Regular Operation of Mobile Ore Terminal Is Inaugurated

Normal operation was begun August 9th at the Mobile Ore Terminal, which is operated by the Marine Bulk Handling Corporation for the trans-shipment of iron ore directed to the Tennessee Coal & Iron Division of the United States Steel Corporation.

T. C. I. President Arthur V. Wiebel, Birmingham, said that arrival of the SS ORE CHIEF, first of the big vessels to be used in conveying iron ore from Puerto Ordaz, Venezuela, to the Terminal, signified the beginning of routine functioning of the terminal and its unloading facilities. Trial operation, including the handling of ore shipments by vessels of smaller tonnage, has been under way at the terminal for several weeks, Mr. Wiebel said.

The Terminal is served directly by Gulf, Mobile and Ohio and the Louisville and Nashville, and connections are available.

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The 794-foot Ore Chief—largest ship ever to enter a Gulf Port—docks at the Mobile Ore Terminal, operated by the Marine Bulk Handling Corporation for the transshipment of iron ore directed to the Tennessee Coal and Iron Division of the United States Steel Corporation. The vessel is owned by National Bulk Carriers, Inc., and with two sister ships now under construction will be in regular service between Venezuela and Mobile.

The Ore Chief has a capacity of 63,000 gross tons.

Directors Meet: Authorize Purchase Wood Rack Cars

Directors of the Gulf, Mobile and Ohio Railroad, meeting in St. Louis July 29, authorized purchase of 100 additional new-type wood rack cars to serve the growing needs of the paper industry within its territory.

The new cars will follow a design worked out some time ago by GM&O and the mills and will bring the Railroad's ownership of this improved car up to 800, President F. M. Hicks said. The cars have a 40% greater carrying capacity than those of the old design and have cast steel underframes. Construction will be in the Railroad's own shops, with the frames being purchased from General Steel Castings Company of St. Louis.

Hermon E. Warren, GM&O Vice President, Purchases and Stores, was named a Director of the Company. He has been associated with the Railroad for some fifty years.

Mr. Warren began his railroad career with the former Mobile and Ohio Railroad as a messenger boy not yet thirteen years old. In 1920 he transferred to the Gulf, Mobile and Northern Railroad for which he became Manager of Purchases and Stores in 1921. He became vice-president of the Gulf, Mobile and Ohio in 1945.

The Board declared a dividend of $1.25 per share on the Preferred Stock of the Company for the current quarter, payable March 10 to stockholders of record February 18, 1955, and a dividend of 50c per share on the Common Stock of the Company payable September 10 to stockholders of record August 23, 1954.

The Board of Directors of New Orleans Great Northern Railway Company also

(Continued on Page 2)
$30 million Expansion Program is Underway for Port of New Orleans

Aerial view of modern installations in the upper harbor. At the upper left is the Public Grain Elevator and the new $7 million addition. The concrete wharf and large warehouse in the rear, built and owned by the Board of Commissioners, provides facilities for Foreign Trade Zone No. 2 “free port” area, as well as storage space for shippers at the Public Commodity Warehouse. The new $3½ million addition to the Public Commodity Warehouse is at the lower right.

The Port of New Orleans under the administration of the Board of Commissioners has kept pace with the development and expansion of New Orleans as a world trade center. During the past two decades the Port, one of the nation’s leading shipping centers, has moved from sixteenth place to second place in dollar volume of foreign commerce passing over its wharves.

As a result of this tremendous growth of commerce the Port is currently undergoing the largest construction and expansion program in its history. Almost $22 million was spent on construction in 1952-53 and present plans call for an additional $10½ million in 1954-55.

A $7 million addition to the Public Grain Elevator was completed in November 1953, doubling its capacity. This transit elevator is served by the New Orleans Public Belt Railroad, which accepts rail cars from the eight trunk lines that connect the Port with all parts of the country. It is a terminal-switching railroad, which is owned by the City of New Orleans and operated by the Public Belt Railroad Commission.

The Elevator is also served by barges whose 8000 miles of routes along the Mississippi River and its tributaries connect the Port with the principal grain growing sections of the United States.

Last year saw the completion of a new $3½ million wharf at the Public Commodity Warehouse and Foreign Trade Zone No. 2. This new wharf is 1000 feet long and can berth two ships. It was badly needed as import trade has increased greatly at this free port area. The Foreign Trade Zone at the Port has played an increasing important part in stimulating foreign trade through New Orleans.

To accommodate the increasing number of shippers that are now using the Port of New Orleans a 802 foot ship repair wharf was completed in 1953 at the foot of Jourdan Avenue.

The Port facilities are expanding even more this year and next. At Thalia Street, the only gap in the 7½ miles of continuous wharves in the harbor, construction has begun on a new 900 foot general cargo wharf. It will cost $2½ million when completed.

As world trade increases through the Port of New Orleans so will the construction program grow. All new facilities are being built on a pay-as-you-go basis. The growing income of the Port is such through this present prosperity that without issuing bonds, the Port is able to meet expansion costs from its own revenue.

Port expansion is only part of the growth of New Orleans. In the last ten years millions of dollars in new and expanded industries have moved into the port’s trade territory. In the last three years alone half a billion dollars have been invested in this tremendous growth. Last year 8 new plants were started or being completed along the Industrial Canal which links the Mississippi River with Lake Pontchartrain on the other side of the city.

Interchange connections with all trunkline railroads entering the Port, and coordination of railroad, large, and steamship services with those of the port facilities are effected by the New Orleans Public Belt Railroad.

Only the Port of New York exceeds the Port of New Orleans in car-loading of import, export, and coastwise freight; and, in railroad car-storage capacity.

G T Safety Awards

Gulf Transport Company presented three safe driving awards during June to the bus and truck operators who drove without a chargeable accident during the period June 1953 through June 1954.

The drivers receiving the awards were: Bus Operators W. M. Howard and L. W. Kemp and Truck Operator S. R. Powell.

Directors Meet

(Continued from Page 1)

declared interest payable on New Orleans Great Northern Railway Company 5% In- come Debentures, 1% payable September 10 to holders of record September 5, 1954, in addition to 1¼% already declared payable on that date and 1½% payable March 10 to holders of record March 5, 1955.

GM&O Is Featured

In Fleet Flashses

The Gulf, Mobile and Ohio Railroad was the subject of a comprehensive story in Lykes FLEET FLASHES for August, published by Lykes Bros. Steamship Co., Inc. The story on GM&O is one of a series being carried by FLEET FLASHES on inland transportation serving the Gulf.

Giving the history of GM&O, the magazine traced the company’s development and growth, and position for progress in the future.
Mobile Ore Terminal
(Continued from Page 1)

to AT&N-Frisco and Southern Railway.

The ORE-CHIEF docked at the new terminal with a cargo of 21,000 gross tons of the Venezuelan iron ore from United States Steel’s Cerro Bolivar operations. Capacity of the ORE-CHIEF is 47,500 gross tons at 34-foot draft, and Mr. Wiebel said that ultimately it is anticipated that full loads will move through the Mobile terminal for use in the division’s iron and steel operations at Birmingham. The ore is transshipped by rail or barge from Mobile to the upstate furnaces.

Iron ore imported through the new terminal (construction of which was started in 1951) contains up to 69 per cent iron, Mr. Wiebel said. He explained that it is blended in Birmingham with lower grade local ores, the maximum iron content of which runs to 36 per cent.

General Attorney Joins A A R Legal Staff

William M. Moloney, general attorney for the Gulf, Mobile and Ohio since 1946, joined the legal staff of the Association of American Railroads in Washington, D.C. as general attorney on August 1.

Mr. Moloney has engaged in extensive practice before the Interstate Commerce Commission and other government agencies while with the GM&O. He has also in recent years represented all South-eastern railroads in the so-called government reparation cases.

Born in Tuscaloosa in 1910, Moloney attended Notre Dame and the University of Alabama, where he received his law degree in 1935. With the exception of a tour of duty with the U. S. Navy during

New Shoe Plant Will Locate On Line

Booneville, Mississippi has been selected by Brown Shoe Co. as the site for a new plant in that company’s expansion. When in full operation, the plant is expected to employ between 400 and 500 persons.

Work is expected to begin on the new facility in September.

It is estimated that the payroll from the new industry will increase the city’s economy by a million dollars annually.

World War II, he was in private law practice in Birmingham from 1935 until 1946, when he came to the GM&O.

With his family he made his home in Mobile.

Chicago Station Passenger Agent Leonard Fumigalli and Joliet Freight Agent Paul E. Cade who helped make GM&O’s exhibit at the recent Joliet Pageant of Progress a success.

G M & O OFFICIAL HEADS INDUSTRIAL COMMITTEE

Discussing program plans for the next two years are committee chairman of the Mississippi Agricultural and Industrial Board, meeting at the Buena Vista Hotel in Biloxi. Shown in the picture are, left to right, Donovan Ready, Meridian, tax study committee; Joe Bailey, Coffeeville, travel; Fred Johnson, GM&O Assistant Vice President, Jackson, industrial; Gov. Hugh White, chairman of the board; Si Corley, Jackson, agricultural, and W. E. Barksdale, executive director. Mr. Johnson has headed the group for the past two years.

So You Think You Could Do A Better Job

Remarks of R. M. Edgar, Vice President Boston and Maine Railroad Before the Railroad Public Relations Association Waldorf-Astoria Hotel, New York

Every healthy American has the innate conviction that there are two things he can do better than the professionals who are hired to do them. One of them is to manage a major league baseball team and the other is to run the passenger service of a railroad. This apparently natural interest in our business has always been extolled as a wonderful opportunity for us to capitalize on in a public relations way.

It is important to know what kind of business you are in in order to keep some balance of judgment in the face of this barrage. Many people think that railroading should be conducted like a supermarket with, for example, loss leaders playing an important part in the price structure. It is also a pretty general belief that any falling off in business is due solely to one of four major causes: (1) absence of modern, streamlined equipment, (2) fares that are too high, (3) impolite help, and (4) lack of aggressive sales and advertising techniques. Without discussing to what extent our predecessors might have been at fault, and without discussing our own shortcomings, it does not take long for one to come to the obvious conclusion that the source of our troubles is the automobile and the super highways which are built at such vast expense to accommodate it.

It is not stylish to admit frankly one’s conclusion that a lot of sales (Continued on Page 8)
HEAVIER RAIL ON WESTERN DIVISION

A program to re-lay the Western Division between (Rock Creek Junction) Kansas City and (Francis) Mexico, Missouri with heavier rail, will be completed late this month. The 156-mile route . . . also used by Burlington freight trains under a trackage agreement with GM&O . . . will be over 115-pound rail instead of the former 100-pound. The roadway, too, has been re-ballasted and machine tamped.

INEQUITIES IN THE COMPETITIVE SITUATION

A striking illustration of inequities in the competitive situation is furnished by a comparison of the tax burdens borne by the railroads and by inter-city motor truck operators.

Tax payments of 130 Class I railroads in 1953 took 11.1 cents out of every dollar of railway operating revenue . . . while tax payments and license fees combined of 1,882 Class I inter-city motor carriers took only 7.2 cents out of every dollar of operating revenue. These inequities are all the more striking when it is considered that it costs the railroads about 23 cents out of every dollar of operating revenue to own and maintain the roadways on which they work as compared with highways which have been built and are maintained at enormous expense to the taxpayers.

TRACKAGE CASE HEARD.

Federal Judge Harlan Grooms has under advisement a declaratory judgment complaint brought by GM&O against the Illinois Central in an effort to clear up a trackage rental (about $140,000 annually) controversy in the Birmingham area.

The suit at Birmingham is the outgrowth of a shift in 1952 by GM&O of its route into Birmingham from Illinois Central (Corinth-Haleyville) tracks to those of L&N (Tuscaloosa-Birmingham) to bridge the gap between its own rails and the Alabama city.

PRICES UP 131%; WAGES UP 160%; BUT REVENUE PER TON-MILE IS UP ONLY 54%.

While materials and supplies purchased by the railroads today cost 131 per cent more, on the average, than they did before World War II, (Dec. 1940) and while the average wage rates for railroad employees in the same period have gone up 160 per cent—the average revenue per ton-mile for freight handled by the railroads in the same period has increased only 54 per cent. (Association of American Railroads.)

ANNUAL REPORT GETS MERIT AWARD.

A merit award for “distinguished achievement in Annual Reporting for nine consecutive years and in recognition of the excellence of its 1953 Annual Report to Shareholders” has been presented to GM&O by Financial World, pioneer investment weekly.

The award qualifies GM&O’s annual report for final judging among the nation’s top financial reports.
In a series of menu covers for GM&O dining cars describing points of interest along the line, Tennessee is soon to be featured. Among the sketches of Tennessee will be those of Reelfoot Lake near Union City, and Shiloh National Military Park near Selmer. Both spots have interesting histories.

Reelfoot Lake State Fish and Game Preserve was established in 1925. The lake, 18 miles long and 2.5 miles wide, is only two to nine feet deep. It was formed by an earthquake in the early 19th century. The 6,000 acres of State-owned land surrounding it are almost completely covered with dense forests of cypress, oak, cottonwood and the usual Southern swamp timber.

In the wild marshes of the area lives the American national bird, the bald eagle; and in a huge herony, thousands of nests of herons are visible in the tops of high cypress trees. Since Reelfoot is on America’s greatest flyway of migratory waterfowl, it has become a sportsman’s paradise. More than 250 species of birds stop off on their annual migrations.

Before the formation of the lake, the region was a luxuriant forest covered by little streams of water. The area was near the center of the great New Madrid, Missouri earthquake movement that occurred between December 16, 1811 and March 15, 1812, when the western section of Tennessee was still the land of the Chickasaw. The ground sank and the Mississippi, reversing its current, rushed in mountainous waves to fill the depression.

There is a legend that at the beginning of the nineteenth century, the chief of a band of Chickasaw Indians living at the bluffs across the Mississippi from the old Spanish settlement of New Madrid, Missouri, was clubfooted. Because of his lumbering gait, he was called Kalopin, or Reelfoot, and none of the tribe would marry him.

In desperation, he at last gathered a few friends and went wife hunting in the territory of the Choctaw. While Reelfoot and the Choctaw smoked the peace pipe, Reelfoot caught sight of Laughing Eyes, daughter of Chief Copish, and at once told her father that he wanted the girl. The Choctaw dashed the peace pipe to the ground. Reelfoot’s proposal was preposterous, he declared angrily.

The Chickasaw begged. He offered fine mussel pearls and beaver skins. Copish would not listen. Reelfoot determined to steal the girl, but in a dream he was warned against stealing a wife. The earth would rock in anger. The waters would swallow the Chickasaw village and bury Reelfoot’s people.

Though Reelfoot was frightened and returned home, he could not forget Laughing Eyes. After the maize had been gathered, he and his warriors raided the Choctaw, captured the girl, and fled northward.

During the wedding festivities, the earth began to roll in rhythm with tom-toms. The Father of Waters roared over Reelfoot’s village. As the Indians fled to the protection of the forests, the ground gaped to receive the flood, forming the lake. On the lake floor, the Indians said, lay the bodies of Reelfoot, his bride and his people.

It was in the vicinity of Reelfoot that David Crockett settled and went on frequent hunting expeditions around the lake.

SHILOH NATIONAL MILITARY PARK

During the War Between the States, both Union and Confederate sentiment was strong in Tennessee, but the state left the Federal Union on June 24, 1861. Tennessee then became the scene of important military engagements, estimated in number from 300 to 700. Among these was the Battle of Shiloh which was fought on April sixth and seventh of 1862.

An estimated 25,000 men were lost in the battle, with losses on both sides about equal. Of these, none was so gravely important to both sides as was the death of Albert Sidney Johnston. In an estimate with historians and military experts seem to agree, Jefferson Davis wrote of Johnston: “The fortunes of a country hung by a single thread on the life that was yielded on the field of Shiloh.”

On the site of the battlefield, on a high bluff overlooking the river, is the National cemetery and park. Established in 1866, a moss-covered stone wall encloses ten and one half acres, through which one can drive or walk and reconstruct the battle from more than 900 tablets marking the events.

In the cemetery are buried 3,649 soldiers, only about a third of whom were identified.
INCANDESCENT LIGHT WAS AN IMPORTANT MILESTONE IN RAILROAD HISTORY

Preparation for the diamond jubilee of the invention of the incandescent light—to be celebrated in October—spotlights the immense contribution which Thomas A. Edison and other inventors have made to the science of railroadding, and it calls attention to the increasingly important role which electricity has come to play in American railroad operations.

Thomas A. Edison conceived the idea of the incandescent lamp while on an expedition to Wyoming in 1878 to observe an eclipse of the sun. One morning at the breakfast table Edison was asked how he had rested the night before. The inventor replied: "I wasn't thinking about resting. I lay and looked up at the beautiful stars... and I invented an incandescent electric light." Newspapermen sent the description of Edison's proposed invention to their papers in the East and were reprimanded for their foolery.

But a year later, on October 21, 1879 (75 years ago), Edison and his associates stayed up all night to watch a burning incandescent light bulb. His invention was a success! And within a short time the name of Thomas A. Edison became world-famous.

The first commercial installation of Edison's lamp was made on the steamship Columbia, owned by the Oregon Railway & Navigation Company, which was later acquired by the Union Pacific Railroad.

The first railroad passenger car to be illuminated by incandescent electric lights ran over the Pennsylvania Railroad, from Jersey City to Philadelphia, on September 19, 1882. The car was taken on a short excursion to Petsol, outside Philadelphia, to demonstrate the practicality of this form of lighting. In 1887, several passenger trains were lighted entirely by electricity were placed in operation by different railroads.

Incandescent lights were used in ordinary switch signals as early as 1887. Electric interlocking was introduced in 1890, and movements and positions of trains were reported on the towerman's map by the lighting and extinguishing of electric lamps. An electrically-lighted semaphore signal was placed in operation in 1893.

An editorial in the Railway Age for July 27, 1909, refers to electric lighting of passenger trains as "a luxury," still in its infancy, but remarks that the berth light or the light in a corresponding position in a day coach, recognized now as a luxury obtainable only on a few favored trains, may soon come to be demanded... It may be that these apparently trifling advantages will become so prominent as to enforce the introduction of electricity for lighting."

OLD PASS IS MUCH TRAVELLED

Frayed and yellow, but in surprisingly good condition, a Chicago and Alton pass dated 1880 has come back to the line on which it originated. It has travelled many miles, and most of its history is unknown. Issued to D. N. Smith and sister for a trip from Kansas City to Chicago, the pass was discovered in a hotel at Belfast, Ire-

After seventy-five years, it came back home.

Jo Pitts Arras, Mobile, Alabama, took her first train ride this month, and it was fitting that it should be on the Rebel. Jo is the great-granddaughter of the late Conductor L. S. Pitts, who was with the former Mobile and Ohio Railroad for many years. With Jo are Hostess Betty Branch and Rebel Engineer Beasley.

So You Think

(Continued from Page 3)

So You Think

effort, vigorous promotion and large advertising campaigns will not stop the erosion of short haul rail travel, but I think this admission must be made by anyone who has any knowledge of the attempts that have been made in the past and their relative ineffectiveness. It becomes imperative then, in the Boston and Maine's case, to reduce the plant to the most efficient size for the job to be done now and in the foreseeable future. This not only means running fewer train miles, but also includes elimination of old station buildings and the discontinuance of ticket agents' jobs at points where total sales barely exceed the ticket agent's salary.

It is most important that this realistic point of view not be misinterpreted as defeatism by the general public, political leaders, and editorial writers because it is nothing but the application to transportation of the same principles that are applied to any business. The problem is to have people know and appreciate the true facts and recognize that the economics of transportation are not different from the economics of their own business. Other businesses do not replace old machinery with new machinery when they are simply running out of a line of products for which the demand is so low as to make profitable production impossible, nor do they waste sales efforts in areas where there is no potential.
Deceased

Retired Conductor P. D. Atherton, Jackson, Mississippi, on August 2, 1954 at his home. Mr. Atherton was eighty-five years of age and had been in ill health for some time. He entered service of the company in 1909 and last worked in October 1935.


Section Foreman Clyde W. Williams, Varnado, Louisiana, on July 16, 1954. Mr. Williams was employed on November 23, 1927 as section foreman and worked in that capacity until his death. He is survived by his wife and four children.

Retired Machinist Frank K. Ryan, Jackson, Tennessee, on July 21, 1954. Mr. Ryan retired account of disability in 1948. He was the last of the old-time Ryans that worked for the railroads. Their father was the late Dennis Ryan, who was for many years chief clerk to superintendent of motive power on the old M&O, and he had several sons. Joe Ryan worked for the IC in Jackson; Matt for the C&G at Columbus, Miss; John was roundhouse foreman for the former M&O at Cairo; Charles was roundhouse foreman for the M&O at Jackson; and Willie was chief clerk to master mechanic of M&O at Jackson. They had good Irish tenor voices and were good railroad men.

Assistant Master Mechanic J. S. Livingston, Jackson, Tennessee, on June 14, 1954. Mr. Livingston died suddenly at his home in Jackson.

Engineer C. A. Beasley, who entered service as road fireman on May 24, 1917 and was promoted to engineer on December 3, 1943, died at his home near Thompson, Missouri on July 5, 1943 after a heart attack. Mr. Beasley entered the service on November 25, 1909 and last worked on November 27, 1943.
Ike Gives You a Lift

Dog Days have come, and that, in Mobile, means fickle weather and frequent forecasts by Ike, elevator operator in GM&O's general office building. Ike Petteaway is an amateur, but usually correct, weather prognosticator, and when he says "Not spectin' none today," the umbrella usually may safely be left behind.

Ike has been in the weather forecasting business for some time, at least the ten years he has operated an elevator at the GM&O Building. Some credit his abilities to his long experience at studying the skies; there are those who think it is an instinctive talent; but those "in the know" just believe he consults his game leg.

More than ten years ago, while employed as a stevedore on the waterfront in Mobile, Ike broke his leg in an accident. Unable to return to the work in which he had been employed for twenty-two years he came to GM&O as an elevator operator. "And," he says, "I wish I had spent those twenty-two years here." His passengers wish so too.

Although noted for his serious countenance, Ike is a cheer-up expert. Monday morning doorbells ring when confronted with Ike, adorned with spectacles (which he scorns later in the week) to help him through the day. Why the spectacles help still remains a mystery—Ike only says, "It's Monday, ain't it?"

By Wednesday, which he calls "Hump Day," because of its being the middle of the week, Ike musters up a smile before he bicycles home from work. Progressively improving as the week wears on, he answers the Friday warning "How are you?" with a broad smile and "It's Friday, ain't it?" When Friday and pay day coincide, the elevator hums.

While Ike's passengers "jo ree" him, they are sometimes teased in return. A hurried clerk once buzzed insistently on the sixth floor for the elevator, and stepped hastily in when it arrived. "Six," she said.

Closing the door, Ike waited a moment and then ventured, "Miss Agnes, you'll have to think up another number."

He enjoys a joke on himself, reporting during the recent hot weather that "my air conditioning went out last night."

The story is told that a few years ago Ike took sleeping pills to correct insomnia. The pills unfortunately had a delayed reaction, and seemed more effective the following day than the night before. Someone recommended "Nodzo" pills. When he got the two mixed up, Ike finally gave up all pill taking.

A voter and a church goer, Ike takes pride in his city and the company for which he works. He is informed on political questions on local and national levels.

He has his elevator spic and span for the GM&O employees in the General Office, among whom are many friends—for, said one, "When you step into Ike's elevator, you get more than one kind of a lift."

Jerseyan Gives Truman Library Missouri Paper

W. C. Statthem, agent at Jerseyville, Ill. for the Gulf, Mobile and Ohio Railroad, has presented a copy of the Missouri Gazette of July 26, 1808, to the Truman Library. Statthem has owned the newspaper for a number of years, and it is one of the few copies of that date in existence. GM&O's general office building.

Statthem received a letter Monday from Mrs. Bess Truman on behalf of ex-President Truman, expressing appreciation for the gift.

The copy of the paper was obtained by Statthem 45 years ago. It had been handed down through the maternal branch of the Statthem family to succeeding generations after its publication. The surname of Statthem's mother was Thurman, and the family was originally from Kentucky.

Retirements

Engineer Alfred S. Dezonia, Jackson, Tennessee, retired on June 28, 1954. Mr. Dezonia entered the service of the company as fireman on November 6, 1899 and was promoted to engineer July 3, 1934.

Brakeman Earl D. Twomey, Jackson, Tennessee, retired on July 27, 1954 after being with the company since May 18, 1910.

Division Engineer R. W. Pegram, Jackson, Tennessee, retired on July 1, 1954. Mr. Pegram has been employed as engineer since March 17, 1907.

Conductor Fred E. Schmidt, Jackson, Tennessee, who entered the service on May 1, 1903 and was promoted to conductor on February 29, 1904, retired on July 6, 1954.


Section Foreman W. A. Wood, Jackson, Tennessee, retired on July 20, 1954.

Laborer Nathan Conway, Jackson, Tennessee, retired June 6, 1954.

Pipefitter Helper C. A. Haskins, Jackson, Tennessee resigned for retirement on July 1, 1954.

Engineer L. C. Cooper, Slater, Missouri, retired on July 7, 1954. Mr. Cooper entered service of the road as fireman on August 21, 1908 and was promoted to road engineer on September 17, 1916. He served as road foreman of engines on the former Alton from December 1, 1939 to 1946.

A real railroad fan is David Driscoll of Sensington, Maryland. This summer he is making a vacation trip by rail of almost 13,000 miles over about twenty-five railroad lines (among which is GM&O). He estimates the trip will cost less than $800, about $175 of which is basic rail transportation. David accumulated the money from earnings at grass cutting, a paper route, and from gifts.
COMMENDATIONS

Assistant Signalman R. D. Lacy, Carlinville, Illinois, discovered a broken flange on a passing train and reported it to the dispatcher.

Mr. Lloyd Thompson, Algoma, Mississippi, noticed a blazing hot box on a passing train and called via long distance telephone to notify railroad representatives in New Albany of this trouble.

Fireman W. H. Biggers was commended for discovering a broken rail.

When an unknown man signaled No. 93 near Higginsville, Missouri that the train had a hot box on the head end, the flagman notified the engine crew and the crew set the car out. On investigation, company officials found the man who gave the correct signal to be Mr. Dudley Wood—a GM&O furloughed employee from the Maintenance of Way Department.

For service of unusual merit, the following men were commended during July:

Brakeman H. R. Hooper, Slater, Mo.
Conductor H. H. Howerton, Slater, Mo.
Brakeman F. E. Browne, Slater, Mo.
Engineer T. V. Hall, Tuscaloosa, Ala.
Brakeman R. B. Skelton, Tuscaloosa, Ala.
Operator J. A. Marland, Dwight, Ill.
Operator W. F. Thilking, Chenoa, Ill.
Brakeman W. H. Haley, Jr., Slater, Mo.
Agent J. W. O'Donnell, Waynesboro, Miss.
Conductor F. B. Swilley, Meridian, Miss.
Clerk H. W. Vinson, Waynesboro, Miss.
Operater A. R. Desonia, Union City, Tenn.
Agent C. Vandevender, Scooba, Miss.
Student Dispatcher E. C. Taylor, Murphysboro, Ill.
W. H. Haley, Sr., Slater, Mo.
Brakeman R. B. Stipes, Slater, Mo.
Brakeman F. E. Howard, Slater, Mo.
Brakeman W. H. Bales, Slater, Mo.
Engineer P. T. Morris, Slater, Mo.
Flagman W. L. Bush, Tuscaloosa, Ala.
Agent W. J. Oney, Blue Springs, Mo.
Brakeman W. W. Wenzel, Slater, Mo.
Section Foreman Herbert Schillings, Humboldt, Tenn.
Conductor C. B. Eton, Slater, Mo.
Operator R. L. Biddell, Lincoln, Ill.
Agent T. E. Usnick, Laddonia, Mo.
Conductor E. C. Motz, Slater, Mo.
Brakeman G. D. Short, Slater, Mo.
Engineer S. T. Taylor, Slater, Mo.
Conductor W. D. Lawley, Tuscaloosa, Ala.
Brakeman J. H. Pearson, Tuscaloosa, Ala.
Conductor V. J. Hearn, Tuscaloosa, Ala.
Brakeman G. W. Gilliland, Tuscaloosa, Ala.
Conductor W. L. Bush, Tuscaloosa, Ala.
Brakeman S. M. Cooper, Tuscaloosa, Alabama.

Atlanta Railroader Retires (Continued from Page 7)

(Continued from Page 7)

cross the tracks along Atlanta’s business district. They are operated from the tower.

He can also recall other changes made in Atlanta—the installation of pavements and the sewage system and the construction of the present depot, two churches and a number of business houses.

Mr. Mason worked as a helper on the railroad at McLean after graduating from high school (1905) and then worked for a while in Bloomington before coming to Atlanta in 1912. Since he worked the tower the railroad has changed from the Chicago and Alton to the Alton, to the GM&O.

Now that he’s retired Mr. Mason is still not going to “sit on the sidelines,” he says. He’s planning to devote all of his time to building up an insurance business which has been a sideline for many years.

General Office Talk

W. C. Kearley of the Transportation Department in Mobile, was married to Miss Ruth Bowman on July 24th.

J. Guillard Cassiday, Jr. of the Freight Receipts Department, Mobile, announced the arrival of a baby girl on July 3rd, named Pauline Ellis. Pauline’s mother, Martha, also formerly worked in the Freight Receipts Department.

Miss Margaret Coburn and Mr. William Hamilton, sorter in Receipts Department, Mobile, were married on July 10 at Evergreen, Alabama at the home of the bride.

C. L. Howell, who has spent two years in the Army, is being welcomed home and has returned to his duties in the Freight Receipts Department.

Mr. Thomas Sawyer and Mrs. Kitty Roller were married July 22. Mr. Sawyer is a clerk in the Station Accounting Bureau, Mobile.
For the second time, Section Foreman J. J. Laffey, discovered a hot box on a holiday, and communicated the information by signal to the conductor of a passing train. Mr. Laffey lives at Shipman, Illinois.

Telegrapher R. Walker of the Wabash Railroad, Clark, Missouri, was on duty at the joint Wabash - GM&O station at Clark, when he discovered a hot box in a train passing the station and notified the crew so that the car could be set out.

Section Laborer Ed Forsythe, Moscow, Ky., discovered about six inches of ball of main line rail broken and called the telegraph operator at Union City and reported the defect. The oncoming train was notified to examine the rail before passing over it and section foreman was called to repair it.

Agent K. C. Clark, Odell, Illinois, while inspecting a passing train, discovered a car of poles with a number of poles shifted and notified the crew who stopped to correct the condition.

Reverend Roy Gamblin, Lauderdale, Mississippi, noticed a hot box in a passing GM&O train and called GM&O offices in Meridian so that the crew could be notified.

When Operator A. C. Carlson, Jr., S. Joliet, Illinois, noticed something dragging on a passing train, he called Rock Tower and had the train stopped. A brake beam was found to be down, and Mr. Carlson assisted in removing this, with a minimum of delay resulting to the train.

Signal Maintainer J. A. Powell, Carlinville, Illinois, discovered a broken flange on a passing train and reported it to the dispatcher.

Operator C. H. Adolph, Normal, Illinois, was watching a train pass when he noticed a pair of wheels sliding and notified the crew so that the train could be stopped.

Switchman C. E. Dorley, Bloomington, Illinois, discovered a broken rail.

Mr. Dale Whittet, Normal, Illinois, was thanked by the management for discovering a hot box on a GM&O train and calling the superintendent's office to report it.

While Train No. 30 was passing West Point, Mississippi, Police Operator Clinton Stanley detected a hot box on the train and radioed Officers O. O. Atkins and Kenneth Ross, who drove to the front of the train, stopped it and advised the crew of the trouble. For such neighborliness, the officers of West Point were thanked by the management.

When brake beams were found to be down on two cars of a train, B. & B. Painters D. Landers and C. Short, Bloomington, Illinois, rendered valuable assistance in removing these brake beams so that the train could depart with a minimum of delay.

"You hear a lot of talk at times," said Assistant Trainmaster J. A. Milam, "about the morale of the employees. The people who might think that should have seen the interest and concern these men showed in the protection of company property in this instance." The instance referred to was the extinguishing of a fire on the trestle south of Iselin on the Benis connection on Sunday morning by Engine Foreman A. B. Higgins, Switchman J. H. Giles, Switchman C. R. McAlexander, Engineer B. Francis, Fireman P. R. Robbins and Yard Clerk K. W. Taylor, of Jackson, Tennessee.

Operator A. J. Manietto of the AT&SF RR of Pequot, Illinois, was thanked by GM&O management for discovering a hot box on a GM&O train and notifying the crew of this fact.

### OUR FREIGHT BUSINESS

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<th>Revenue Car Loads Billed and Received On GM&amp;O</th>
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<td><strong>Comparison of the first 7 months of the years</strong></td>
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<td>1953  171 708</td>
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<td>1954  275 896</td>
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