which many GM
&O employees are contributing their ser-
vice and money. Our railroad, too, con-
tributes to recognized chest drives and
tries in many ways to be a good citizen in
the communities in which it works.

Vice-President Brock
(right), chairman of
the 1953 Community
Chest campaign in
Mobile, has accepted an
assignment from E. A.
Hirs (left). Chest pres-
ident, to raise $496,545
in the forthcoming
campaign. The drive
opens October 5.

BROAD QUESTION ANSWERED:
“How WIDE IS A COMMUTER?”

By Robert Wiedrich, The Chicago Tribune
Well, Two Would Have 2½ Inch Overhang

The Illinois commerce commission, the
Des Plaines Valley Improvement associa-
tion, and several suburban railroad com-
muters put their heads together at an IC2 hearing and came up with an answer
to the question: How broad is a com-
muter?

The answer: If two good sized com-
muters are placed side by side on a bus
seat, one of them is going to have a 2½
inch overhang.

This bit of information, along with a
prediction that tall men will have to tie
themselves into knots if forced to ride the
bus, was brought out at a hearing of the
state commission on a request of the Gulf,
Mobile and Ohio railroad to drop its lone
daily round trip suburban train between
Chicago and Joliet.

Got Out Tape Measure

The question of commuter girth arose
when Sylvester Wierschem, Lockport
township supervisor, commented that men
over 6 feet would find life miserable rid-
ing within the confines of a narrow bus
seat after being used to the expanses of
plush provided by the Gulf, Mobile and
Ohio.

Wierschem, who stands 6 feet 5 inches
and weighs 230 pounds, found a supporter
in Harry C. Gunchin of Lockport, a com-
muter, and Bruce D. Cheadle, improve-
ment association secretary.

Gunchin produced a cardboard replica
of a bus seat which Cheadle said be him-
sell had measured. It was 34 inches across
the front, 33 inches across the back, and
17 inches deep.

Attorneys at the hearing cleared their
papers from the counsel’s table and
Cheadle and Gunchin hopped atop the
cardboard seat. After much discussion
and some prodding, it was learned that
when Cheadle perched next to Gunchin

2½ inches of Gunchin draped overboard.

“See how much is left over when I’m
just wearing a summer suit?” Gunchin
said. “Can you imagine what it would
be like with an overcoat on in the winter?”

Someone produced the dimensions of a
Gulf, Mobile and Ohio seat and Gunchin
relaxed. It was 36 inches wide and 17
inches deep.

“On that seat, only half an inch of me
would be out in the aisle,” he told Hear-
ing Examiner Helen Munar.

The railroad which calls the train its
“extravagant daughter,” is petitioning for
authority to drop the train on grounds
it is losing money.

“What can we do about this problem
child?” asked the railroad. “What would
you do if she were yours?”

Long Time No See

Among interesting relics of early GM
&O history are some passes, menus and a
special time card, owned by retired Dis-

trict Passenger Agent W. D. Cornell at
Chicago.

“The good old days” saw prime roast
ribs of beef au jus served on the Chicago
and Alton dinner for fifty cents, with roast
turkey more expensive at sixty. A half
broiled lobster ranked with the roast beef
at fifty cents, and for people who craved
more exotic fare, there were available
broiled squab on toast at the same fifty
cents or mallard duck for seventy-five.

The time card was issued for a trip
from St. Louis to Chicago by “His Ex-
cellency Grover Cleveland, President of
the United States, and Mrs. Grover Cleve-
land.” The train left St. Louis at 11:25
P.M. on October 4, 1887.
FIRST TRAIN RIDE

"I was listening to Wild Bill Hickok (that's my brother's favorite cowboy) and they told about the contest," said twelve-year-old Nora Kerr as she settled down on the Abraham Lincoln to enjoy her first train ride.

As the winner of the Kellogg Company contest to name TV star Andy Devine's ranch, Nora was en route on the first lap of her trip to Cheyenne, Wyoming, Frontier Days Rodeo.

Nora had never entered a contest before, but the trip sounded like a story, and as for the Bendix TV set that went with the first prize—"I did so want it for mom." And even if she missed on the first prize, there was still a coveted bicycle as another. In March, off she mailed her entry.

On Sunday, July 19, first-prize-winner Nora Kerr of Elco, Illinois started her trip West via GM&O's Abraham Lincoln. To be a guest at Andy Devine's Ranch at Cheyenne for which she had offered the winning name, Nora was accompanied by her mother for a week of thrills, the first of which was the train ride.

She had always wanted to ride a train, and knew lots about them (the GM&O runs through Elco, twenty miles from Cairo). She had read her brother's book THE WHISPERING RAILS "five or ten times," and the Abraham Lincoln was somewhat as she expected—but much bigger.

Although looking forward to the remainder of her big trip, the little seventh grader thought of the folks back home during her first few moments on the train, and wrote a picture card to her sister Marilyn. Marilyn (fifteen) assumed the responsibility of keeping house for her father and brother during the absence of Nora and Mrs. Kerr.

The people of Elco (population 300) were incredulous of their little neighbor's good fortune. "Daddy didn't believe it at first, the school teacher wrote EXTRA EXTRA on the blackboard and all the school children called me lucky, and, in a way, I think I am."

"Her name for the ranch? Said Nora, "I'm not 'sposed to tell!"

IN THE SERVICE

Herschel L. Damon, Operator, Trenton, Tennessee.
Robert E. Fisher, Carman Apprentice, Meridian, Mississippi.
Robert J. Earle, Jr., Oilier and Brasser, Juliet, Illinois.
George E. Piese, Laborer, Juliet, Illinois.
John P. Duffy, File and Tariff Clerk, Chicago, Ill.
Thomas E. Niswonger, Docket Clerk, Chicago, Ill.

Employee's Son Whips Cerebral Palsy

How the son of a GM&O employe has defeated the dread cerebral palsy is an inspiring story for others with obstacles seemingly impossible to overcome. John Courtney Berres, son of Foreman Roy Berres of the Mechanical Dept. in St. Louis, will receive his diploma at the August graduation exercises of the University of Illinois. This unusual accomplishment will climax a lifetime of effort for the husky young man who has learned to get about without crutches and braces and who can write, though with difficulty.

John attributes much of the credit for his accomplishments to his parents, who put him into the water early, and who taught him to swim by the time he was three years old.

His mother, Mrs. Roy Berres, is a full time director of the Youth and Adult Center of the Cerebral Palsy Parents Council of Greater St. Louis.

W. J. Lynch, III, Junior Clerk, Mobile, Ala.
Charles Lee Mallory, Ex Agent-Operator-Leveryman, Normal, Ill.
Vernon Lee Dunn, Carman Helper, Bloomington, Ill.
Edward L. Emerson, Carman (Special), Jackson, Tenn.
Luther B. Hall, Electrician Apprentice, Jackson Tenn.
C. G. Hoffman, Carman Apprentice, Mobile, Ala.
Claude J. Schroeder, Carman Apprentice, St. Louis, Mo.
Norman T. Roy, Electrician Apprentice, St. Louis, Mo.
Ellis Henry Finley, Laborer-Paint Gang, Richton, Miss.
Otto M. Tolbert, Section Laborer, Braidwood, Ill.
John S. Markham, Electrician Apprentice, St. Louis, Mo.

WOULDN'T YOU LIKE TO SEE

They may not be listed in the Railway Guide, but names of places to tickle the fancy—and the itching foot—have been listed as follows:

Shapeless, Mass.
Oak, La.
Goodness, Me.
Indecent, Tex.
Deathly Ill.
Hitter Miss.
Praise, Ala.

Coco, Colo.
Proos, Conn.
Farmerize, Del.
Inert, Mass.
Romance, Sask.
Goodnight, Okla.

Assistant Vice President and Mrs. L. L. Lapp, Kansas City, and Western Traffic Manager and Mrs. Sinclair, San Francisco enjoyed a recent evening together in Kansas City, Missouri. The Sinclairs (center couple) were on their honeymoon en route West.
NEWS AT A GLANCE

I.C.C. EXAMINERS RECOMMEND DISMISSAL OF REPARATIONS SUIT

Interstate Commerce Commission Examiners have recommended dismissal of the Government's claims against the Railroads for alleged overcharges on war-time freight shipments. The recommendation is subject to final action by the Commission.

After exhaustive hearings which were very costly to the Railroads, the examiners concluded that charges paid by the Government were not shown "unjust and unreasonable" as claimed.

During the period covered by the complaints the Railroads extended reduced rates to the Government in 1,537 cases under Section 22—which permits the "carriage, storage, or handling of property free or at reduced rates for the United States."

WESTERN RAILROADS HELP DROUGHT STRICKEN AREAS

The western Railroads, cooperating with the Government's drought relief program, have reduced rates 50% on livestock feed to the stricken southwestern states.

They are also being asked to cut freight rates on cattle shipped from these areas to grazing lands in other parts of the country.

Leslie Gould, writing in the Chicago American says, "There is another side—that of the owner—the (railroad) shareholder. He is being made to make this contribution for the relief of a business group—for the stockmen are in business for a profit. They have run into hard luck, due to the weather, but so do the railroads when bridges or tracks are washed out by a storm.

"If the railroads run into a similar emergency, can they get say 50% more rates to help meet the losses? Wanna bet?"

RAILWAY MAIL PAY INCREASE SOUGHT

The Railroads have petitioned for an increase in railway mail pay. In 1952 the rail carriers were paid 319 million dollars for transporting the mail, but it cost them $450 million to handle it.

A typical example of the plight of most local passenger trains which attract little public attention except for mail and express deliveries, is one operated on the GM&O.

For the first three months of this year this train had a deficit of approximately $18,000, an average loss of about $6,000 a month, and this was an out-of-pocket loss and did not take into consideration such proper items as proportionate charges for the use of the tracks, depreciation and other similar ones.

The wages of the train crews and the cost of the fuel used during this three-month period amounted to more than the pay received for carrying the mail. Passenger revenues were not even enough to take care of the cost of locomotive repairs.

$4,500,000 FOR NEW FREIGHT CARS

In order to help finance the purchase of 750 freight cars, our Railroad is offering a $4,500,000 equipment trust issue, in addition to approximately $1,230,000 which we are putting up in cash.

This means that over a period of the next fifteen years GM&O is obligated to pay back $4,300,000 plus interest, for these cars—important tools necessary to our business.

FIVE MILLION RAIL EMPLOYEES

Railway employees, including personnel of the Railway Express Agency and The Pullman Company, both owned by the railroads, together with their families, constitute a group of around 5,000,000 people. This is almost equal to the total population of Kansas, North Dakota, South Dakota, Montana, Utah and Idaho combined.
Why Five College Girls Chose Railroad Careers

Ever since America's first train hostess made her initial trip in 1935 aboard a GM&O streamliner, inaugurating a new career field for women, train passengers have asked, "How did you learn about the job, and why does it have so much appeal?" Here's how GM&O's five newest hostesses answered this question for the NEWS.

Miss Johnnie Johnston, Clifton, Tennessee (top picture)—"I attended college at Union University at Jackson, Tennessee where everybody knows about GM&O. Then my Uncle James (Keeton) works in the Car Department in Jackson. It was a big surprise, though, when I found I was lucky enough to get the job as hostess."

Miss Johnston was valedictorian of her class in high school and served as president of her sorority in college. She was teaching school in Jackson, Tenn., at the time of her appointment as hostess.

Miss Ann Newton, Tuscaloosa, Ala.—(second, left)—"My daddy says I want to be a hostess to 'get the going out of my system'."

Miss Newton, who has had considerable "going" including a trip to Europe, says that none of it brought more excitement than her first trip as hostess aboard the Abraham Lincoln.

She attended Stephens College and graduated from the University of Alabama.

Miss Patsy Jeanne DeWitt, Mobile, Alabama—(second, right, with her father, P. E. DeWitt)—"My daddy worked for the GM&O when the Rebel was first put into service. I've always wanted to be a hostess."

Born in Louisville, Mississippi, Miss DeWitt is the daughter of Assistant to the

(Continued on Page 8)
Car Inspector Akin Retires

On June 30th, W. A. (Bill) Akin, Car Inspector at Union City, retired after 41 years of service with the GM&O.

Mr. Akin started with the railroad in 1912, which was the old M&O Railroad, at Murphysboro, Ill. He came to Union City June 26, 1941. He was a Mason and both he and Mrs. Akin were active members of the Eastern Star and of the Methodist Church.

Mr. Akin, while working at Union City, endeared himself to the men of the various departments on the railroad to the extent that at 2:00 P.M. June 30th, when he had finished his last tour of duty, he was presented with a wrist watch and an electric razor and Mrs. Akin was presented with a gift in appreciation of their friendship and cooperation of those who had known and worked with them. The presentation was made by Supt. W. H. Forlines.

Youthful forester Bobby Strickland of Tuscaloosa, Alabama heaves peeled young trees into a barrel of chemicals to treat them before they are put on his father’s farm as fence posts. Brother Winfred, left, looks on. Both are participating in GM&O’s forestry project at Tuscaloosa.

ALL FORESTERS ARE NOT RANGERS

Boys in GM&O territory find summer vacation a good time to get ahead in forestry projects co-sponsored by GM&O and local civic clubs. At Tuscaloosa, Alabama, GM&O with the Tuscaloosa Kiwanis Club has conducted a forestry contest for boys for five consecutive years.

This summer 4-H Club member Bobby Strickland has, with the aid of his parents, culled, cut, and peeled and prepared 78 young trees to furnish more fence posts for the family farm. Winfred, his ten year old brother, has helped Bobby, 13, and has also plowed the fire lane that he needs to protect the young pine seedlings he has planted as a part of the GM&O forestry project.

Both boys will be eligible for a trip to the Gulf Coast as guests of the Kiwanis Club and GM&O when twelve 4-H members are selected at summer’s end as winners of the projects.

Five New Hostesses

Supt. of Motive Power P. E. DeWitt. She is a graduate of the University of Alabama where she was president of her sorority and a member of the Pan Hellenic Board. She taught school in Mobile last year, when she participated in Mobile’s Mardi Gras as a member of the Court.

Miss Shirley Callaway, Tuscaloosa, Alabama—third, left—“Because I love meeting people and being with them. I like to hear what they have to say.”

Born in Montgomery, Alabama, Miss Callaway’s home is in Tuscaloosa where she attended the University of Alabama. She was president of her high school sorority and a member of the National Honor Society.

(Continued from Page 5)

She became interested in the position through the enthusiastic reports of Hostess June Woodruff and Miss DeWitt.

Miss Betty North, St. Louis, Mo.—“Because I love trains. To me it is thrilling to work on one.”

Miss North is a graduate of Washington University in St. Louis where she majored in Psychology. During summer months of her college years she worked in a number of large businesses in St. Louis. At college she participated in intra-mural sports and was for two years a member of the women’s Pan Hellenic Association. She worked on the yearbook, the humor magazine and on student center activities. She was on the Dean’s honor list in high school and college.
DECEASED

Retired Agent E. J. Garner, West Point, Mississippi on June 17, 1953 at Birmingham, Alabama at the age of seventy years. He served as agent at Artesia, Mississippi until his retirement in June 1949. He is survived by his wife, two sons and one daughter. His son, Roy I. Garner, is employed as GM&O clerk at Artesia.

Baggage man Charlie B. Choate, Jackson, Tennessee on July 13, 1953 at Jackson. Mr. Choate was born July 2, 1892 and entered GM&O service in 1903. He last worked on June 3 of this year. He is survived by his wife, a son and a daughter.

Harvey N. Collins, in the Army from service on GM&O, was killed in action in Korea on June 30, 1953. Mr. Collins entered service as switchman at Blooming ton in 1943 and entered the Army the following year.

Retired Conductor L. C. Woodward, Louisville, Mississippi on July 27, 1953. Mr. Woodward entered the service as a brakeman on June 24, 1908 and was promoted to conductor on December 23, 1911. He retired on April 30, 1949.

Retired Conductor C. A. Poulton, Normal, Illinois on July 13, 1953 at St. Louis, Missouri. Mr. Poulton entered the service as a brakeman on September 29, 1903, was promoted to freight conductor in 1910 and to passenger conductor on August 30, 1911. He retired from the service on September 1, 1952.

B&B Foreman Eugene Simmons, Luke- dale, Mississippi on July 8, 1953 at Canton, Mississippi. Mr. Simmons was employed in 1913 and promoted to assistant bridge foreman in 1915. He was promoted to B&B Foreman on December 18, 1918. He is survived by his wife and five children.


Engine Foreman L. R. Switzer, Artesia, Mississippi on July 31, 1953 at Columbus, Mississippi. He was stricken with a heart attack about three days before. Mr. Switzer was employed by the company as switchman in 1911.

Agent J. H. Newton, Macon, Mississippi, died suddenly at Macon on July 30, 1953. Mr. Newton was employed by the company as telegrapher-operator on Sept. 4, 1912. He was installed as agent at Macon in 1944.

Conductor J. S. Petry, Blooming ton, Illinois, at Bloomington on July 28, 1953. Mr. Petry entered service as a brakeman on October 2, 1917 and was promoted to freight conductor on October 2, 1940.

Miss Mamie F. Jackson, Mobile, Alabama, at Gatlinburg, Tennessee on July 23, 1953. Miss Jackson was secretary to the Auditor of Receipts in Mobile. She is survived by one sister and other relatives.

Yard Engineer F. D. Tefft, Springfield, Illinois, on July 23, 1953 at his home in Springfield. Mr. Tefft entered the service as yard foreman in 1910 and was promoted to yard engineer in 1917. He retired on August 1, 1952. He is survived by his wife.

Retired Conductor P. T. Hobart, Kansas City, Mo., on August 2, 1953 at Kansas City. He entered the service on September 21, 1903 and retired on July 2, 1944. He is survived by his wife.

Switchman L. R. Switzer, Columbus, Mississippi, on July 31 of a heart attack. Mr. Switzer was employed in October 1911 and promoted to engine foreman in February 1913. He is survived by his wife, four sons and four daughters.

Along the Line . . .

Mobile, Alabama—Mr. Hugh West, secretary in the Legal Department in Mobile, has been appointed an official reporter for the State Circuit Court at Anniston, Alabama, and has resigned from railroad service. Hugh came with the railroad in February, 1946. His many friends in railroad circles are congratulating him upon his appointment to this important position.
THE CAR FERRY AT COLUMBUS, KENTUCKY

The following story is from the centennial edition of THE HICKMAN COUNTY GAZETTE at Clinton, Kentucky. The sketch was made from a picture accompanying the article.

Before the railroad came to Hickman County, the only overland communication was by mail stage over the postroad from Columbus to Hopkinsville.

The Mobile and Ohio railroad, starting from Mobile in 1832, was built to Columbus. That was before the invention of the steam-shovel and the pile-driver. Irishmen with picks and shovels and Irishmen with wheel-barrows built that road, and its trestle piling rested upon white oak and mud-sills. And when it was completed and opened through from Columbus to Mobile on April 22, 1861, it was the longest railroad under one management in the world. Years later when the Mobile and Ohio was laid with steel rails purchased from Sheffield, England, it was the first railroad on the Western Hemisphere to have steel rails. The other roads had iron rails.

Columbus, being the terminus of such a long road that split the Confederate States to the Gulf, made it a very strategic point during the Civil War. They called this place the “Gibraltar of the West.” Fort De Rusesy was on these bluffs, fortified with a battery of 139 guns.

In 1871, the St. Louis & Iron Mountain railroad built into Belmont. A transfer boat was put here to ferry its cars and trains from St. Louis into Columbus where a connection was made with trains to Mobile. The track of the ‘Iron Mountain’ was a 4-ft. 8½ in. gauge, and the M & O was 5-ft. A steam hoist was installed here where the tracks of all freight cars interchanged between the roads were “swapped” for track wheels to fit each respective gauge.

May 6, 1874, the St. Louis & Iron Mountain formed a consolidation with the Cairo, Arkana & Texas, commonly called the ‘Cat Road’ from its initials, that made Columbus the ‘Crossing’ for the pioneers from the Southwest who went West to build an empire.
RETIEMENTS

Section Foreman W. L. Dowdy, Shannon, Miss., retired on July 1st after having been with the Company since 1913 when he entered service as a section laborer. He was promoted to relief foreman in 1923 and to section foreman in 1927.

Section Laborer Jefferson E. Slicker, Jonesboro, Illinois, retired on July 1, 1953, having worked since September 26, 1930.

Conductor W. F. Griffin, New Albany, Mississippi, retired on July 17, 1953. Mr. Griffin entered the service as brakeman on October 19, 1913 and was promoted to conductor on December 15, 1926.

Engineer C. E. Whitehouse, Bloomington, Ill., retired on July 21, 1953, having been with the company for fifty years. Mr. Whitehouse entered the service as a fireman on May 23, 1903, was promoted to engineer on October 31, 1906.

Section Laborer Willie Agnew, Baldwyn, Mississippi, retired on July 10, 1953. He had worked intermittently for the GM&O since 1910.

Agent-Operator L. F. Peery, Centralia, Missouri, retired on July 26, 1953, having been in the service since 1928, when he became agent-telegrapher. He has been stationed at Centralia for the past several years.

Warehouse Laborer Sylvester Bland, East St. Louis, Illinois, retired from active service in July after thirty-four years with the company.

Three Rodeo Prizes Won By GM & O Fishermen

Three boys in the Accounting Department in Mobile took prizes at the Alabama Deep Sea Fishing Rodeo, which was held during July.

Ed Roddy, left, won second prize for his king mackerel, while Henry Jackson, second from left, and Traveling Auditor Jimmy Haley won third and second prizes respectively for the sharks which they brought in. They had fished all night before the picture was made in the early morning. Haley's shark weighed 70 pounds, L. E. Battiste, right, had the largest shark, weighing 91 pounds.

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

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Comparison of the first 7 months of the year...........

1952  210  207
1953  333  268

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Commendations

Section Laborer John Lee Smith lives on the east side of the track at Hopewell, Mississippi while Section Laborer Shell Jones lives on the west side. As trains pass through Hopewell, Smith and Jones take time to thoroughly inspect them, and have, on numerous occasions, notified train crews of brakes sticking or hot boxes.

Agent A. E. Fluhm, Newton, Mississippi was commended by Supt. Currie for discovering a brake shoe dragging on the rail as a train passed his station. He notified the conductor so that the car might be serviced.

On two separate occasions during July, Operator D. H. Voalstedt, Atchel, Illinois, earned the commendation of Supt. Conkely when he discovered a hot box on a passing train.

Conductor S. Sneed, Roodhouse, Ill. and Brakeman E. Wahl, Roodhouse, discovered a rail with 14 inches broken out of the ball and immediately reported the condition so that sectionmen could make repairs.

Long after his time for going off duty at Odesco, Mo., Agent-Telegrapher H. W. Stoll answered the phone when the dispatcher called to notify him a car of an expected train was reported to be running hot. Mr. Stoll stopped the train so that the troublesome car could be set out at his station.

Operator H. R. Ganger, Girard, III., was commended for discovering two hot boxes during the month of July.

Telegrapher Leo A. Wollman, Higginsville, Mo., inspected a train passing his station to find a brake beam dragging. He notified the conductor who brought the train to a stop and set the car out.

When Section Laborer Leroy Hartfield, McLean, Ill., noticed a hot box on a passing train, he got into his automobile and drove to the crossing south of McLean and walked some distance to notify the crew. For his interest and alertness he was commended by Supt. Currie.

Brakeman W. H. Haley, Sr. was commended by Supt. Miller for discovering a hot box on three different occasions during the month.

Operator F. W. Wright, Atlanta, Illinois was twice commended during the month of July for discovering hot boxes on passing trains.

COMMENDATIONS

For meritorious service, for alertness and attention to duty, the following men were commended during July:

- Telegraph Operator J. L. Golden, Macon, Miss.
- Operator J. H. Brinkley, Rives, Tenn.
- Telegrapher F. S. Andraliane, Mexico, Mo.
- Brakeman T. L. Peel, Slater, Mo.
- Brakeman F. A. Brandenburg, Slater, Mo.
- Agent F. L. Lakin, Auburn, Ill.
- Operator H. D. Dingman, Illas, Ill.
- Section Laborer Will Brown, Ladora, Miss.
- Brakeman F. R. Anson, Slater, Mo.
- Section Foreman P. H. Mathis, Perry, Ill.
- Telegraph Operator G. W. Mines, Sparta, Ill.
- Agent-Operator H. E. Neilson, Sparta, Ill.
- Baggage Agent - Clerk William R. Clark, Louisiana, Mo.
- Brakeman K. L. Jackson, Slater, Mo.
- Agent-Operator H. A. Leet, Farber, Mo.
- Agent - Operator A. McDermott, Red Bud, Ill.

Good neighbors along the line this month include Mr. Myrtle Crews, Pontiac, Ill.; Mayor John Chapman, Alto Pass, Ill.; Mr. Bill Canada, Dyer, Tenn.; Mr. C. Harvey, Springfield, Ill.; and the National Enamel and Stamping Co. of Jacksonville, Ill. The first three gentlemen discovered hot boxes on passing GM&O trains and notified either the dispatcher or the train crew. Mr. Harvey discovered something dragging under the train and notified authorities, and the National Enamel and Stamping Co. loaned Truck Supervisor Hillman an arm lift to enable him to transfer a carload of brick making no charge for the use of the machine.

Annual Fish Story

Commercial Agent Bob Reynolds, New Orleans, is "at it again". Here's his latest catch from Louisiana fishing waters.

Safe Driving Awards

Gulf Transport Company has presented safety awards to the following bus and truck operators who earned the awards for safe driving during the period June 1952 through June 1953.

- Truck Opr. E. A. Schaack, 6 year award.
- Bus Opr. W. C. Brown, 12 year award.
- Bus Opr. H. G. Mooney, 4 year award.
- Bus Opr. J. W. Mothershead, 6 year award.

CLAIM AGENT ROBERTS

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January 1, 1902, and transferred to the General Claim Department December 19, 1919. Due to reduction in forces, Mr. Roberts returned to the service of the Operating Department in the Superintendent's office at Bloomington, Illinois, December 15, 1957, when he was appointed Claim Agent at Middletown, Missouri, where he has been located since.

Recently Mr. Roberts acquired a trailer, and following his retirement, Mr. and Mrs. Roberts will occupy their new trailer home in Greenwood Court at Bloomington, Illinois.