Retired Supt. Passes

D. F. Rice, Sr., who served as a superintendent on this railroad for more than twenty years, passed away at his home in Jackson, Tennessee, on July 23. Mr. Rice retired in February of 1945.

Employed by the railroad as a track laborer on December 5, 1895, Mr. Rice was promoted to work train conductor in 1897 and to conductor in 1899. In 1905 he was promoted to assistant trainmaster, in which capacity he served until 1918, when he was promoted to trainmaster. In 1923 Mr. Rice was promoted to superintendent, which position he held until his retirement.

Two Promotions In Traffic Department

William E. Byard, Jr., commercial agent at Albany, Georgia, has been appointed commercial agent at Birmingham, Alabama, effective August 1. Successing Mr. Byard at Albany is Charles L. Hardesty, promoted to commercial agent from freight traffic agent at Mobile, Alabama.

These two transfers in the Traffic Department were announced this month, and came as a result of the sudden passing of former division freight agent James E. Mowery of Birmingham.

Mr. Byard, who is a native of Columbus, Georgia, entered the service of the GM&O on September 1, 1951 as commercial agent at Albany, where he has remained until the present time.

Mr. Hardesty was employed by the company in 1953 as a utility clerk at Mobile. He was later in the year promoted to freight traffic agent at Jackson, Mississippi. He remained in Jackson until 1955, when he returned to Mobile as freight traffic agent, which position he has held until his present promotion.

2,710 Retired GM&O Employees Draw Annuities

About 2,710 men and women whose last railroad service was with the Gulf, Mobile and Ohio were receiving employee annuities from the Railroad Retirement Board at the end of 1956, the Board recently reported. Their annuities averaged $108 a month. About one-third of these employees had wives who were also receiving monthly benefits.

During 1956, 276 former Gulf, Mobile and Ohio employees were added to the Board’s retirement rolls, and 206 were taken off, mainly because of death. This resulted in a net increase of 70 during the year. The average award to those retiring in 1956 was $117 a month.

The Railroad Retirement Board points out that last year some 36,400 employees of the Nation’s railroads retired on annuities averaging $120 a month. Of this number, 75 percent retired because of reaching retirement age and 25 percent because of disability.
WHAT IS SAFETY?
Safety is not a signal light, a fine or jail sentence, a divided highway, or a law enforcement index. Safety is a state of mind under which everyone, realizing the imminence or the consequence of accidents, is willing to accept those restraints necessary to prevent accident in employment, in the home on the highways. Safety is, in effect, a way of life. Carelessness is an invitation to be maimed, to lose property or to die prematurely.
—Vehicle Varieties, Greater New York Safety Council

COMMENDATIONS
Oiler J. A. Woodbury, Kansas City, Missouri, was performing his duties as oiler and brasser when he discovered a brake beam down and called attention to the matter and made repairs.

While Train 97 was passing over the Mississippi River Bridge at Louisiana, Missouri, Bridge Tender C. W. Dillinder, discovered air sticking on one of the cars, and notified the crew so that the train could be stopped and air cut out of the car.

Train 94 was passing over the Mississippi River Bridge at Louisiana, Missouri, when Bridge Operator George Patton noticed that on a loaded box car a door was about half open, and he notified the crew so that the train could be stopped and door closed.

Yardman George Kroupa, Chicago Terminal, discovered and reported a broken rail in the Coach Yard.

Sergeant First Class James Myers of Roodhouse, Illinois executes the "move out" signal to the tank column. Sergeant Myers, who is better known around Roodhouse as a power wrench operator for G&M&O, spent two weeks training period this summer at Camp McCoy, Wisconsin, where he was a member of the 85th Reconnaissance Company of the 85th Infantry Division of the U. S. Army. (US ARMY PHOTO)

Not A Scratch In His Record
Engineer James Varner Rush, who celebrates his anniversary with G&M&O this month, expects to spend it as he always has in recent years — piloting the Rebel between Jackson and Okolona, Mississippi. For railroading is what he likes best to do.

"I got an early start," he says. "My daddy died when I was ten years old (he was an engineer on the M&O), and when I was twelve, I decided to go to work."

The oldest of the four children of a railroad-maniac father, Rush is the only one to have had the train calling him from birth. "I was one of the original crew," he喜说, "and I decided to go to work."

Engineer Rush does not think it remarkable that by the time he was sixteen he was gang foreman, "with machinists working under me old enough to be my grandfather." Nor further promotions until he became general foreman, located at Tamms, Illinois.

He was pleased, however, to be promoted to engineer for that meant he was on his way to becoming a passenger engineer — "and that's what I had been working for."

Today Mr. Rush is "familiar with every squeak of those diesels, when I start her up, I know if anything is wrong."

Always alert for trouble, the first thing a good passenger engineer does when he begins his run, said this veteran railroadman, "is to ask God to protect us and the people in our care." Then the engineer proceeds to do what he can to see that the prayer is answered.

"You've got to use common sense and live up to the rules," he emphasized. "You learn where to expect inflammable trucks; to be ready for a flag; to watch out for automobiles; to keep an ear on the hum of the diesel. Twenty seconds can be too late."

Mr. Rush's precautions, have paid off. "There's not a scratch on my record. I've never hurt a person."

Although he works hard, this dedicated railroadman also plays hard. "I've got more hobbies than a dog has fleas. I'm the fishingest man you ever ran into." With that he launches into some fancy fish stories featuring one "Ole Pete — his trained minnow, a variety of whistling worms and sometimes friendly fish.

Sprinkled among the fishing yarns are a few anecdotes about an educated shot guitarist who has "bowed up" to such an extent that "the wife would leave me if she knew how much money I have in it." But then, he rationalizes, "That's just money saved out of my likker bill — which I don't use."

DECEASED
Retired Train Dispatcher Johnston E. Luten, Sr., Jackson, Tennessee, who entered service of this company on June 8, 1906 and retired on September 14, 1955, passed away on July 10, 1957 at Jackson. Mr. Luten is survived by his wife and one son.

Retired Conductor D. J. Pohl, Bloomington, Illinois, passed away at Bloomington on July 3, 1957. Mr. Pohl entered service as a brakeman on November 3, 1899 and was promoted to freight conductor January 20, 1910. He retired from the service October 25, 1948.

Telegraph Operator George Fickel, Atlanta, Illinois, who entered service on August 6, 1906, passed away on July 6, 1957 at Dwight. Mr. Fickel is survived by his wife and other relatives.

(Continued on Page 7)
One hundred of these new covered hopper cars have been purchased by our railroad and are now in service. They have a capacity of 70 tons, 2,889 cubic feet and are of steel construction. GM&O has one of the youngest train fleets in U. S. Average age of interchange freight cars is 10.7 years and of diesel locomotives, 10.38 years.

THE MAIL TRAIN

SCOUTS TOOK GT TO JAMBOREE
Mr. G. V. Adama
Gulf Transport Co.
Mobile, Alabama

On behalf of the Scouts and leaders from our Council attending the Fourth National Jamboree at Valley Forge, I want to commend operator Johnny Long for his very courteous and efficient service. Scouting and leaders alike were very complimentary of Mr. Long's service which contributed so much toward making the tour a highlight of the boys' Jamboree experience.

Also, at this time I want to thank you for what you contributed to lining up the tour in a very effective manner. Our whole Jamboree experience was delightful from start to finish.

Herman Chafin
Scout Executive, Meridian, Miss.

GT SCORES AGAIN
Mr. J. H. Bachar
Gulf Transport Company

We are indeed grateful to you and your company for a most wonderful trip to Ridgcrest and return. We can find no flaw in our trip and could not think of any way it could have been improved.

Mr. W. C. Brown was very helpful in getting us off on our trip and taking us to Florence, Alabama. We all knew him and had hoped he would be with us for the week.

We could never praise Mr. James Collins enough for the wonderful way he treated us all. He was thoughtful, considerate, kind and helpful to us all and I really feel that he got a real joy from serving us. He also took advantage of the spiritual blessings offered to us at Ridgcrest and I feel that we all are better people because of what we did receive there.

You may rest assured we will contact you again when we are in need of this type of service.

Thank you again, I wish I could remember the name of the driver who brought us in from Florence but we were all so tired and sleepy that we just did not remember.

Most sincerely,
George Van Emond
P. S. Mr. Collins is a very good driver and a safe one too.

EDUCATIONAL TOUR WAS "SUPER"
Mr. H. G. Cromwell,
City Passenger Agent
Chicago, Ill.

We all had such a wonderful time and of course you were just "SUPER". I could sell the trip by just merely saying how wonderful you were to all of us.

My sincere thanks to you, your office personnel who helped whenever you were away, and the fine Gulf, Mobile and Ohio Railroad that makes it possible for children to take these trips.

It is a great education for youngsters, because it teaches them the etiquette of travel which in these times is very important. It also enables them to witness and view the historical places they read and study about. There is no question that it is a terrific morale builder.

Thanks a million Mr. Cromwell, we are indeed very grateful.

Sincerely yours,
Marion Nares
Chicago, Ill.

MAY HAVE AVERTED ACCIDENT
Mr. W. A. Bender
Asst. to V. P. & Gen. Mgr. — GM&O RR

On Friday, July 12th, the night of the heavy rains and floods, Mr. Emil Pfeiffer and Mr. John Ward, both of Willow Street, Willow Springs, Ill., were responsible for averting what could have been an accident between the GM&O (Ann Rutledge) and an automobile which was stalled on the flooded crossing at Willow Springs Road.

Messrs. Pfeiffer and Ward were endeavoring to open the street drains at the time, when they heard the train approaching and noticed the stalled car and debris, along with a railroad tie, on the crossing. Due to their quick thinking and fast work, they managed to free the tracks of the debris and pushed the stalled car off of the tracks in time for the Ann Rutledge to go thru safely.

Perhaps you would like to publish this heroic act in the GM&O News.

Yours sincerely,
Mrs. Ann Schuetter
Chicago, Ill.
NEWS AT A GLANCE

ONE CENT PER HOUR WAGE INCREASE COSTS $220,000 ANNUALLY

For every one cent per hour increase in wages, on the Gulf, Mobile and Ohio, cost to the Company, pre-tax, is $220,000 including payroll taxes. For instance, wage increases granted last November, plus the May 1 cost-of-living increase and the forthcoming increase of November 1, will add nearly $3.5 million to the Company's expenses this year. This does not include additional cost-of-living increases.

HOW RAILROAD TAXES ARE SPENT

Railroad taxes include payments to states, counties, cities and towns, as well as to the Federal Government. They go to pay the salaries of executive officers, court officials, police and fire department employees, school officials and teachers, members of the armed forces, and to defray the costs of maintaining streets and highways, airports, rivers and harbors, prisons and reformatories, hospitals and scores of other institutions and governmental activities. GM&O's tax contribution last year amounted to $8,556,547.

STATE LEGISLATORS CALL FOR REPEAL OF TRANSPORTATION TAXES

Legislators of fourteen states have asked Congress to repeal the transportation excise taxes imposed during World War II — taxes which, as they have pointed out, penalize users of common-carrier transportation.

Latest states to take this action are Delaware, Florida, Minnesota and South Carolina. Previously the legislators of California, Colorado, Idaho, Illinois, Iowa, North Dakota, Tennessee and Washington had asked Congress to end wartime taxes.

PULLMAN RECORD FOR SAFETY

In the 5-1/2 year period 1952 through June 1957 there was not a passenger fatality among Pullman travelers on the railroads of the United States. During that period more than 68 million passengers traveled in Pullman cars in journeys totaling more than 42 billion passenger-miles.

In striking contrast to this remarkable record — more than 190,000 persons met death in highway traffic accidents in the same 5-1/2 year period.

Pullman passengers have traveled a distance equal to 1,600,000 trips around the world without a fatal accident.

GM&O PASSENGER LOSSES HIGH

Last year Gulf, Mobile and Ohio passenger losses amounted to $1.91 million on an out-of-pocket basis, that is, with no charges for proportionate use of tracks, supervision and other costs which are actually necessary to their operation. These losses were incurred despite the fact that GM&O maintains its leadership in the highly competitive Chicago-St. Louis territory, handling between 60% and 65% of such traffic.
Doctor, Banker, Preacher Are Sons Of GM&O Railroader
(From Louisville, Miss. WINSTON COUNTY JOURNAL)

Doctor, banker, preacher —

If Rufus and Mary Hattie Kimbrough had more boys would they have been "merchant" — "chief"?

When these fellows were wrestling and chanting nursery rhymes they decided what they'd be when they grew up.

Now this summer the three of them will receive degrees in medicine, banking and theology, respectively.

To have one child accomplish his goal brings great satisfaction to a parent, but to have three is something for the record!

"It has taken a lot of hoping, praying and pulling together, Rufus and I have helped them, of course, but we were doing good to keep a roof over their heads."

An attractive roof it is — an old farm house just off the DeKalb Road. Mary Hattie's homeplace, that has been renovated and made most livable, thanks to the "do-it-yourself" energy and natural talent of this couple. It has been a home full of love, common sense and that intangible something that builds a foundation for success.

"We always told our boys to set their goals. If they worked hard enough they'd get there."

Humbly grateful and awed by it all, Rufus and Mary Hattie remember the words of Dr. William H. Hudson, retired president of Blackburn College in Illinois, who for many years came down here to hunt with friends.

"You have accomplished the impossible."

Mr. Kimbrough for 34 years has been a machinist for the Gulf, Mobile and Ohio Railroad Shop here, and except for the past five years, worked on the night shift beginning at 11 o'clock. All these years rearing their family—which includes a "baby daughter," June, who is Mrs. Roland Woodruff — the Kimbroughs have had no hired help. They have washed, ironed, cooked, gardened — done everything with their own hands. Good company, the two of them have managed to play bridge, hunt and fish and give parties for their many friends.

Doctor

At 6 p.m. today George, 28, will receive his diploma from Emory School of Medicine in Atlanta, and Rufus and Mary Hattie will be there.

June 7 is a red letter day for this son.

Five years ago — on the same day — at the same hour — George married Pattie Pieri of Biloxi. They now have a little girl, Karen Ann — who will be a year old in August. After graduation they will visit in Mississippi until July 1 when George will begin specializing in pediatrics at University Hospital and Hillman Clinic in Birmingham. This will be a three year stretch.

Graduated from the University of Mississippi in 1949, George was among the top ten in his class and was president of the Med. School. He was a member of Sigma Alpha Epsilon fraternity.

The Kimbrough's second son spent three years in the air force — at Keesler and Lowery bases.

While marking time for acceptance in medical school George taught sixth grade in the Louisville Grammar School and was junior football coach.

He is a member of Phi Chi medical fraternity.

Banker

The Kimbroughs will stay home and keep Dick's three boys—Woody, 5, Bruce, 2, and Jim, 12 mos. — and let "Mrs. Dick"—the former Martha Jane Earhart of Louisville, attend his graduation at Louisiana State University, Baton Rouge, June 15.

This eldest son, 30, cashier of the National Bank of Commerce at Corinth since October, 1954, has completed his banking course by correspondence over a three year period with two weeks each summer on the LSU campus.

Active in civic affairs and the First Methodist Church, Dick is a candidate for Young Man of the Year at Corinth.

Before going to Corinth Dick was auditor for the Grenada Bank and worked in the Bank of Louisville and Bank of Shaw.

He attended Ole Miss where he, too, was an SAE.

"The best thing that ever happened to Dick was that trip around the world. Remember when the ships surviving Pearl Harbor — and the whole war — were given that trip around the world? — Well Dick was aboard the Tennessee —" He was in the Marines 18 months.

Barry

In August Mr. and Mrs. Kimbrough will be heading for the higher, cooler ground of Colorado. Barry, 27, will receive his degree from Iliff Theological Seminary at Denver.

His first charge will be at Rock Springs, Wyo.

While stationed with the air force at Cheyenne, Barry lost his heart to the country — and to Barbara Johnson, whom he married two years ago.

Three years he spent in the air force, serving as aide to a chaplain, and he attended Slocum Chaplain school in New York.

Graduated from Millsaps College in 1952, Barry was president of the M Club and was manager of the football team all four years he was there. This younger boy was a Kappa Sig.

Baby Six

June, Mrs. Roland Woodruff, lives in Louisville and has two children, Criss and Kaki, who were born in Germany during their father's recent army tour of duty. She and the grandmother, Mrs. Lettie Chambliss, who makes her home with the Rufus Kimbroughs, share the parents' pride in these three boys.

Machinist Rufus Kimbrough, left, will have the privilege of seeing each of his sons receive a degree this summer. They are, left to right: Dick, who will be a banker; George, who is in the medical profession; and the youngest, Barry, a minister.
One Of Ten Retired Centenarians
Was GM&O Employee

(From Railroad Retirement Board Review)

In a recent survey of its benefit rolls, the Railroad Retirement Board found that at the end of 1956 it was paying monthly benefits to 10 retired railroad employees who were over 100 years old.

Most of them had worked in the railroad industry for at least 30 or 35 years, and one had put in over 45 years of service with one company. At the present time, their benefits range from $23 a month to $162, and so far they have received a total of over $135,000 from the Railroad Retirement Board.

Interviews with these "old timers" turned up many interesting and colorful facts about their days as active railroadmen and also about their lives since retirement. Some recall only a few outstanding events. Others have pretty sharp memories and can give detailed and vivid accounts of bygone years.

Still Hunting at Age 101

Perhaps one of the most colorful of the centenarians interviewed was Henry Williams of Electric Mills, Mississippi. The Board’s contact representative who went out to interview Williams was startled by the sound of a shotgun. He and a local merchant, acting as his guide, had been making their way through a brambly copse in Kemper County, Mississippi, to the home of “Uncle Henry” Williams, retired railroad employee, 101 years of age.

In response to the representative’s inquiry, the merchant explained the shot had probably been fired by Uncle Henry.

“Even though he’s 101 years old, he still enjoys hunting. He recently traded his rifle for a shotgun — said his failing eyesight (he never has worn glasses) was making it more difficult to draw a bead on a squirrel with a rifle; but he seldom misses with his shotgun.”

The representative, who had expected to find Williams bedfast, or at least confined to his room, expressed disbelief. Before the merchant could reply, they reached the scene of the blast. There stood Uncle Henry, clad in a red leather cap, overalls and jacket, heavy rough shoes, with a twinkle in his sparkling brown eyes and a big grin revealing his toothless gums. In one hand he held the squirrel, in the other, his gun.

“Well, I got him!” he exclaimed with the enthusiasm of a schoolboy bagging his first game. “That’s my third one this season; but you know, I haven’t seen a rabbit all year.”

Relating some of his early railroad experiences, Uncle Henry said, “I began working for the Mobile and Ohio Railroad when just a lad — maybe 14 or 15.”

“Why, I helped build the very first track through this country. And then I worked on the extra gang and sections for nigh on to 65 years or more. In those days, we had nothing to work with but picks and shovels, either. No jacks, no new-fangled lamping machines, and no gasoline cars back then. At first we pushed our cars loaded with tools and some men. We would take turns riding and pushing. Years later though, we used hand cars. That sure was fun. I was young then and a pretty good man, and we’d try to ‘pump each other down.’ I was considered one of the best pumpers, but sometimes some fellow would outdo me. It sure did make strong arm and back muscles. We enjoyed it.

“To level the track we placed one end of a long heavy pole under the rail. Several men would ride the far end of it until the track would rise. Then others would pile blocks in to stretch the rail. After that we tamped in slag and rock.

“Here’s the way they locked in 1903. Herbert Murdaugh at Jackson, Mississippi, found this picture of M&J/KC Work Extra 18, taken north of the Tallahatchie bridge at Albany, Mississippi. The engineer was Baker Pegram and Fireman Frank Cruse.

“The locomotives back then sure looked funny. They used lighter-knots for fuel. Huh, what’s a lighter-knot? Why, it’s a big fat, rich pine knot that’s left after all the sap wood has rotted from a fallen tree. The fields and woods were full of them. The women along the track gathered these knots from fields and toted or hauled them in to the railroad wood yards which were placed at 6 or 8 mile intervals along the track. And don’t think for a minute that those old lighter-knots wouldn’t make the engines pop with steam, for they would.

“Oh, pay and working hours? Why, we didn’t put in a good hard day’s work every day — from sun up ’til sun down. Then we stopped. And for that work we got three quarters (75 cents) a day, good pay for those times. That would buy a lot of produce back then.”

“Here you talk about my being old. Why I still think of old age being several years ahead of me. Anyway, I’m not too old to work. And I bet I could do a good job on the section now with all the new gadgets, tools, and things the men now have to do the job. You know, these young-uns coming on now don’t know what real work is, like it was in the ‘good old days.’

“Look! It’s almost time for that new diesel to go whizzing by. Let’s walk down to the tracks and watch her pass. Man, but she’s a beauty.”

W. R. Whitworth Retires

W. R. Whitworth, right, who retired last month as conductor at Roodhouse, Illinois, is congratulated on his retirement by Assistant Trainmaster C. L. Camp.
TEST YOUR KNOWLEDGE OF RAILROAD GEOGRAPHY

If you correctly answer 6, you are fair; 7, you are good; 8, excellent; 9, superior; 10, perfect.

Which of these railroads operate in the state of —

1. Colorado — Chicago Great Western; Chicago, Rock Island & Pacific; Union Pacific; Missouri-Kansas-Texas.
2. Illinois — Gulf, Mobile & Ohio; Great Northern; Missouri Pacific; Nashville, Chattanooga & St. Louis.
3. Utah — Colorado & Southern; Northern Pacific; Western Pacific; Denver & Rio Grande Western.
4. Maine — New York, New Haven & Hartford; New York Central; Bangor & Aroostook; Canadian Pacific.
5. California — Southern Pacific; St. Louis-San Francisco; Union Pacific; Atchison, Topeka & Santa Fe.
6. Washington — Northwestern Pacific; Northern Pacific; Great Northern; Denver & Rio Grande Western.
7. Kansas — Chicago, Burlington & Quincy; Texas & Pacific; Wabash; Missouri Pacific.
8. Arkansas — Gulf, Mobile & Ohio; St. Louis Southwestern; Kansas City Southern; Chicago & North Western; Missouri-Kansas-Texas.
9. Florida — Central of Georgia; Norfolk Southern; Atlantic Coast Line; Louisville & Nashville; Southern.
10. Tennessee — St. Louis-San Francisco; Illinois Central; Louisville & Nashville; Southern.

ANSWERS
1. Chicago, Rock Island & Pacific; Union Pacific; 2. Gulf, Mobile & Ohio; Missouri Pacific; 3. Western Pacific; Denver & Rio Grande Western; 4. Bangor & Aroostook; Canadian Pacific; 5. Southern Pacific; Union Pacific; Atchison, Topeka & Santa Fe.

Along The Line

Bloomington, Illinois — GM&O Farm Families will hold their annual reunion August 16-18 at Lake Bloomington. Movies of their anniversary trip to New Orleans will be shown.

Robert Hayden of Independence, Missouri, was spotted by Assistant General Manager P. B. Bridges recently at a regular occupation of this meeting G & M O freight trains for the primary purpose of inspecting the running gear.

Mobile, Alabama — W. J. Harvey, office assistant in Freight Receipts Department, was married on June 21 to Miss Joanne Orso in Mobile.

DECEASED

(Continued from Page 2)

Trucker Samson Bell, Union City, Tennessee, who entered the service on April 1, 1943, passed away at St. Louis on July 6, 1957.

Engineer William Edgar Johns, Meridian, Mississippi, who was employed on September 9, 1911, passed away at his home in Meridian on July 12, 1957. Mr. Johns is survived by his wife.

Fe. 6. Northern Pacific; Great Northern.

Snapped on the job in the yards at the Mobile Terminal was Travelling Trainmaster W. B. Burns. First employed by this company by the former GM&O. Mr. Burns has been a familiar figure in GM&O’s Operating Department for many years.

W. G. (Bill) Mailland sells the advantages of G & M O’s freight service in the Mobile area and as an officer of the local Junior Chamber of Commerce also works hard for such Junior civic activities as the annual Alabama Deep Sea Fishing Rodeo and the Greater Gulf Coast Fair. On vacation, Commercial Agent Mailland took over the Rodeo registration desk July 26, 27 and 28 when a new attendance record was established and a fine catch of game fish was recorded. (Press Reg. photo).

RETIRED

Crossing Gatemen S. M. O’Brien, Pontiac, Illinois, who entered service as a section laborer in 1923 and transferred to crossing gatemen at Pontiac on February 1, 1939, retired on July 1, 1957.

Section Foreman Wyatt Englis, Marshall, Missouri, who entered service on April 17, 1923, retired on July 1, 1957.

Conductor E. L. Stringer, Louisville, Mississippi, retired on July 4, 1957.

Trainman-Conductor G. G. Lambert, entered service as a brakeman on June 29, 1920, and was promoted to conductor on February 4, 1941.

Engineer E. H. Will, East St. Louis, Illinois, retired on July 1, 1957. Mr. Will completed fifty years of service on January 26, 1957.

An employe of the Roadway Department for more than 40 years, Section Foreman H. A. Archer, Corinth, Mississippi, retired on June 28, 1957. Mr. Archer has been a section foreman since 1910 and was first employed in 1906.

Section Laborer B. H. Mercer, Hillview, Illinois, who entered service on March 15, 1918, retired on July 1, 1957.

B&B Foreman S. M. Boone, Varnado, Louisiana, retired on July 15, 1957. Mr. Boone entered the service of the B&B Department on December 6, 1910, and was promoted to foreman on November 1, 1937.

Engine Foreman James R. Britain, who has completed more than fifty years of service with the company, retired on July 15, 1957.

Section Foreman Clarence Gray, Stanford, Illinois, who entered service as a section laborer in 1913 and was promoted to section foreman on June 21, 1915.

* * *
Commendations

For alertness and service of merit, the following men were commended during the month:

Operator George Richardson, Dyer, Tenn.

Engineer L. Harry, Meridian, Miss.

Operator R. D. Smith, Atlanta, Illinois

Operator O. W. Wright, Atlanta, Illinois

Conductor E. C. Metz, Slater, Mo.

Brakeman F. DeLong, Slater, Mo.

Brakeman J. T. Stillwell, Slater, Mo.

Telegrapher S. L. Fridley, Clark, Mo.

Brakeman W. H. Giles, Slater, Mo.

Brakeman F. P. Loper, Slater, Mo.

Brakeman R. L. Jones, Slater, Mo.

Brakeman J. R. Holtman, Slater, Mo.

Brakeman W. C. Thompson, Slater, Mo.

Operator K. R. Clark, Odell, Ill.

Brakeman W. W. Wenzel, Slater, Mo.

Conductor M. R. Stubblefield, Slater, Mo.

Brakeman I. W. Worsham, Slater, Mo.

Agent W. J. Oney, Blue Springs, Mo.

Brakeman K. L. Jackson, Slater, Mo.

Conductor A. Ramsay, Slater, Mo.

Conductor E. C. Kruse, Slater, Mo.

Conductor W. M. O’Hearn, Slater, Mo.

Brakeman W. E. Erives, Meridian, Miss.

Brakeman W. H. Murray, Meridian, Miss.

Flagman A. R. Betts, Meridian, Miss.

Brakeman J. E. Hall, Meridian, Miss.

Brakeman J. A. Avara, Meridian, Miss.

Conductor O. L. Staggs, Meridian, Miss.

Engineer B. Minga, Meridian, Miss.

Brakeman C. P. Bozeman, Meridian, Miss.

Operator R. H. Derrick, Louisiana, Mo.

Conductor W. F. Thomas, Mexico, Mo.

Engineer R. C. Piper, Slater, Mo.

Brakeman U. Wilhite, Slater, Mo.

Fireman H. Booth, Slater, Mo.

Brakeman J. P. Tracy, Slater, Mo.

Brakeman H. R. Hoopes, Slater, Mo.

Brakeman H. K. Boyd, Meridian, Miss.

Flagman W. C. Tillman, Meridian, Miss.

Operator J. L. Drummond, Chenoa, Ill.

Engineer A. D. Paul, Meridian, Miss.

During a period of stormy weather in the Springfield area, Supervisor J. L. McMillan of Springfield not only protected the operation of our own trains, but proceeded beyond the call of duty to help the Illinois Central in this emergency, earning a commendation for an efficient and conscientious job of railroading.

Section Laborer Will Amos, Tuscaloosa, Alabama, discovered a broken flange on a car of a passing train, and reported it, possibly preventing an accident.

On July 2 on Train 75 Brakeman J. H. Wallis, Roodhouse, Illinois, discovered a brake beam down. With the help of Brakemen R. L. Watkins and R. G. Durringer of Roodhouse and Section Foreman Otto Schultz of Delavan, the brake beam was fixed and the car taken to destination.

Supervisor J. L. McMillan, Springfield, Illinois, was using a work train to operate the Jordan Spreader when a fire was reported in a carload of corn which had been set out due to a hot box. Mr. McMillan immediately moved the four miles to the site of the difficulty with the work train, secured the services of the Carlinville Fire Department, and then assisted them in putting out the fire, saving the car and its contents from being a total loss.

OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

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Comparison of the first 7 months of the years

1956 397,130
1957 347,752