GM&O Directors Declare Dividends on Stocks

The Board of Directors met in St. Louis on August fourth and President F. M. Hicks reported Gulf, Mobile and Ohio net income for the first six months of $3,486,960, up $718,663 over the same period of 1954.

Directors declared a $.37 per share dividend on the $3 preferred stock of the Company and a 50 cent per share dividend on the common stock. The preferred stock dividend for the current quarter is payable March 12 to stockholders of record February 17, 1956, and the common stock dividend September 12 to stockholders of record August 22, 1955.

As a prerequisite to the payment of the above dividends the Board provided for payment of additional rental to the Company's subsidiary line, New Orleans Great Northern Railway Company, amounting to $53,600 for the current quarter.

Mr. Hicks said the Company would convert a number of hopper cars for experimental purposes in the transportation of woodchips, being used for the first time in the paper and wallboard manufacturing industry. The chips are salvaged from lumber mill waste and afford a new freight commodity in GM&O territory, he said.

Following the GM&O Board meeting, Directors of New Orleans Great Northern Railway Company convened and declared interest payable on that Company’s 5% Income Debentures, due 2032, 1% on September 12 to holders of record September 7, 1955, in addition to 1 1/8% already declared for payment on that date and 1% payable December 15, 1955 and declared 1% payable March 12 to holders of record March 7, 1956.

Passes Are Restricted On Southern Region

The following bulletin was issued on July 14 by Executive Vice President and General Manager G. P. Brock in regard to pass restrictions on the Rebel:

(Continued on Page 2)
Mobile Scouts Leave For Scout Ranch

Gulf Transport’s new air conditioned luxury liner loaded good to the forty Mobile area Boy Scouts and their sponsors as they set out at six a.m. on August 8th for Philmont Scout Ranch, New Mexico. The boys will remain three weeks, returning on the same bus.

Passes Are Restricted on Southern Region

(Continued from Page 1)

particularly to war conditions it was necessary to restrict the use of annual and trip passes on the Rebel trains. While conditions have changed, we still have a situation confronting us on the week-ends which requires continuance of the pass restrictions. Trains No. 15 and No. 16 are being operated at a considerable loss, however, the travel on week-ends is usually good, in fact, at times the cars are filled.

It is, of course, necessary that we exert our utmost efforts to retain the passenger travel, and also endeavor to secure additional business. Under the circumstances, it is regretted that we must of necessity continue the pass restrictions on Trains 15 and 16. Therefore, annual and trip passes issued to officers and employees and their families of this Company (except Life Time passes bearing the prefix L7 traveling on personal account will not be honored on the following trains:

THE REBEL

No. 15—Scheduled to leave St. Louis, Missouri, at 6:00 p.m.; on Saturdays, Sundays, and legal holidays, arriving Mobile, Alabama, at 10:55 a.m., following day.

No. 16—Scheduled to leave Mobile, Alabama, at 3:15 p.m., Saturdays, Sundays, and legal holidays, arriving St. Louis, Missouri, at 8:15 a.m., following day.

Passes presented by foreign line officers, employees, and their families, also passes presented by our officers and employees for travel on company business, are not affected by these restrictions.

We are sure that holders of free transportation can plan their trips on days other than those listed above, except in emergency cases when exceptions may be made by General Superintendent, Superintendents, Assistant Superintendents, Trainmasters, or this office.

Your cooperation is earnestly solicited.

Who Qualifies For Sickness And Unemployment Benefits

The Railroad Retirement Board reports that benefits under The Railroad Unemployment Insurance Act, during the year which began July 1, 1955 and which ends on June 30, 1956, are payable to qualified employees for periods of sickness and unemployment who earned at least $400 in railroad employment during the calendar year 1954, the base year.

The amount of benefits an employee gets depends upon how long he is sick or unemployed and on his daily benefit rate. The rates range from $3.50 for employees who earn from $400-$499 in the base year to $8.50 for those who earn $4,000 or more. Also, an employee is guaranteed that his daily benefit rate will not be less than half of his regular rate of pay for his last railroad job in the base year. On a weekly basis, the benefits range from $17.50 up to a maximum of $42.50.

Benefits can be paid for as many as 26 weeks in a benefit year after a 1-week waiting period. However, no employee can draw more in either type of benefit in a benefit year than his total railroad earnings in the base year.

To get unemployment benefits, an employee must register with an unemployment claims agent. These agents are usually railroad foremen, supervisors, or station agents. An employee usually registers once a week.

To get sickness benefits, an employee must file an application and a statement of sickness with the Board within 10 days of the first day for which he wishes to claim benefits. To make sure that he will not lose any benefits, he should mail his application not later than the seventh day. Application blanks are readily available from employers, labor organization officials, or any Railroad Retirement Board office.

The Board also points out that employees who have received a Certificate of Service Months and Wages (Form BA-6) for 1954 should attach it to their first application for benefits, keeping the stub for their own records. This will help the Board to expedite an employee’s first payment. An employee who does not have a certificate, and who becomes sick or unemployed, should file his claim anyway.

There is a time for play and a time for work. But they will not work together for safety first.—W. L. Smock, 2nd prize winner on District No. 4 safety slogan contest.
A Poor Companion

"To sit alone with my conscience," a poet once said, "will be judgment enough for me." More than one person has found a guilty conscience a poor companion, and sought means to rectify it.

In July the Treasurer of the GM&O received a check for $500 in payment "ten fold" for some five dollars misappropriated fifty years ago by an anonymous sender, who wished to "clear my conscience."
The letter ended "Thanks an awful lot."

McKay last week. If you were at a state contest, scared to death, and they picked you to be the first one to talk to the judges and as you hastily opened the door to the torture chamber and faced two men and one woman across a big desk and one of the men suddenly asked you how the "GM&O" was getting along in Louisville what would you say or do?

Well, that was the situation that Ann Adelle found herself in the first day down at Jackson. She says that right on the spur of the moment she told them that the "GM&O" was doing just fine, that one of the new diesel engines had developed a bad cough the first part of the week, but the new drug, consisting of penicillin oil, was administered and the little engine was doing much better. And she added that all the engines and boxcars on the "GM&O" asked her to say hello to all their friends on the Illinois Central."

You Can Now Travel On Credit On Railroads

You can now travel from east to coast on credit. Forty-three railroads have announced that, effective August first, new Rail Travel Cards will permit credit on all of the member railroads for rail and Pullman tickets and for meals and refreshments on trains. GM&O is one of the member lines.

"This," said GM&O Division Passenger Agent E. A. Chapman in Mobile, "is not an innovation on GM&O. We have had a credit plan for salesmen and regular travelers for many years."

It does, however simplify for the long distance traveler’s trips over many different lines.

The new card will be issued both to companies for their traveling personnel, and to individuals for personal travel.

No deposit or cash balance is required. The Rail Travel Credit Agency will simply clear credit ratings of applicants for its member railroads, which will handle billing directly with card subscribers.

The new plan has numerous advantages. It reduces the risk and inconvenience of carrying large amounts of cash. It cuts down the necessity for cash advances by the company for its employees, and it will make expense accounting and tax reporting simpler.

An advertisement on page seven of this issue of the NEWS lists the railroads participating in this "Travel on Credit" plan, and gives a picture of the rail travel card which can be procured to simplify travel by rail.

Said to be the world’s largest laminated wood arches ever fabricated in a plant, and requiring special handling, this imposing shipment moved in connection with our line last month. The arches are to become a part of the construction of a million dollar Jai Alai Fronton at West Palm Beach, Florida and are shown here leaving Magnolia, Arkansas where they were fabricated by Unit Structures Inc.
The arches are 88 feet from tip to tip of the ends and are made of southern pine. There are twelve arches in all and will go into a rounded type roof over a floor area of 46,948 sq. ft. Jai Alai is a popular Cuban sports game. (Photo courtesy Unit Structures, Inc., Peshtigo, Wisconsin.)
Railroading Is "The Good Life"

At Montgomery, Alabama, Television Station WSFA has a local program entitled "The Good Life," in which a local person is interviewed regarding Montgomery and his or her own personal life. On one of these programs recently Mrs. Eloise Martin, secretary in the office of Division Freight Traffic Manager Villar, was interviewed as an outstanding business woman of Montgomery. Mrs. Martin's telecast left her listeners impressed with her faithful service with GM&O and the fact that, to her, railroading is a "good life."

KILLED HIM A B'AR

The king of the wild frontier has made more of an impression on the small fry than we had supposed. Saturday evening we were taking the boys out to a drive-in for a cold drink and had to pull up for the GM&O's crack "Abraham Lincoln" at the West Main street crossing. As the brilliantly lighted streamliner slithered past the crossing and the illuminated likeness of the Great Emancipator on the rear car retreated down the track, five-year-old Grandson Chris cried: "Hey, look! It's got a picture of Davy Crockett!" —Carlinville, Ill.
—Macoupin County Enquirer

RETIREMENTS

Crew Dispatcher H. H. Drosselmeyer, Slater, Missouri, retired on June 20 after being in the service since August 25, 1916. Mr. Drosselmeyer entered service as a locomotive fireman, and was promoted to Engineer June 1, 1943.

Crossing Watchman A. T. Montgomery, Bloomington, Illinois, who has been in the service of this company since 1956 as section laborer, section foreman and crossing flagman, retired on July 5, 1955.

Conductor C. J. Cachart, Springfield, Illinois, retired on August 1, 1955. Mr. Cachart entered service as brakeman on October 5, 1928 and was promoted to conductor in 1941.

Clerk Alonzo Huggins Taylor, Corinth, Mississippi, retired on July 31 after being employed by this company since 1917.

Agent L. F. Lawton, Delavan, Illinois, retired on June 30, 1955 after being in the service of this company since 1910.

Engineer L. Trabue, Roodhouse, Illinois, retired on June 5, 1953. Mr. Trabue entered service as a fireman on July 16, 1903, was promoted to engineer in 1906.

A mountaineer saw his first avocado in the general store and seemed quite puzzled by it. "Want to try one?" asked the storekeeper.

"Nope," was the reply. "I got so many tastes now I can't satisfy I ain't aiming to take on any more."—KC Star

Aerial view of Iselin Shops, Jackson, Tennessee. This is the principal locomotive and repair shop on the Southern Region. It is capable of performing all work received on diesels since it is equipped with overhead crane facilities for changing engines and locomotive bodies. The principal appurtenances such as fuel injection pumps, small generators and motors are completely rebuilt here.

● 4 ●
NEWS AT A GLANCE

HOUSE VOTES AGAINST HIGHWAY PROGRAM

Legislation for a multibillion dollar highway program was defeated in the House of Representatives on July 27 when the issue became “who pays how much.” Final balloting was on the Fallon Bill which would have provided some $12 billion in special taxes through increases in the gasoline tax, the tax on diesel fuel for highway use, and excise taxes on heavy duty tires and on new trucks, to make the rate equal to the rate of excise tax on new automobiles.

Truckers argued against any taxing measures designed to equalize the truck tax burden with the burden borne by ordinary automobiles.

The railroads took no position either for or against the highway bill, but supported the proposition that if there was to be this multibillion dollar expenditure for roads, the legislation should include at least two provisions . . . . one which would exact user charges on a pay-as-you-go basis with trucks paying in proportion to the extent and character of highway use and one that would keep the trucks from becoming progressively bigger and heavier.

RAIL-HIGHWAY CROSSING ACCIDENTS LOWEST

Accidents at rail-highway crossings in the United States were lowest in 1954 than in any year since 1924, when statistics were first compiled. There were 2,052 involving motor vehicles and of these 33.6% were accidents where vehicles ran into trains. More accidents occurred in 1954 when the trains were moving between one and nine miles-per-hour than at any other speed and when vehicles were moving between 20 and 29 miles-per-hour. Trains with from one to nine cars were involved in more accidents than trains of any other length.

Accidents were more common on Friday than on any other day of the week . . . and from 7 to 7:59 p.m.

SECRETARY WEEKS EXPLAINS TRANSPORT POLICY

Secretary of Commerce Sinclair Weeks told the Mountain Pacific States Conference of Public Service Commissioners that “the philosophy underlying the report (Presidential Advisory Committee on Transportation Policy and Organization) is quite simple.” He explained, “The basic idea is to strengthen the regulations which protect the common carrier and assist it in assuring the fulfillment of its obligations. These obligations are to provide dependable service at published rates open to all without discrimination.

“The railroads have had these obligations for a long time. The Congress in 1940 extended these obligations to the trucking industry. However, our experience since 1940 is that only a small part of trucking for hire is carried on by common carriers. It is our belief that the common carrier provisions applying to the trucks should be strengthened.

It is our belief that unless this is done, the common carrier obligations as applied to the trucking industry will continue to dwindle and may finally disappear.”

“We believe that strengthening the common carrier concept and giving more free play to competition will result in a stronger transportation industry to serve the public interest in peace, and help defend the public interest if war should come.

“This is the philosophy of our recommendations.

“I have seen some criticisms to the effect that our recommendations are intended to favor one kind of carrier more than another. A study of the measures will show that this is not so. Our recommendations are to let all carriers compete under the same wording of the law. I cannot see how that favors one kind of transportation over another—unless it be that some transportation agencies want to be protected against competition. If that be the case, it seems to me that they have a heavy burden of proof upon them to show that their protection is in the public interest.”

RAILROAD WAGES HAVE DOUBLED SINCE 1940

The average compensation of railway employees has more than doubled since 1940 and has more than tripled since 1918. In the latter year, railroad employees received an average of $1,486. In 1940 the figure had increased to $1,913. It passed the $2,000 mark in 1941, the $2,000 mark in 1946, the $4,000 mark in 1941, and in 1954 it soared to an all-time high of $4,560.
Tupelo Agent Heads Claims Association

Mr. J. H. Craig, Claim Agent at Tupelo, Mississippi, was elected President and Chairman of the annual meeting of the Southeastern Claims Association at Biloxi, Mississippi, June 13.

The delegates attending the meeting were entertained at a pre-convention party by the members of the GM&O Claim Staff. The meeting was attended by about 100 delegates and their wives. The membership consists of the claim departments of railroads, bus and transit lines and utility companies in the southeastern section of the United States.

Mr. Craig was elected President at the previous year's convention at Charleston, South Carolina. Our Mr. Fred L. Johnson, General Claim Agent, was Chairman of the Program Committee and arranged for the topics program. Our Mr. Wayne Ely, Division Counsel, St. Louis, was one of the speakers. Other speakers included Mr. Charles B. Arendall, Jr., District Attorney, L&N Railroad, Mobile, who gave the address of welcome; Mr. Harland L. Hackbert, Attorney, Chicago; Mr. William A. Porteous, Jr., Attorney, New Orleans; Mr. Ernest Celli, Assistant Chief Surgeon, Illinois Central Hospital Department, New Orleans; and Mr. C. H. Fagan, District Claim Agent, Southern Railway System, Knoxville, Tennessee.

Davy Took A Train Ride

Davy Crockett, the fabulous “King of the Wild Frontier,” idolized by millions of American children and not a few grown-ups, had many exciting adventures in his lifetime. Few events during the years he spent in Congress probably thrilled Crockett more than his rides behind the “Iron Horse.” He recorded these railway trips in his journal, parts of which were published later in his autobiography.

Colonel Crockett, as he was commonly called by contemporary writers, served his western Tennessee district in Congress for three terms—from 1827 to 1831 and from 1833 to 1835.

When Davy Crockett first went to Congress, there was not a locomotive anywhere in the New World. But while he was in Congress, the railway era was born, and by the time he was serving his third and last term in that body, there were about 300 miles of railroad in the United States, including lines running out of Baltimore, Philadelphia, Albany, Boston, Charleston, and New Orleans, and there was much talk of railroads and locomotives throughout the country.

Davy Crockett decided not to return to his home in Tennessee without seeing the excitement of the North and East and experiencing the thrill of riding on a railroad train.

“During the first session of the 23rd Congress,” he wrote, “I thought I would take a trip through the Northern states. This, in addition to my physician’s advice to travel a little for my health, induced me to leave Washington on the 20th day of April, 1834, and steer for the North.”

The famed frontiersman left Washington by coach, and the next morning arrived at Harmon’s City Hotel in Baltimore. That evening, his journal does not detail his journey, but a study of travel routes of that period indicates that en route to and through Baltimore he crossed the tracks of Maryland’s pioneer railroad, then opened from Baltimore 68 miles westward to Point of Rocks.

Davy Sees His First Locomotive

Resuming his journey the following morning, Crockett traveled by steamboat to Frenchtown, Maryland, where a connection was made with the New Castle & Frenchtown Railroad.

It was in the little port city of Frenchtown that April morning of 1834 that Davy Crockett got his first glimpse of a locomotive and a train of cars. Here is how he described it:

“Our voyage down the Chesapeake Bay was very pleasant,” he wrote, “and in a very short run we came to the place (Frenchtown) where we were to get on board the railroad cars. This was a clean new sight to me; about a dozen big stages hung on to one machine . . . After a good deal of fuss, we all got seated, and moved slowly off, the engine wheezing as if she had the tizzick. By and by she began to take short breaths, and away we went with a blue streak after us.”

The New Castle & Frenchtown Railroad—the first railroad in America to operate trains by signals—was about 16 miles in length, and the trip to New Castle was covered in 55 minutes.

“Hell in Harness!”

“While I was whizzing along,” Crockett continued, “I burst out laughing. One of the passengers asked me what it was at. ‘Why,’ says I, ‘it’s no wonder the fellow’s horses run off!’”

Colonel Crockett was referring to an incident that had been reported of a Carolina waggoneer who was crossing the South Carolina Railroad when the horses ran away.
THE MAIL TRAIN

GM&O WAY IS A GOOD WAY

Dear Sir:

On July 5th, last week, my 21 grandchildren and three adult helpers were my guests. The grandchildren (ages 4 to 16 years) had their first train ride on the GM&O RR from Bloomington to Lincoln, Illinois. It was a thrill to see so many happy faces.

I wish to thank you for the courtesy that was shown to us. The ticket agent, the conductor, the porter, all were so kind to us, so considerate, especially so, with a group of children.

I think you ought to know of my appreciation and I will keep in mind that GM&O way is a good way to travel. The children have big plans now to go to St. Louis by train and see the Zoo.

Sincerely,

Mrs. Frank Laesch

HE RECOVERED HIS WALLET

Gulf, Mobile & Alabama Railroad

Gentlemen:

I would like to commend the honesty of your passenger clerk, Mr. Don Fetchett on the Gulf, Mobile & Alabama station on College Avenue in Alton, Illinois.

Monday, July 18th, I dropped my wallet in the washroom on the Alton station. Through Mr. Fetchett's efficiency, I recovered my wallet a short time after leaving the station.

Looking forward to riding your road often, remain,

Your truly,

J. J. Kaphusman

Chicago 8, Illinois

TIMES HAVE CHANGED

The NEWS received an interesting letter from Texas this week containing a clipping from a former employe. We are grateful to Mr. Ferris, both for his letter, which is quoted below, and for the clipping which we are reproducing. (We've been having a little trouble with our mirrors too.)

The GM&O News

Mobile, Alabama

Dear Editor,

I've been reading a copy of the Rebel which I'm very grateful to receive each month. It brings to me a memory of a day long ago—June 28th, 1896. That day was a beginning of forty-four years of railroading for me. Most all of it was with the old M&O.

The G was added later and after riding the Rebel I think the G stands for "Glouram." What changes Time and the Wheels of Progress have made! On a recent trip back East I note that even some old ghost towns are coming to life and enjoying modern factories and industries. That, I am sure, is brought about by friendly cooperation of your management and I am proud to say, "Yes, I am a veteran of the GM&O."

I am enclosing copy of "It's Later Than You Think" which was sent to me by a friend when he learned I am approaching my 89th birthday. So much of it is true but it's nice we can also laugh about it.

With best wishes to you and the GM&O I am very truly yours,

George Ferris

Retired brakeman—Jackson Division

IT'S LATER THAN YOU THINK

Everything is farther than it used to be. It's twice as far from my home to the bus line now, and they've added a hill that I've just noticed. The buses don't stop for as long either, but I've given up running for them because they get away faster than they used to.

Seems to me they are making staircases steeper than they used to. The rises are higher or there are more of them or something.

Have you noticed the small print they are using lately? Newspapers are getting farther and farther away when I hold them, and I have to squint to make out the news. It's ridiculous to suggest that a person of my age needs glasses, but it's the only way I can find out what is going on without someone reading aloud to me, and that isn't much help because everyone seems to speak in such a low voice that I can scarcely hear them.

Times are sure changing. The material in my clothes, I notice, shrinks in certain places; you know, like around the waist or in the seat. Shoe laces are so short they are next to impossible to reach.

Even the weather is changing. It's getting colder in the winter and the summers are hotter than they used to be. The rain is so much better that I have to wear rubbers, and I guess the way they build windows now makes drafts more severe.

People are changing too. For one thing they are younger than they used to be when I was their age. On the other hand, people my age are so much older than I am. I realize my generation is approaching middle age, but there is no reason for my friends to totter into senility.

I ran into a friend the other night, and she had changed so much that she did not recognize me. "You've put on a little weight," she said. "It's this modern food," I told her. "It seems to be more fattening."

I got to thinking about her this morning while I was dressing. I looked at my own reflection in the mirror. Seems they don't use the same kind of glass in mirrors anymore.
Promoted

A. L. Jones, Bloomington, Illinois, has been appointed Signal Supervisor with headquarters at Bloomington. The appointment was announced by Assistant Superintendent of Signals Curtis Kies on August 1.

ALONG THE LINE

Mobile, Alabama — In the Freight Receipts Department there have been two additions to the Cradle Roll. Tina Louise Leigh was born on July 12 to the R. E. Leighs and Daryl James Crosby was born on July 27 to the J. C. Crosbys.

Chicago, Illinois — Denny Teillon of the Passenger Department has been awarded the honor of being named Railroad Salesman of the Year by the Chicago Passenger Travel Fraternity.

Bloomington, Illinois — Arthur Haley Rhodes of the Roadway Department entered the Armed Forces during May.

Mobile, Alabama — Formula-fixing by fathers is receiving a good deal of discussion in the Freight Receipts Department where J. H. Nicholas and W. H. Brazell are both fathers of new baby girls. Mary Roberta Nicholas was born on May 11 and Marian Angela Brazell arrived May 26. In June Michael Nicholas was born to Mrs. Martha Nicholas and John Lawrence Bronold to the John M. Bronolds.

Mobile, Alabama — Cornelius A. Kennedy, Forwarder-Revisor in the Freight Receipts Department, was married to Beverly Jean Heath on May 28.

St. Louis Mo. — For the second time Mrs. Vera Elvert was invited to serve as judge to select Miss Hospitality for the state of Mississippi. Mrs. Elvert, with two other judges, watched the fifty-six contestants for five days. Their selection of Miss Emily Hall of Leland was announced before 1500 people at Biloxi on June 28.

New Albany, Miss. — John Thomas Kennedy, Jr. of the Transportation Department entered the Armed Forces during June.

St. Louis Mo. — Agricultural and Forestry Agent A. F. Stephens served as judge for the 1955 Illinois FFA Ford Tractor Operators’ Contest sponsored by the Ford Tractor Dealers of Illinois. The Victory Banquet was held on June 13 for the winners in the contest designed to instill into Illinois farm boys the value of tractor maintenance, farm safety and the proper adjustment and operation of the farm tractor and plow.

Wife: “You say you’ve been promoted?”
Husband (an office worker): “Yes, I was head of the drop department, but now I’m in charge of the sandwich department.”
Wife: “Well what does that mean?”
Husband: “The boss used to say ‘Drop whatever you’re doing and do this!’ Now he says, ‘Sandwich this in between whatever you’re doing.’” —K. C. Star

DECEASED

James Raine, Sr., elevator operator at Gulf Terminal Building, Mobile, Alabama, passed away on July 18th. He had worked with the MoO—GM&O 43 years, and his friends were legion.

Engineer George Cowan, who entered service as a fireman in 1917, and was promoted to engineer in 1945, died at Barstow, California while on vacation. Mr. Cowan resided at Bloomington, Illinois and is survived by his wife.

Retired Office Engineer M. R. Hoagland, Chicago, Illinois, died at his home in Chicago on July 12. Mr. Hoagland entered service December 1921 and retired June 30, 1951. He is survived by his wife.

Agent E. M. Halyard, Bellis, Tennessee, died at his home at Belis on July 20, 1955. Mr. Halyard entered the service as agent at Bellis in 1912, and is believed to be the only agent this railroad has had at Bellis.

Retired Clerk Harry Joe Wyche, Sr., Meridian, Mississippi, at Meridian on July 15, 1955. Mr. Wyche was employed in October 1922. He was a veteran of World War I, in which he suffered injuries from which he never fully recovered.

Yard Fireman D. L. Taapken, Springfield, Illinois, died at St. Louis, Mo. on July 1, 1955. He is survived by his wife who lives at Petersburg, Ill.

Electrical Helper L. W. Starkey, Jackson, Tennessee, at Jackson on July 4, 1955. Mr. Starkey entered service in 1929. He had been a steward in his church for the past twelve years and a division superintendent of the Sunday School. He was also a member of the Brotherhood of Electrical Workers. He is survived by his wife.

Retired Engineer Waymond Perry Jones, Jackson, Tennessee, at Jackson on June 20, 1955. Mr. Jones entered the service of this company on March 27, 1913 and retired on February 27, 1948. He leaves his wife and one daughter.

Retired Engineer Henry Clay McAdams, Jackson, Tennessee, at Jackson on July 3, 1955. Mr. McAdams entered service of this company in 1905 and retired in 1946. He is survived by his wife and one daughter.

Machinist John H. Shumaker, Jackson, Tennessee, died at Jackson on August 4, 1955. Mr. Shumaker had been off duty account of illness since May. He entered service at Whistle, Alabama as a tool room boy in 1918 and became a machinist in 1926. He was transferred to Jackson in 1937.

Guests at a recent affair of the Business and Professional Women’s Club of Columbia, Missouri modeled hats indicative of their occupations, Miss Adeline Hardin, file clerk-stenographer, in the office of Superintendent of the Western Division at Slater, Missouri, is shown wearing the hat which won first prize — a train with the GM&O emblem, complete with engineer in faded denim.
COMMENDATIONS

For attention to duty, and meritorious service during the month, the following men were commended:

Brakeman W. W. Wenzel, Slater, Mo.
Brakeman K. L. Jackson, Slater, Mo.
Conductor M. R. Stubblefield, Slater, Mo.
Signal Maintainer A. J. Schuster, Jackson, Tenn.
Engineer I. Weakley, Slater, Mo.
Brakeman F. A. Brandenburg, Slater, Mo.
Brakeman H. R. Hoopes, Slater, Mo.
Section Foreman E. R. White, Centralia, Mo.
Agent C. G. Moore, Centralia, Mo.
Station Porter Solomon Willie Shinault, Boonville, Miss.
Joint Telegrapher A. D. Wilson, Middleton, Tenn.
Conductor B. T. Collier, Tuscaloosa, Ala.
Fireman E. F. Price, Meridian, Miss.
Brakeman H. K. Boyd, Meridian, Miss.
Brakeman C. R. Wiggins, Meridian, Miss.
Flagman W. H. Walker, Tuscaloosa, Ala.
Section Laborer J. S. Sanders, Clark, Mo.
Section Foreman H. Schilling, Humboldt, Tenn.
Section Foreman W. D. Bert, Booth, Ala.
Brakeman W. H. Giles, Slater, Mo.
Clerk Travis Williams, Rienzi, Miss.
Agent H. L. Runyon, Pearl, Illinois.
Operator D. H. Vollstedt, Athol, Ill.
Conductor B. M. Lanham, Slater, Mo.
Brakeman W. H. Haley, Jr., Slater Mo.
Conductor C. A. Bain, Tuscaloosa, Ala.
Operator L. J. Laughlin, Girard, Ill.
Flagman J. E. Baker, Meridian, Miss.
Operator C. M. Gaither, Atlanta, Ill.
Operator E. W. Amberg, Athol, Ill.
Fireman E. D. Brown, Slater, Mo.
Brakeman R. B. Stipes, Slater, Mo.
Brakeman T. L. Peel, Slater, Mo.
Brakeman S. M. Carr, Slater, Mo.
Conductor H. H. Howerton, Slater, Mo.
Conductor W. W. Corn, Meridian, Miss.
Engineer A. D. Paul, Meridian, Miss.
Agent-Operator F. D. Cowan, Maplesville, Ala.
Brakeman R. L. Jones, Slater, Mo.

On two occasions, Fireman A. W. Hawks, Jackson, Tennessee, while at work on Pile Driver work train crew at Selmer, Tennessee, assisted a conductor in taking hot box cars off at Selmer. He rendered assistance both in setting out the cars and in each case pulling the packing and extinguishing the fire, thus saving extra delay to the trains.

Ten Years Ago

General Foreman Mechanical Department T. R. Long at Venice brought memories back with a clipping from the St. Louis GLOBE DEMOCRAT of July entitled "10 Years Ago." The time was just subsequent to the GM&O-Alton merger, and the clipping read:

"The Rebel" and "Abraham Lincoln" stood side by side at the Union Station today. The "Rebel," GM&O's diesel engine which ran between East St. Louis and the Gulf ports, made its initial entry into the Union Station, and had its tracks next to the "Abraham Lincoln," the crack diesel engine of the Chicago and Alton, going to Chicago.
Commendations

Conductor T. W. Grotjan, Slater, Missouri, discovered on the train on which he was conductor a trailer truck loaded with the blocking loose, and the load shifting, and he made arrangements for the car to be set out possibly preventing a costly accident.

Brakeman J. V. Todd, Roodhouse, Ill., was looking over his train when he discovered a board protruding from a box car which might have come in contact with a train on the northbound main track. He immediately stopped his train and removed this board to avoid possible damage.

Section Foreman J. J. Laffey, Shipman, Illinois, was at home in the evening when No. 29 passed. As he watched the train, he discovered a hot box and notified the crew so that the car could be set out.

Section Foreman Lowell Ford saw fire flying from No. 30 as it passed Carroll, Tennessee at 8:20 p.m. He contacted the Chief Dispatcher's office over the city phone, and the train was notified by radio, and was stopped so that brakes could be released.

When train No. 33 stopped at Wann, Illinois on account of hot wheels, Signalman B. D. Blair, College Avenue, Alton, Illinois, took the conductor in his motor car from the caboose to where this bad order car was located in the train, later returning him to the caboose, saving considerable delay to the train.

Hand and Lamp Signals To Communicate Information To Train Crews.

HOT BOX HEAD END OF TRAIN BY DAY
Hold nose with thumb and finger of one hand, move other hand horizontally across the middle of the body.

HOT BOX MIDDLE OF TRAIN BY DAY
Hold nose with thumb and finger of one hand, move other hand horizontally across the middle of the body.

HOT BOX REAR OF TRAIN BY DAY
Hold nose with thumb and finger of one hand, patting the hip with the other.

BRAKES STICKING, OR WHEELS SLIDING BY DAY
Place palm of hands together in a horizontal position, and move them back and forth.

PROCEED, ALL CLEAR OR "HIGHBALL" BY DAY
Hand extended above head with hand moving this to indicate everything all right.

STOP SIGNAL
Sweep hand or light across body this is to be given by day when for any cause train should be stopped, such as brake, rear dragging, etc. To be given at night for hot boxes, wheels sliding, car doors swinging, connections dragging or for any other circumstances that prevents an upright condition for the continued movement of the train.

For the office personnel and other railroad enthusiasts who are not familiar with the signals of the Operating Department, this is railroad sign language frequently employed by people commended on this page.