THE UNION SHOP ISSUE

Inquiries which I have received asking my sentiment about the Union Shop impel me to make a statement. It is not because I regard my opinion as being of consequence in the ultimate decision as to the adoption of this measure but rather it is the feeling that, as Chief Executive Officer of this Railroad, I should frankly and candidly let our employees and our public be informed as to our attitude.

For over forty years I have been President of the Gulf, Mobile and Ohio Railroad or its predecessors. During that time I have never advised an employee not to join a labor organization.

A few years ago, a young man wrote me asking what he should do about becoming affiliated with a union. I advised him to join and I further counselled him to take an active interest to the end that no inequities or unjust treatment should come to him or his fellow members, and also to see that no inequities or unfair treatment were given to his employer. My answer was published in the GM&O News and afterwards in one or more labor papers.

There are now an overwhelming number of the GM&O employees who belong to some labor organization. Furthermore, at least theoretically, the Union Shop would not impose any substantial expense upon the Company. Therefore, this statement deals altogether with the principle involved.

I do not believe that it is in accord with true Americanism to force any man or woman to join any organization against his or her will. I think the right to work and to be self-supporting is an inherent and paramount right.

The church, which represents the teachings of our God, has been and is the greatest civilizer of mankind. Beginning with our Pilgrim forefathers, it has been the torch which has led America toward the heights. It is highly desirable that every man and woman should belong to a church, but it is unthinkable that anyone should be forced to join through coercion.

I have no criticism as to the motives of those labor organization officials who have been instrumental in trying to impose the Union Shop upon the railroads. I take pride in acquaintance and friendship with a number of them and I highly respect all of them. I ascribe to each of them sincerity of purpose, just as I would like to have them take the same viewpoint as to my opinion.

The late President Roosevelt said in 1941 during the Union Shop dispute in the Captive Coal Mine: "The government will never compel this 5% (of non-union miners) to join the union by a government decree. That would be too much like the Hitler methods toward labor."

Insofar as I am informed, the government of no free state or country in the entire history of the world has imposed compulsory union membership upon its people.

I. B. TIGRETT, President.
Aluminum Foils

(Continued from Page 1)

crete block, structural steel, and asbestos cement building will begin as soon as earth moving operations are completed on the five-acre tract it will occupy.

The new plant will provide 69,000 square feet of floor space and will turn out raw material in the form of aluminum foils for processing in the company's present aluminum foil manufacturing operation.

Heretofore the foils have been purchased elsewhere and shipped in, Baenninger said.

About 20 additional production workers will be needed to produce the raw material at a capacity rate of about 600 tons per month.

The first Aluminum Foils, Inc. plant was completed and production was begun here in the fall of 1950. The initial investment was also $3,900,000 making a total of $7,000,000 the company, a subsidiary of Swiss Aluminum Company of Lausanne, Sweden, has invested in Jackson in the last three years. Total floor space in the two buildings will be 140,000 square feet.

Mr. M. P. Mathison, Dwight, Illinois, earned a commendation from Supt. Connerly along with GM&O men, when he discovered a hot box on a passing train and signalled the crew so that the train could be stopped.

G M & O HIGHWAY POST OFFICE IS FILMED FOR TELEVISION

National Broadcasting Company cameraman Bruce Powell of Chicago films Gulf Transport Highway Post Office bus from the top of the official NBC Press Car. The postmobile will be featured in a newscast soon, sponsored by the National Association of Manufacturers. On hand at the Chicago Post Office where filming began were General Superintendent C. W. Reames, Supervisor Transport Service, 6th Division; T. G. Seese, Manager GM&O Mail, Baggage and Express Service; B. I. Miller, District Supervisor (PTS) and F. Eisenhauer, Assistant Superintendent Gulf Transport Company, Bloomington.

The television crew followed the post-mobile over most of its route between Chicago and St. Louis, filming interesting phases of the operation. GM&O was first to operate a highway mail car for the Post Office Department.
THE GRAIN TRAIN

Suppose all of the grain sold off Illinois farms in one year were loaded on one train. That train would be over 1,200 miles long and would reach from Springfield, Illinois, to Portland, Maine. It would have 140,000 cars loaded with 7 million tons of grain.

Now, if you pulled up to the railroad crossing and had to wait for that train to pass, how long would you have to wait? Thirty-one hours if the train were going 40 miles an hour. As you sat there, you would say: What a lot of grain!

This grain sold off the farm is about 1/3 of the corn and oats and nearly all of the soybeans and wheat that we produce in Illinois. Where does it go? Some of it goes into food and industrial products. But most of it goes into feed for farmers in the East and South-east. Only two states east of the Mississippi, Illinois and Indiana, produce more feed grains than are needed to feed their livestock. Ohio about breaks even. We produce about six times as much surplus feed grain as does Indiana.—Farm Management, University of Illinois Bulletin.

RATES EXPERT TALKS ON RAILROADS

"Freight rates have lagged far behind increases in prices and wages," said Joseph G. Kerr, chairman of the Southern Freight Association, in a speech on Aug. 12, before the Lions Club in Mobile. Mr. Kerr, of Atlanta, Georgia spoke at the invitation of GM&O Rates Traffic Manager Karl Gottschaldt, who is program chairman of the club.

Freight rates are not as high, relatively, as the railroads' increased costs of labor, materials and supplies and taxes, Kerr declared.

The rate increases have had the effect of raising the general level of rates about 79 per cent above the prewar level of 1939, Kerr said. The average revenue received for hauling one ton one mile, however, has increased only about 50 per cent.

In a discussion of the operations of American railroads and its varied phases, Kerr declared that the railroads constitute the "backbones and most of the other bones of the transportation machine."

"This is true in peace or in war, especially as to the latter, as events of World War II so fully proved," he asserted. "It is the indispensable agency of transportation."

Must Keep Pace

"But, we must keep pace with competitive forces and technological improvements and we are keeping pace."

Kerr, who has been associated with the railroad industry for 49 years, pointed out the railroads always have provided their own capital for building tracks, locomotives and cars and payment of taxes thereon.

"Out of the charges collected from the public," he said, "it must pay its depreciation, maintenance and other operating expenses. It does not have a paternalistic government to provide any of these facilities or pay any of these costs. It gets no subsidies of any kind from government, direct or indirect."

"It does not want any."

Today, Kerr said, the railroads face "the strongest kind of competition."

"As this represents evolution and progress in transportation, no one should complain of it," he added, "provided all compete for the available transportation under impartial regulation and under conditions equitable to each, which unfortunately is not the case."

Railroads Hurt

Inequitable regulation and subsidization of competitors have undoubtedly hurt the railroads, Kerr said. He quoted from a Senate committee report of last year which said:

"We have found that the poor financial condition of the railroads does not result from fair and free competition. Competitors of the railroads are subject to a less restrictive type of regulation or exempted entirely from regulation."

Kerr, a native of Indiana, has also held important positions with the Assn. of American Railroads, the Southern Classification Committee, the Southern Passenger Assn. and the Southern Weighing and Inspection Bureau.

Retirements

Agent S. C. Moats, Streator, Illinois, retired from company service on September 1, 1952 after being with the company since September 13, 1911, when he entered the service as telegraph operator.

Telegrapher H. B. Cawthon, Mexia, Missouri retired on August 1, 1952. Mr. Cawthon entered the service as agent-telegrapher on April 20, 1910.

Passenger Conductor C. E. Poulton, Bloomington, Illinois, who entered service as a brakeman in 1905 and was promoted to freight conductor in 1910 and to passenger conductor in 1941, retired effective September 1, 1952.

Nine Gulf Transport buses lined up on Mobile's busy Royal St. one morning in August for the loading of the employees of Hammel's Department Store. The employees chose our company to take them on an all day outing and picnic. Buses are shown in front of the store.

Joseph G. Kerr and Rates Traffic Manager Karl Gottschaldt.
HEAVY TRUCKS VS. GOOD ROADS
CHARLES B. SHERMAN
President, Illinois Agricultural Assn.

Which do we want, heavy trucks or good roads? That question is silly because all of us are in favor of both good roads and adequate truck transportation. However, if the present attack on the Illinois truck license increase law by a few trucking groups is successful, the proposed rebuilding of our worn-out primary road system will be indefinitely delayed.

Who should pay for public road building and maintenance? Taxation of the users of our highways is almost universally accepted as the only fair way to finance the state primary system. In fact, we recognize that city streets and farm-to-highway roads are essential parts of our highway system and are, therefore, supported in part by gasoline tax receipts.

Despite increased gasoline taxes, Illinois roads are being destroyed more rapidly than present revenues will permit rebuilding. The Governor and the Legislature recognized this problem and legislation was passed to increase truck license fees approximately $20 million per year.

Any fiar minded person who has traveled on our state highway system knows that the disintegration of our paved roads has been speeded up as a result of the heavy truck travel in recent years. If these roads should be paid for by the users in proportion to the amount of use and damage, there can be no question as to the fairness of a substantial increase in truck license fees.

Farmers and other low mileage truckers should have the opportunity to pay on the basis of miles traveled. However, the truck license increase is a step in the right direction and should be supported by everyone who hopes to enjoy good roads in Illinois once again.

The trucking organizations correctly point out that increased license fees will result in higher truck rates to farmers and other shippers. This is certainly proper as all of us who purchase goods or services should expect to pay the necessary costs of production and operation. In recent years truck freight rates have been subsidized by public maintenance of the roadway. This subsidy must come to an end.

Members of the last session of the Legislature and state officials, acting in response to an awakened public demand for good roads, have moved in the only direction possible to correct the inequities in our road revenue plan by increasing truck fees.

Every farmer in Illinois should check the voting record of his legislators and be prepared to defend those who voted for an adequate road system in Illinois. Farmers today must have good roads as well as a sound and self-supporting truck transport industry.

MERIDIAN SCOUTS LIKE GULF TRANSPORT
Passenger Traffic Representative
Gulf Transport Company

Dear Mr. Adams:

We think that we were indeed fortunate that circumstances persuaded us to make arrangements with you and the Gulf Transport Company for transportation to and from the Pilumont Scout Ranch, Chimarron, New Mexico.

On behalf of the Choctaw Area Council, its leaders and boys, I want to take this opportunity of expressing our gratitude to you for the exceptional service rendered us while on our trip.

Mr. Herbert Mooney, our driver, did everything in his power to make our trip as pleasurable and as comfortable as could be. During our travel time and part of our stay in Pilumont Mr. Mooney became one of the most loved associates of the boys. His actions with them were most commendable and may I sum it up by saying he was very much "one of the gang".

Your equipment functioned perfectly and the reliability of your machinery and your personnel certainly made a great impression upon the Choctaw Area Council, boys and their parents. It is my opinion that the arrangements you made for us were ideal and were a great contributing factor toward the success of our trip.

We sincerely thank you.

Terry L. Thomas,
Field Scout Executive
Meridian, Miss.
MAIL IS
“BIG BUSINESS” ON THE GM&O

Few people stop to consider, except during the pre-Christmas rush, that the United States Post Office is one of the largest business institutions in existence and that the nation’s railroads are the principal agency employed in conducting that business. Judged by this measuring stick, the importance of the railroads to the public has been increasing steadily, and the volume of Christmas mail has for a number of years grown larger and larger.

GM&O’s Department of Manager of Mail, Baggage and Express Service makes elaborate preparations at Christmas time, each year, at all points on the system, particularly at the large terminals such as Chicago and St. Louis, in order to handle the flood of mail entrusted to the GM&O.

Extra baggagemen, depot mail handlers, extra equipment and instructions to all concerned with the handling, must be arranged.

All of the mail must be handled promptly and efficiently. To do this, we operate additional Railway Post Office cars in which postal transportation clerks sort and distribute letter, paper and some parcel post mail while our trains are speeding to their destinations, but the volume of Christmas mail, requiring additional railroad equipment, consists of parcel post packages that are carried in baggage and storage mail cars.

“Mail” Is Not Always a Letter

When most of us think of mail we think only of letters. Letter mail does provide an important part of our mail revenue, but does not constitute the volume of traffic nor require the force that is needed to handle parcel post and bulk storage mail.

DAILY—Throughout the year our railroad operates:

6-60 foot Railway Post Office cars, between Chicago and St. Louis.
2-30 foot Railway Post Office cars, between Chicago and St. Louis.
2-30 foot Railway Post Office cars, between Bloomington and Kansas City.
2-30 foot Railway Post Office cars, between St. Louis and Mobile.
2-15 foot Railway Post Office cars, between St. Louis and New Orleans.
2-15 foot Railway Post Office cars, between Arkansas and Montgomery.
2-60 foot baggage cars or exclusive storage mail between Chicago and St. Louis.

Also Highway Post Office vehicles are operated between Mobile, Ala., and Union, Miss.; Meridian, Miss.; Jackson, Tenn.; Chicago, Ill., and St. Louis, Mo.

Mail Chute “U 4”, which carries mail from Chicago Post Office, above, down to track level for loading in GM&O cars. Down this chute an endless flow of mail feeds on to the track level platform of the Union Station, destined for GM&O trains. It is stacked on trucks and wheeled to the cars for loading.

T. G. Seese, (right), manager of mail, baggage and express, with Foreman Paulik, inspects mail to be loaded into GM&O cars in the Union Station in Chicago.

Interior of sixty foot RPO car operated on Train No. 7. Clerks in the Railway Post Office car set about the business of sorting mail enroute.
NEWS AT A GLANCE

→ GULF TRANSPORT HAS LOW OPERATING RATIO.

Modern Railroads Magazine had the following to say about Gulf Transport in its August issue:

"... considered as an important part of the GM&O's transportation service, Gulf Transport has enabled the railroad organization to operate more efficiently.

"Because of the sparsely settled nature of much of the territory the railroad serves, it was decided that a coordinated rail-truck operation would reduce LCL handling costs and at the same time afford the public better service. In a like manner, the buses operated by Gulf Transport have enabled the GM&O to give better passenger service to communities on its route.

"All of this is done with a degree of efficiency that has given Gulf Transport's truck line the distinction of having one of the lowest operating ratios of any truck line in the country."

→ AVERAGE GM&O EMPLOYEE EARNED $4130 ANNUALLY

In 1920 the average employee (GM&N-M&O-Alton-NOGN) earned only a little more than $1900 in annual wages. In 1952, based on figures for the first seven months of the year, the average employee will get approximately $4130 in salary.

... During this same period of time, three of the four larger lines which now compose GM&O have been in bankruptcy — in the case of The Alton, investors lost more than 100 million dollars in the last thirty-five years of its corporate existence.

→ BROADCAST EXEMPLIFIES RESULTS OF GOOD PUBLIC RELATIONS

GM&O employees are generally public relations conscious, alert to please the public we serve. The results of such efforts are exemplified in the following excerpt from a radio broadcast of Tupelo Station WELO for Daybrite Lighting, Inc.

"... Despite its progress and its improvements over the years, the Gulf, Mobile and Ohio railroad has never failed to realize that courtesy, and service to the public that it serves are two of the road's greatest assets. GM&O railroad has built a longstanding, well-received reputation locally, as a route that stands ready to serve, and help those communities through which its rails run. Time and service have brought an excellent relationship between Tupelo and the GM&O railroad. Daybrite Lighting, Inc. of Tupelo has been happy to bring you this brief outline of the GM&O railroad."

We shall strive to merit Tupelo's continued approval.

→ GM&O HOUSEWIVES TAKE NOTICE

GM&O housewives should find some solace in the fact that Superintendent of Dining Car Service Walter Berghegger is also having trouble with his food budget. In July it cost GM&O $1.40 for each $1.00 of dining car service... a loss for the month of almost $20,000.

Last year the nation's railroads lost $31,000,000 on food and drink for passengers.
Meet the men who sell

SOUTHWESTERN REPRESENTATIVES

DALLAS, TEXAS

LLOYD E. COX
Married to Eula Cox and has two sons, Lloyd, Jr. and Harold, and one daughter, LaFrey. Was first employed by the former C&A in 1928. He was appointed commercial agent in Dallas in 1941.

DALLAS, TEXAS

L. L. WALKER
Married to Irene Walker. Has two married daughters, Betty Mae and Billie Marie. He began his railroad career as traffic agent with the former C&A in 1926. Has solicited freight in California, Arizona, New Mexico, Colorado, Texas, Louisiana, Oklahoma, Missouri, Illinois and Indiana.

DALLAS, TEXAS

C. C. RASBERRY
Married to Celeste Rasberry and has one son, Terri, in high school. Began his railroad career with the former M&O in Meridian, Miss. in 1929. He was appointed commercial agent in Dallas in 1946.

SHREVEPORT, LA.

A. J. TURGEON
Married to Ellen C. Turgeon. Has two daughters, Roseann and Janet (See page 2 for picture of Roseann). Commenced his railroad career with the B&O in 1929, and came to the former C&A in 1933 as travelling freight agent. Was appointed district freight agent in 1943 at Little Rock, Ark., where he remained until his transfer to Shreveport in 1949.

HOUSTON, TEXAS

NEAL DAVIDSON
Married to Alma Louise Davidson. Has two children, Neal, Jr., ten, and Richard Henry, seven. Came to former Alton in 1943 from NKP.

LEON LA VERGNE
Married to Beulah Marie La Vergne. No children. Came to the former Alton Railroad in 1944 from the Atlantic Coast Line Railroad.

TULSA, OKLA.

THOMAS B. PEAKE
Married to Nadine Peake. Both were born in Kansas City, Mo., and married there. Have three children, Chaplain Tom Peake, Jr., of Air Force, Bob, who is in real estate business and Shirley Ann, who is attending the University of Tulsa. Has 35 years service, having come to Pan, Dept. of former C&A in 1917. Transferred to Freight Dept. in 1943.
G. T. SAFETY AWARDS

The following safety awards were presented to Gulf Transport bus and truck operators during the months of June and July, 1952:

- Bus Opr. L. M. Horne, 1-yr. award due 6-11-52.
- Bus Opr. J. W. Mothershed, 5-yr. award due 6-22-52.
- Bus Opr. O. Thompson, 3-yr. award due 6-2-52.
- Bus Opr. W. M. Howard, 5-yr. award due 7-1-52.
- Bus Opr. L. W. Kemp, 7-yr. award due 7-18-52.
- Truck Opr. S. R. Powell, 8-yr. award due 7-3-52.
- Truck Opr. A. J. Worthern, 1-yr. award due 7-21-52.

Miss Roseann Turgeon, daughter of Dist. Freight Agent A. J. Turgeon, Shreveport, Louisiana, graduated as valedictorian of her class and received the American Legion award for outstanding courage, leadership and scholarship.

SATURDAY EVENING POST

(Continued from Page 1)

Mason Brown watching passengers board the Abraham Lincoln at Springfield and the other is of Assistant Chief Special Agent W. B. Jess inspecting a freight pulling out of the Bloomington yard. Post Photographer Bill Shroust made the pictures recently during a three-day trip on the Railroad.

DECEASED

Crew Dispatcher C. P. Julian, Slater, Missouri, on July 16, 1952. Mr. Julian had been in the service of this company since July 6, 1921.

Fireman F. D. Carey, Pontiac, Illinois, on August 2, 1952, in an automobile accident. Mr. Carey entered service as a fireman on September 2, 1942.

Receiving and Delivery Clerk G. M. Matthew, Kansas City, Missouri on August 18, 1952.

Operator-Clerk Monsierie E. Oliver, Beaumont, Mississippi on August 25, 1952. Mr. Oliver entered the service on January 10, 1927. He had been out of service since May 12, 1952 on account of illness.
The Staten Kids Write a Letter

Ackerman, Miss.,
Route 2

Dear Uncle Charlie:

I guess you wonder why we say "Uncle" Charlie. Well, mom has never let us call anyone who is grownup by their first names unless they told us to. So we had rather say "Uncle" Charlie than Mr. Charlie. We hope you don't mind.

Gee, there's so much we want to say that I don't know if we can get it all in one letter or not.

First, who are you? There are so many of you engineers that we don't know which one you are. When you come by please yell, "I'm Charlie," or something like that so we will know who you are.

We want to say "Thanks" for all the things all of you have given us. But really, you have us spoiled. When we know that a train is coming we won't work at anything (unless mom makes us) until the train has gone by. But of course, there is the work in the field to be done. We can't help the way we look when we come out there to wave. Because we are usually ready to go to the field or have just gotten back. Please excuse us.

May we introduce ourselves? Well, you will remember the largest one as a tomboy. That's me, Ruth. I'm fifteen and a Junior in High School. The other girl is my other sister, Deria. The largest little boy is Donnie. Deria is in the fifth grade and Donnie is in the fourth. Deria is ten, Donnie is eight. The smallest boy you'll remember always holds his hands over his ears. He is Billy. We try to get him not to, but he does anyway. We live in the large house just a short distance from where we wave. Grandpa lived here when the railroad was being built. So you see we know all about it. Grandma wrote a poem about it once.

Oh, yes, so we can tell when it's you let me tell you what. Get whoever blows the whistle to blow it one long, one short and one long time. See—then we'll know.

About the watermelon, you are welcome to all you can eat but how will you get them? We have peanuts, ribbon candy, popcorn, peaches and loads of other things when they get ready if you can get them.

On those cars that have a sign like this, what does it mean?

When empty return to GM&O for banana loading

Surely you don't haul that many bananas?

I told you we were curious. Or did it? Well, anyway, we are.

We want to be out there when we're not, so forgive us when we're not there. Look for us.

All our love,

Billy (four years old)

Donnie

Deria

and me—Ruth

Staten Kids

P. S. We love the funny books.

Ed. Note: With no children nearby with whom to play during the summer vacation, the "Staten Kids" turned to GM&O trains passing near their home for entertainment, said Mrs. Staten, their mother. GM&O operating men responded to their waves with comic books and magazines. So fast the friendship became, the youngsters made a "deris" to take their place on the "waving ledge" when they were away from home.

All regular runs were figured out, said Mrs. Staten, but an occasional "extra" brought them tearing train-ward with Billy, "(four years old)," crying bitterly because he couldn't keep up. The letter to Engineer Charles Pugh, New Albany, Miss. is their "thank you" to GM&O men.
Conductor D. C. Warren, Jackson, Tennessee, proved himself an alert railroadman for discovering a car, billed as an empty gondola, to be a load of steel, missent. His discovery enabled the car to be returned to its proper routing with a minimum of delay.

Section Foreman J. J. Laffey, Shipman, Illinois, was commended by Supt. Conerly for detecting a hot journal on a car of a train passing his home, and notifying the crew of the train so that the car could be set out.

While observing a passing train, Agent J. W. Pruitt, Elkhart, Illinois, discovered a hot box and signalled the crew so that the car could be set out. Although not on duty at the time, Agent Pruitt interested himself to prevent possible damage.

To Mr. Kenneth Lee, Stanford, Illinois, is extended the appreciation of the management for extinguishing a fire on a road crossing near Stanford. When section men were not available, Mr. Lee carried water from his home to put out the blaze.

Brakeman G. W. Childers, Jr., Bloomington, Illinois, was commended for close attention to duty when he discovered a car with no packing in boxes, and prevented its being made up in the train.

Switchman J. V. Pollock, Chicago Terminal, was commended by Supt. Jeter for noting the brakes sticking on the rear of Train No. 5, and having the train stopped when it was found the angle cock was closed in the rear coach.

When Mr. Roy Bonds, Manager of the Prentiss County Electric Power Company, Booneville, Mississippi, noticed a hot box on a GM&O train, he promptly notified the agent at Booneville, who contacted the rear end crew of the train. The train was stopped at Wheeler and the car set out without damage due to the thoughtfulness of Mr. Bonds.

Yard Clerk K. Price, Glenn Yards, discovered a broken rail while attending his duties as yard clerk, and promptly reported it to avoid trouble.

Engineer J. Fallon, Fireman C. M. Ploense, Switchman F. O. Zahn and Switchman Z. F. Benton, Chicago, Illinois, were commended by Supt. Jeter for alertness in discovering and removing a pile of rocks placed on the main line.

Switchman R. McCabe, Switchman A. Coss, Switchman R. Zobel, Engineer M. Storch and Fireman R. Jackinowski, Joliet, Illinois, were commended by Supt. Conerly for the excellent cooperation they gave the track supervisor in the spraying of the Joliet yard, enabling him to complete the job in one day.

Conductor E. F. Kruse, Slater, Missouri, noticing the defective condition of a car spotted for loading, promptly reported the fact, preventing the car from being loaded with scrap iron with a possible resultant accident.

When the lead unit of Engineer W. E. Cochran's train caught fire, Engineer Cochran, Jackson, Tennessee, displayed considerable ingenuity in the handling of the situation. With the assistance of the fireman he extinguished the blaze, handled his train to the next station, reported the trouble and requested the local, which was at the station, to help him for a distance. He assisted in making necessary repairs and handled the entire train into terminal with very little delay.

Signal Maintainer Billy Denton, Illinois Central Railroad, Bardwell, Ky., went out of his way to assist the GM&O when he signalled Train 30 that something was wrong. The conductor stopped the train to find a brake beam down, and Mr. Denton came down with his car and helper to assist the GM&O conductor in wiring up the brake beam.