WARRIOR RIVER BRIDGE IS REPLACED

A new steel truss span costing better than a half million dollars was rolled into place in the GM&O bridge across the Warrior River at Tuscaloosa on September 4th, bringing to near-completion the project to replace the main spans of a structure which has been a landmark since its construction in 1897.

The new and much stronger 450 ft. span weighing 948 tons replaced two old ones, 275 feet and 175 feet in length, weighing 517 tons which, together with other steel spans and pile trestle approaches, form the longest bridge on the GM&O system with a length of 3,775 feet. Under normal river conditions the rails are 62 feet above water level or 106 feet above the river bed.

Construction of the project started four months ago with the erecting of pier extensions to the concrete piers. These extensions were made of steel beams supported by steel piles driven to bed rock underneath the river. After the 275 foot portion of the new span was erected on falsework supported by two steel barges, it was moved over the downstream pier extensions and lowered onto them by pumping water into the barges causing them to settle further down in the water. To the 275 foot portion on the pier extensions, an additional 175 foot section was erected as a cantilever. In the erection of the new steel some 24,000 rivets were driven in the field.

The change-out of spans began at five AM with the old 175 foot deck truss being removed on falsework supported by barges. The old 275 foot thru truss was then rolled out onto the upstream pier extensions. With its final position now clear, the new 450 foot thru truss span was rolled in, complete with ties and rails, and lowered onto the permanent concrete piers.

Design, fabrication and erection of the new span was performed by the American Bridge Division, United States Steel Corporation, under a contract with the railroad.

GM&O History Is Released

Written as a Study for Indiana University
By James H. Lemly

The history of the Gulf, Mobile and Ohio Railroad, written by James H. Lemly as a research project of the School of Business of Indiana University, has just been published by Richard D. Irwin, Incorporated.

Mr. Lemly, reared in Mississippi and a graduate of the University of Mississippi, wrote the book as the thesis for his Ph. D. as a business study for Indiana University. He is now Assistant Professor of Business Administration at the University of Georgia.

LIMITED NUMBER OF HISTORIES AVAILABLE

The Public Relations Department has tried to find some equitable way for the distribution of the history to those employees and stockholders who are interested. Because there has been only a limited printing, copies will be available on a "first come, first serve" basis at $2.50 per copy. The publishers in their distribution to students of transportation and others who wish to purchase the book have fixed a price of $8.65.

Please send your request, with either a check or a money order, to the Public Relations Department, Gulf, Mobile & Ohio Railroad, 104 St. Francis Street, Mobile, Alabama.

In the foreward of the book Dean A. M. Weiner of the School of Business and Commerce of Indiana University explained that GM&O had been chosen for the project because "Few companies and no railroads had displayed such growth. Second, the transition of bankrupt short lines into a progressive, decentralized major system surely offered lessons in business enterprise for other companies. And last, but not least, James H. Lemly was available for the project."

(Continued on Page 2)
Changes In Operating Department

Several changes in the Operating Department on the Southern Division were announced on September first. Marvin S. Horn, former trainmaster of Laurel District and Laurel Yard, has been promoted to Trainmaster—Chief Train Dispatcher, headquarters Laurel, Mississippi. W. F. Selph, former trainmaster of the Montgomery District, is appointed trainmaster of Mobile and Meridian Districts with headquarters at Meridian; P. B. Seals, formerly trainmaster at Artesia, Mississippi, is appointed trainmaster of Montgomery District; with headquarters at Artesia; and D. B. Jones, formerly assistant trainmaster of Montgomery District, has been promoted to trainmaster, having primary jurisdiction in Artesia Yard, headquartered in Artesia. Incidentally to these changes, H. D. Ajax was appointed assistant trainmaster having primary jurisdiction in Artesia Yard with headquarters at Artesia; and F. D. Allman was appointed assistant trainmaster at Bogalusa, Louisiana.

Trainmaster—Chief Train Dispatcher Horn

Trainmaster—Chief Train Dispatcher Horn entered the service of this company as agent-operator on July 16, 1927. He worked in this capacity and that of brake man on the Alabama and Tennessee Divisions from 1927 to 1929. In 1929 he became chief clerk to the chief dispatcher and operator at Laurel, Mississippi. Following that he worked as watchman in the Special Agent's Department at Mobile, Alabama. From 1932 until 1937 he filled the position of clerk in the agent's office at New Orleans. In July 1927 he was promoted to train dispatcher at Laurel, Mississippi. He has served as train dispatcher at Laurel and at New Albany, Mississippi until his promotion to trainmaster of Laurel District and Laurel Yard on April 1, 1961, which position he has held until his present promotion to trainmaster—chief train dispatcher.

Trainmaster Selph

Trainmaster Selph entered the employ of the G&M&O in 1923 as brakeman on the Alabama Division where he remained until January 1932 when he was transferred in the same capacity to New Orleans. From May 1932 until October 1934 he worked as building custodian at Laurel, Mississippi. In 1934 he became a patrolman in the Special Agent's Department, which position he held until August 1937. In 1942 he worked as assistant trainmaster at Louisville, Mississippi. He was later transferred to the Alabama Division where he worked as assistant trainmaster. On January 1, 1949 he was appointed trainmaster on the Louisiana Division with headquarters at New Orleans, with primary jurisdiction in Canal Yard. He has since that position until 1951 when he was appointed trainmaster of the Montgomery District, where he has been until his present appointment.

Trainmaster Seals

Trainmaster Seals came to work with the G&M&O in September 1949 in the Maintenance of Way Department where he worked on a section gang in Carlinville, Illinois and in the Southern Region. In 1950 he transferred to the Transportation Department as transportation assistant on the Northern Division. In 1951 he served as assistant acting trainmaster at Laurel, Mississippi. Later in the year he was transferred to Montgomery, Alabama where he was assistant trainmaster. He worked as assistant trainmaster at Tuscaloosa, Alabama until April 22, 1952 when he was promoted to trainmaster with headquarters at Artesia, Mississippi.

Mr. Seals served during World War II for thirty-two months in the Army Air Force. He was navigator on a Flying Fortress with the Eighth Air Force in England, and later was rail transportation officer with the First Air Force in the United States. He is a graduate of the University of Alabama's School of Commerce and Business Administration.

Trainmaster Jones

Trainmaster Jones entered the employ of Gulf, Mobile and Ohio as a switcherman at Tuscaloosa, Alabama in 1945. In June 1946 he was appointed engine foreman at Tuscaloosa, a position which he held until December 1959 when he became acting assistant trainmaster at Tuscaloosa. He was appointed assistant trainmaster at Artesia in March 1952, and filled that position until his present appointment as trainmaster, having primary jurisdiction in Artesia Yard, with headquarters in Artesia.

Chairman Tigrett Is Back In Office

Chairman Tigrett, who recently suffered a fracture of his ankle when he stepped unexpectedly into a hole on the golf course, returned to the office on September second. It is gratifying to know that, although he suffered the fall, Mr. Tigrett is doing very well and hopes that the cast on his leg may be removed soon.

Cairo, Illinois-Division Freight Traffic Manager Frank McKee made the editorial page of the Cairo EVENING CITIZEN for his activity in connection with arousing interest in Cairo industries, those already located as well as prospective ones.
T. V. Sutton Retires

After more than forty-five years of service with the GM&O Railroad, District Freight Agent T. V. Sutton, Atlanta, Georgia, retired on September first. Just prior to his retirement on August 28, his industrial and railroad friends in Atlanta gave him a farewell party attended by more than fifty people, among whom was Traffic Manager E. B. Farrell of Mobile.

Mr. Sutton entered the service of the former Mobile and Ohio Railroad on November 26, 1906 as yard clerk at Meridian, Mississippi. In 1908 he was transferred to the superintendent's office at Meridian, where he worked at various positions, the last of which was accountant and timekeeper until 1919. In 1920 he became statistician engaged in preparing statistics for American Railway Executive Committee. This work completed, he was assigned to Atlanta, Georgia agency as freight traffic representative. On July 1, 1927 he was promoted to commercial agent at Columbus, Mississippi, and was later transferred to Meridian, where he held the same position. On June 1, 1936, he was sent to Atlanta, Georgia as Southwestern freight agent. In 1944 he was promoted to district freight agent, which position he held at his retirement.

On his retirement Traffic Manager Farrell said, "Throughout his long service Mr. Sutton has earned the high esteem of all his associates and carries with him their affectionate good wishes."

Mobile, Alabama— J. C. Smallwood, clerk in the Station Accounting Bureau, was married to Miss Carolyn Ann Harvey on July 17, 1953.

Traveling Auditor Elbert H. Ash, Mobile, Alabama retired on September 15, 1953 after thirty-seven and a half years of service with the GM&O.

Traffic Department Promotions

Effective September first, two promotions have been announced in the Traffic Department. Assistant General Freight Agent W. D. Hinkle, formerly of New Orleans, has been appointed assistant general freight agent at Atlanta, Georgia, according to an announcement of Traffic Manager E. B. Farrell, and Special Representative A. J. Engel, Atlanta, Georgia, has been promoted to district freight agent at Atlanta.

Mr. Hinkle came to work for the former GM&N in Mobile as a clerk in the office of the vice-president and general manager in 1926. In 1927 he became a secretary to the freight traffic manager, and in 1935 was promoted to commercial agent in Mobile. He was transferred in 1937 to St. Louis as commercial agent, and later transferred to Memphis, where he served in the same capacity. In 1941 he was promoted to district freight agent at Washington. In 1945 he became district freight agent in Mobile, Alabama, and in 1947 was promoted to division freight traffic manager at Montgomery, Alabama. He went to New Orleans as assistant general freight agent in 1947 and has remained there until the present time.

Mr. Hinkle served three years with the Armed Forces during World War II.

Mr. Engel entered the service of the former M&O as stenographer at Atlanta in 1923. He served as clerk and secretary for several years until he was promoted to freight traffic representative in Atlanta in 1936. In 1941 he was promoted to commercial agent at Atlanta and in 1952 he was promoted to special representative at the same city. Mr. Engel will remain in Atlanta with his new promotion of district freight agent.

Promotions In Accounting Department

Vice President and Comptroller, R. E. DeNeele, announces the following promotions in the Accounting Department: Mr. T. C. Adams to Assistant Auditor of Passenger and Station Accounts; Mr. G. T. Bennett to Auditor of Property Accounts; Mr. L. R. Lagman to Supervisor of Demurrage.

Mr. Adams has been associated with the Accounting Department of this company and its predecessors since May 9, 1926, holding various positions in the Receipts Department, his last position being Head Clerk of the Station Accounting Bureau. His promotion to the position of Assistant Auditor of Passenger and Station Accounts extends his supervision over the Passenger Accounting Department.

Mr. Bennett has been associated with this company and its predecessors since October 1, 1926. All of his work has been in connection with valuation, capital expenditures, and retirements. Prior to his promotion, he occupied the position of Valuation Engineer-Accountant.

Mr. Lagman has been associated with this company and its predecessors since June 16, 1918. He was first employed as Messenger and has held various positions in the Claim, Interline, and Rate and Division Bureaus.

District Freight Agt.
A. J. Engel, Atlanta, Ga. ([left]), and Commercial Agt. H. A. Talley, also of the Atlanta office (right), recently visited Mobile. While in the Gulf city, they were taken to Alabama State Docks by Division Frt. Traf. Mgr. C. E. Thomas (center). At the Docks the three were photographed by a State Docks photographer.

COFFEE STOPs
MOTORISTS' ONLY CHANGE

... Trucks are so made that they go like hell down a hill but are helpless on a grade. So the motorist is either trapped behind as they creep or futilely trying to catch up to them.

The situation would be completely impossible except for the fact that trucks have to eat. When they pull over to have a cup of coffee, we motorists get our chance. If they ever start copying in their cabs, the battle will be lost. — Abe Melnikoff column in San Francisco Chronicle.

• 3 •
Railroad Superlatives

Longest stretch of straight track in the world is on the Transcontinental Railroad of the Commonwealth of Australia, which runs 328 miles across the Nullarbor Plain without a curve. The road is not on a dead level, however.

The world’s longest stretch of straight track that is also on a dead level, is between Junin and Mackenna on the Buenos Aires & Pacific Railway of Argentina, which is dead straight and dead level for 300 miles.

Longest stretch of straight track in the United States is 78.86 miles on the Seaboard Air Line Railroad between Wilmington and Hamlet, North Carolina.

Lowest point on earth reached by railroad is near the Sea of Galilee in Israel. At one point, the 3-foot 5½-inch gauge railroad, running from Haifa to Samashe, is 807 feet below sea level.

Lowest point reached by railroad in the United States is near the Salton Sea in California, where the Southern Pacific Railroad runs for a short distance at 199.2 feet below sea level.

Widest gauge railroads in the world are located in India, Ceylon, Spain, Portugal, Argentina and Chile, where trains run on rails 9 feet 6 inches apart.

The world’s narrowest gauge common carrier railroads are 1 foot 11¼ inch gauge lines in Wales, India and certain countries of South America.

Highest point reached by any railroad in the world is 15,817 feet on the metre-gauge Antofagasta & Bolivia Railway at Morto, in Chile.

Highest point reached by railroad in the United States is 14,110 feet on the standard-gauge Manitou & Pike’s Peak (cog) Railway in Colorado.

Highest altitude reached by a railroad in the United States east of the Mississippi River is 3,383 feet on the Norfolk & Western Railway, near White Top in Grayson County, Virginia.

Longest railway tunnel in the world is Simplon No. 2, 12 miles 1,677 feet in length, carrying the Swiss Federal and Italian State railways through the Swiss-Alpine Alps. The Tunnel was opened in 1922.

Steepest gradient on any railroads in the world operated by adhesion are found on the metre-gauge electrically operated Chemin du Fer of the French National Railways, between Cheadle and Servoz, and on the Guatemalan State Electric Railway, a standard-gauge line between River Sansala Bridge and Zunil, where the climb is 1 foot for each 11 feet of track.

Longest railway bridge of any kind in the world is the Lucin Cutoff carrying the Southern Pacific Railroad over Great Salt Lake, Utah. This is a wooden pile structure 12 miles in length.

Longest steel and concrete bridge structure in the United States used by railways is the Hay’s P. Long Bridge spanning the Missouri River near New Orleans. Its total length is 23,235 feet. One river span is 796 feet long.

Oldest existing railroad in the United States is the Baltimore & Ohio line extending from Baltimore to Elliott’s Mills, opened for operation with horses as motive power in 1829.

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The Joliet, Illinois plant of Mastic Tile Corporation of America recently celebrated its second anniversary by making one of the largest single shipments of asphalt tile in the history of the company. Over one million square feet of Ma-Ti-Co asphalt tile was in the epochal movement originating on GM&O.

Present at the loading ceremonies were, left to right: City Commissioner George Vollmer, GM&O Freight Agent Paul Cade, Exec. Vice-Pres. Arthur Lumsden of the Joliet C. of C., Mayor Arthur O. Janke, Plant Manager J. W. Ryan of Mastic Tile Corp., Sales Co-ordinator W. R. Inceason of Mastic Tile, and City Commissioner Edward Danki.

The Mastic Tile Corporation manufactures floor and wall tile.

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Railroad Fever

By Lois Slocom

(TPomct selected by Agent C. E. Browning of Starkville, Miss.)

THERE’S a romance and thrill just hearing trains
If you’re railroad fever in your veins.
The sight of the rails all shining bright—
In the mid-day sun is a beautiful sight.
And the rumble that tells of a freight train near
Is music to your listening ear.
If you’ve worked for a railroad it weaves a spell
That you never escape, and its easy to tell.
By the way you listen and watch for the trains.
If you’re railroad fever in your veins.

The annual picnic of the Freight Traffic Department at Chicago was a family affair this year. It was held with great success at Herrick Lake at Wheaton, Illinois. Photograph by C. S. Seter, Chicago.
HAMM MANAGING DIRECTOR OF I. C. C.

E. F. Hamm, Jr., President of Traffic Service Corporation and publisher of TRAFFIC WORLD, is the new Managing Director of The Interstate Commerce Commission.

His appointment is the outcome of a recent survey at the direction of the Senate Interstate Commerce Committee in order to "promote maximum efficiency." Hamm will have full authority over all Civil Service personnel of the I. C. C. and will assume all administrative functions.

PERSEVERANCE BRINGS SUCCESS

The epitaph beneath the life-sized statue of Gail Borden says: "I tried and failed. I tried again and again, and succeeded."

Borden was 54 years old when he first patented condensed milk — past sixty before he realized any money from it. After he was a success he still started work at 4 A.M. in order to have five hours at his desk before breakfast.

(From an article in ADVERTISING AGENCY by Richard Match)

TRUCK AND PRIVATE CAR TAXES

The American Trucking Association has taken exception to a recent article in TIME magazine entitled "Trucks on the Roads—How Much Should They Pay."

One of the points of contention by the big truckers was with regard to a reference comparing taxes between private autos and big trucks.

About this TIME's Editor said that the magazine stood on its figures . . . . That a man who drives a four-door Plymouth . . . pays $4.94 worth of gas taxes and fees per ton to move his car over 100 miles of open road . . . . That on a national basis, a Plymouth owner pays nearly three times more per ton to move one ton of his car 100 miles than does the owner of a 60,000 lb. truck.

FREIGHT CLAIMS COSTLY AND BAD CUSTOMER RELATIONS

October has been designated Careful Handling month by the AAR. Loss and damage claims are a costly item . . . . on GM&O approximately 86 cents for each $100 of gross revenue . . . the National average $1.17.

General Agent Ashworth (Bloomington) and his 25 Terminal Freight Claim Prevention Committees meet monthly so that all concerned can act to handle our customer's business more carefully.

"THE RAILROADER'S BIBLE"

The Official Guide—"The Railroader's Bible"—is 85 years old. The largest monthly publication in the world—is some 1500 pages.

Format almost unchanged since founding—still hand-set. Old copies are collectors' items—pre-1900 editions sell for from $15 to $50 — publishers do not even have complete set.

(From an article by Jack Maguire in RAILWAY PROGRESS)
THREE WAY COOPERATION AT GLASGOW

Touring the Glasgow area in August to inspect the progress of Future Farmers entered in G. M. & O.'s Achievement Program contest were, from left to right: Bernard Johannsen, Dr. Alan Purdy, Dudley Bost, Kenneth Wisniewski, Clay James, and Kenneth Johnson.

Standing, left to right, were: Waldo Lamb, Hugh Painter, A. F. Stephens, G.M.&O. general agricultural agent; John H. Smart, Jr., Bob Russell, and Joe Young.

A three day bus trip by local businessmen to the homes of rural boys, with the superintendent of schools as bus driver, and accompanied by G.M.&O.'s general agricultural agent, demonstrated an unusual example of three-way cooperation in the Glasgow, Missouri area during August. Representatives of Glasgow's Chamber of Commerce and G.M.&O. General Agricultural Agent A. F. Stephens inspected the projects of thirty-five Future Farmers to study the progress they are making in the co-sponsored G.M.&O-Chamber of Commerce contest for rural boys. The three-day inspection was climaxcd by a banquet on the night of August 13.

The object of the tour was to encourage the FFA boys in their projects designed to help them get started in farming careers, and to observe at close range the progress they are making.

Speaker of the banquet held at the conclusion of the trip was Dr. Allan Purdy, assistant dean of the College of Agriculture at the University of Missouri. Mr. Purdy complimented the cooperation shown by the Chamber of Commerce, the railroad, and the fathers of the boys, pointing out the opportunities of such cooperative projects.

The contest is open to students in agricultural schools in Missouri who plan farming as a vocation. Enrollees are judged on their progress in getting started farming, their community activities and school grades. Glasgow is one of twelve points in Missouri where G.M.&O. co-sponsors such a contest with a civic group. The winners will be chosen in the fall.

GT Safety Awards

Each month Gulf Transport Company presents safety awards to the bus and truck operators who have driven one year without a chargeable accident. The following operators have received their awards for the period August, 1962 through August, 1963:

W. M. Howard, 6 year award. L.W. Kemp, 6 year award.

Bus Opr. Woodrow Cox, 6 yr. award. Bus Opr. W. Haberman, 6 yr. award.

Truck Opr. J. T. Castle, 6 yr. award.

Bowling Season Opens In Mobile

The 1963-1964 G.M.&O. Bowling League opens the season on Thursday, Sept. 10 at the new Deluxe Bowling Lanes on Tennessee St. at 7 P.M. Eight teams have already been formed and prospects are good for additional teams as 12 alleys will be available for league play in the new establishment, the largest in the City or immediate vicinity. Anyone interested in bowling should contact one of the following officers of the league or any member already assigned a spot on one of the teams: Joe Suchensky, Pres.; Ed. Naylor, Vice-Pres.; Pat Lilly, Secretary; Gene Blan, Director.

RETIREMENTS

Conductor R. Harlow, Bloomington, Illinois, retired from G.M.&O. service on August 29, 1963. Mr. Harlow was born on September 26, 1880. He entered service as brakeman on July 13, 1907, and was promoted to freight conductor on November 18, 1920.

Caretaker C. M. Miller, affectionately known as "Chief," retired from the service on August 31, 1963. Mr. Miller has been with the company since 1929.

Yard Engineer J. H. Johnson, Kansas City, Missouri, retired on August 31, after having been in service as yard engineer on the Western Division since April 19, 1913.

B & B Foreman J. H. Rawson, Laurel, Mississippi, retired on September 1, 1963 after having been an employee in the B & B Department for more than forty-one years. He was first employed by the company in the B & B Department on July 23, 1912, and was promoted to B & B Foreman in October 1918.

Conductor S. O. Ramlsey, Jackson, Tennessee, retired on August 12, 1963, after being in the service of the company since 1907. He was promoted to conductor in 1910.

Dispatcher-Operator Frank E. Pfeiffer, Bloomington, Illinois, retired on September 1, 1963. He entered the service of the company as an operator on November 29, 1911. He was promoted to dispatcher on June 27, 1916.

Yard Engineer L. G. Richardson, Slater, Missouri, retired from service on August 5, 1963 after 38 years as yard foreman and yard engineer.

Towerman Louis Fratcher, Chicago, Illinois, retired on September first. He entered the service of the company as operator-towerman on July 8, 1900.

Chief Train Dispatcher Vaughan Retires

After almost forty years of dispatching trains for G.M.&O., Chief Train Dispatcher O. C. Vaughan of Laurel, Mississippi retired on September first.

Mr. Vaughan entered the service of this company on September 19, 1913 as train dispatcher at Louisville, Mississippi. In December 1914 he became train dispatcher at New Albany, Mississippi and the following year he was transferred to Laurel to serve in the same capacity. In April 1929 Mr. Vaughan was promoted to chief dispatcher at Laurel. He has remained at Laurel as chief train dispatcher until his retirement this month.

Mr. Vaughan is married and has one daughter.

Signal Foreman and Mrs. W. R. Pickering, Slater, Mo., didn't let any of them get away when they fished one day recently near Bowling Green, Mo.
"NO BAD BOYS IN OKOLONA"—YOUNGSTERS PLAY BALL

"The best job I ever had is the one I have now with GM&O," says Car Inspector W. A. Robbins of Okolona, Mississippi, and that's mainly because he works at night, leaving his afternoons free for baseball with his sons and the youngsters of Okolona.

Robbins has two ball teams for boys—the Pee Wees, aged twelve and under, and the Juniors for older boys. He coaches and manages both teams in Okolona, and has aroused enough interest in kiddie baseball that a six city league of Northeast Mississippi towns has been organized through his efforts. Robbins' Pee Wees have just won the league pennant.

With three boys of his own, Car Inspector Robbins realized the need of recreation for youngsters and last summer organized a kiddie baseball team, buying all the equipment himself. Boys showed up for practice in such numbers this summer that the second team was organized and the merchants of the town supplied snappy suits for both Pee Wees and Juniors.

Star of the Pee Wees is Robbins' own twelve-year-old son Guy, who in two years of playing has pitched 29 games and lost only one. Only one home run has ever been chalked up against the young pitcher and that came in a league game with Baldwyn, which marked the Okolona Pee Wees' sole defeat this season. Guy is named for his Uncle Guy Bash, the former Chicago Cub's pitcher from Okolona, and young Guy hopes to follow in his uncle's footsteps. He has spent three weeks this summer at the Ozark Baseball School in Missouri, coming off with the blue ribbon for the most runs in three weeks.

On September 6, Guy appeared in his baseball suit with his Uncle Guy Bash on a television program in Chicago.

Other GM&O players on the Pee Wee team are Johnny Jackson, son of GM&O switchman C. H. Jackson and Steve Smith, son of Carman L. Smith.

Robbins, center rear, with "Pee Wees"

Robbins encourages the boys in all worthwhile activities. A minister at an evening service once discovered his crowd was augmented by fifty youngsters, brought there at the instigation of Robbins. During July when the Cardinal scouts from St. Louis held a two day tryout camp at Columbus, Mississippi, he loaded up his neat green Kiddie Baseball station wagon with his teams—the Juniors on Wednesday and the Pee Wees on Thursday—and took them down to observe the tryouts and meet the National League players.

Coach Robbins, who says his own baseball training was limited to the "bitterweed variety", received a tangible reward for his work with the Pee Wees on July 21, when the mothers of the team presented him with a fifty dollar gift of appreciation. Even more gratifying, says Robbins, was a recent statement in the Okolona paper that, since the organization of Kiddie baseball, there are "no bad boys in Okolona."

He Wants Change For A Three Dollar Bill

Deputy Comptroller J. S. Gibson, Mobile, is looking for change for a three dollar bill. He has found no takers, although he produced the bill, still in good condition, and ninety-nine years old.

Gibson is not sure how he came into possession of it. He was cleaning out an accumulation of relics of his family, Confederate money, worthless bonds, etc., when he ran across this bill, drawn on the Mechanics Bank of Memphis, Tennessee. Dated May 1, 1854, the ink was still in good condition, although it was only printed on one side.

A. F. Stephens Addresses Soybean Group

GM&O General Agricultural Agent A. F. Stephens received signal recognition for his work in promoting the soybean industry in Missouri when he was invited to address the 53rd annual convention of the American Soybean Association held in St. Louis in August. The subject of Mr. Stephen's talk was "Fertilizer Usage in Soybean Production."

The convention was made up of leaders in the production, marketing and processing of soybeans.

Mr. Stephens, as railroad agricultural agent, pioneered in introducing soybeans in Northeast Missouri, and is credited with much of the success which the crop has attained in that section.

Mobile, Alabama—Miss Ann Lamey, record clerk in the Transportation Department, was married on Sunday, July 20 to Lt. John Bray of Montgomery, Alabama.
Engineering Dept. Honors
J. R. Cloy On Retirement

When Chief Clerk James R. Cloy of the Engineering Department in Mobile retired on August 7, the office force surprised him with a shower of gifts selected to help him enjoy life in Florida during the coming years. Besides many small personal gifts, he received a set of lawn furniture with large umbrella shade, an aluminum fishing tackle box, life preserver cushion and swivel boat seat.

Mr. and Mrs. Cloy are retiring to Daytona Beach, Florida, where for the last few months they have been in the process of building a new home on the banks of the Halifax River.

Mr. Cloy entered the service of the old GM&K on April 1, 1920 as rooamaster's clerk in the Chief Engineer's Office at Laurel, Miss. On August 1, 1920 he was promoted to position of chief clerk to the rooamaster and was subsequently made chief clerk of the chief engineer at Mobile, Alabama in 1934.

Congratulations Mr. Cloy on his retirement on August 7th were Chief Engineer B. V. Bodie and other members of the Engineering Department.

SWITCHING SERVICE AT BLOOMINGTON

"We want to take this opportunity to tell you that we have had the most prompt and courteous service the last two or three years that we have ever had.

"We appreciate the service we have been receiving recently and especially the "cheerful voice on the other end of the telephone."

P. E. Baumgart
Baumgart Lumber and Coal Co.
Bloomington, Illinois

HE RODE H. R. FERRY

The August 15th issue of the G. M. & O. News has been received and I want to thank you again for putting my name on the mailing list.

I enjoyed the articles and was interested in the pictures. One article and the pen and ink sketch of the car ferry bought memories of a boyhood trip to Chicago. It was at the time of a Yellow Fever epidemic and countless families were leaving Mobile for the interior. We left on the M. & O. which then had to ferry the Mississippi River at St. Louis and it was on the "William Butler Duncan" that we crossed in the Pullmans. The engine was backing our car down to the ferry when some of the boys, including myself, looked out and saw that we were being backed into the river (as we thought). You can imagine the near panic of the several youngsters in the crowd. We were more concerned over the calmness of the conductor and our fathers who, in spite of our excitement, did not pull the bell cord and stop before too late.

Herndon Inge
Mobile, Ala.
DECEASED

Retired Signalman Edwin Freeston, Sr. on August 4, 1953 at the Independence Sanatorium in Independence, Missouri. Mr. Freeston was employed by the former Chicago and Alton Railroad in 1905 as towerman at Lincoln, Illinois. Later he transferred to the Signal Department. In 1910 he was signalman out of Bloomington, Illinois, and in 1917 he took the first track signalman's job at Corwith tower at Chicago. In 1919 he moved to Pontiac, Illinois where he remained until his retirement in 1934. Mr. Freeston was general chairman for the Brotherhood Railroad Signalmen of America for sixteen years. He is survived by two sons and three daughters. His son, R. P. Freeston, is signalman at Joliet, Illinois and his other son, Edwin Freeston, Jr. is signalman at Bridgeport Bridge in Chicago. He is also survived by 22 grandchildren and 37 great grandchildren.

Retired Conductor Charles W. Weiss, Murphysboro, Ill., on July 22, 1953. Mr. Weiss went to work for the former M&S in the B&I department in 1916 and started braking in 1912. He was promoted to conductor in 1939 and promoted to passenger service in 1940. He retired on account of ill health in September, 1951. He leaves his widow, who lives in Murphysboro, and one son.

Agent John A. Pruett, Elkhart, Illinois, in St. Louis, Missouri on September 1, 1953. Mr. Pruett entered the service in the Signal Department in July 1903. He transferred to the Telegraph Department in 1914. He had been in ill health for some time prior to his death.

Conductor T. L. Roler at St. Louis, Missouri on August 18, 1953. Mr. Roler was employed as brakeman on Feb. 28, 1907 and was promoted to conductor in 1937. Prior to his illness he held a regular run as conductor on trains 15 and 16.

Engineer M. D. Callahan, Tuscaloosa, Alabama, on August 16, 1953 in Tuscaloosa. Mr. Callahan was employed as fireman on June 29, 1945 and was promoted to engineer in February 1949.

Ticket Clerk Robert Whitfield Conlee, Reedhouse, Illinois, on September 1, 1953 at St. Louis. Mr. Conlee entered service as clerk on Feb. 9, 1943. He is survived by his wife.

ALONG THE LINE

Bloomington, Illinois—Retired Conductor Lewis Bowen, while packing for a trip to South Pasadena, California, came across a timetable dated 1888 for the Chicago and Alton Railroad. The folder stated that “Palace Reclining Chair Cars” were then running between Peoria and Kansas City. Conductor Bowen’s friends will regret to learn that he lost his wife on July fifth of this year.

Mobile, Alabama—The Freight Receipts Department has two new members for the younger set. Belinda Gale Sims was born on July 14 to Mr. and Mrs. Maxie D. Sims and Michael Patton on August 29 to Mr. and Mrs. Ed Patton.

New Orleans, La.—Assistant Chief Clerk Henry Koberg spent his vacation at the Grand Isle Tarpon Rodeo, catching fish for two full weeks. Henry was not lucky enough to be a prize winner, but came in with his share of fish, all sizes including several tarpon. Several thousand people attended the rodeo this year, held during the latter part of July.

Chicago, Illinois—James Hennessy was handed a business card by R. B. Doran, former employee of the Chicago and Alton Railroad, which was more than forty years old. At the time it was printed, Mr. Doran represented four railroads as contracting freight agent. The Chicago and Alton was one of these.

OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GMaO

<table>
<thead>
<tr>
<th>Year</th>
<th>1952</th>
<th>1953</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN</td>
<td>56,114</td>
<td>51,471</td>
</tr>
<tr>
<td>FEB</td>
<td>52,167</td>
<td>53,472</td>
</tr>
<tr>
<td>MAR</td>
<td>54,700</td>
<td>52,200</td>
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<tr>
<td>APR</td>
<td>50,034</td>
<td>56,945</td>
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<td>MAY</td>
<td>51,477</td>
<td>51,918</td>
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<tr>
<td>JUNE</td>
<td>54,364</td>
<td>52,464</td>
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<tr>
<td>JULY</td>
<td>56,107</td>
<td>53,631</td>
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<tr>
<td>AUG</td>
<td>54,187</td>
<td>55,632</td>
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<td>SEP</td>
<td>72,301</td>
<td>70,275</td>
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<tr>
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<td>54,983</td>
<td>54,819</td>
</tr>
<tr>
<td>NOV</td>
<td>54,983</td>
<td>54,819</td>
</tr>
<tr>
<td>DEC</td>
<td>54,983</td>
<td>54,819</td>
</tr>
</tbody>
</table>

Comparison of the first 8 months of the years……

<table>
<thead>
<tr>
<th>Year</th>
<th>1952</th>
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<tbody>
<tr>
<td>JAN</td>
<td>49,174</td>
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<td>48,125</td>
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<td>MAR</td>
<td>49,500</td>
<td>49,000</td>
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<tr>
<td>JUL</td>
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<td>45,000</td>
</tr>
<tr>
<td>AUG</td>
<td>44,500</td>
<td>44,000</td>
</tr>
</tbody>
</table>

- 9 -
Commendations

When Engine 746 had a failure of motor generator, Conductor J. H. Henady, Jackson, Tennessee, connected up lantern battery to furnish excitement, which enabled the engineer to handle the train into station without reducing or further delay.

Section Laborer George Ebersohl, Murphysboro, Illinois, was on the station platform at Murphysboro when No. 16 arrived. He noticed a brake beam down, secured the brake bolt, and with the assistance of the baggageman, made repairs.

While working as conductor between Montgomery and Tuscaloosa, Conductor J. W. Atchinson, Tuscaloosa, Alabama, discovered about six inches of flange broken out of an empty wood rack car which had just been sent out. He promptly notified the chief dispatcher so that Mechanical Department could apply new wheels.

Sol Grice, Baldwyn, Mississippi, does not work for the railroad. But he does know how a train sounds as it clicks over the rails. One day in August as he stood listening as GMK&O No. 30 passed through Baldwyn, he realized that it didn't click right. He investigated to find about six inches of rail broken from the track. He promptly went to the Baldwyn depot and notified the agent and the section crew, winning a grateful railroad commendation.

While Bridge Foreman Marvin Smith, Meridian, Mississippi, was walking from his camp car he discovered a brake beam down in bad condition on a train which was being coupled up. He notified the mechanical force, which corrected the defect.

When a GMK&O bridge was discovered on fire in the early morning hours, GMK&O trainmen prevented serious damage by extinguishing the fire promptly. Commended for their efforts on behalf of the company were Engineer R. E. Blackwood, Engineer G. A. Ratliff, Fireman N. W. Thomas, Conductor R. S. Pugh, Brakeman J. P. Sipes, Flagman M. H. Patterson and Conductor R. B. Gossett.

Engineer J. A. Fitzgerald, Fireman W. S. Henley and Brakeman J. R. Joyner, Selin, Tennessee, were coming through the yards when they observed that a car of vegetables had been opened and apparently robbed. They promptly notified proper authorities of the matter.

Operator E. J. Carliberg, South Joliet, Illinois, was commended by Supt. Cowery for observing a pole sticking out on a load of poles of a passing train. He immediately notified the conductor to stop the train so that the condition could be corrected.

Engine Foreman C. F. Dean, Corinth, Mississippi, was commended by Supt. W. H. Forlines for boarding Train No. 30 and riding to the telegraph office to notify the train through the operator that he had observed a brake beam dragging under one of the cars.

Brakeman E. R. Wilburn was commended for discovering a broken journal in the train, which had becoming hot.

Operator J. H. Gaither, Godfrey, Illinois, noticed when train No. 133 passed Godfrey that on a car of tractors the head tractor had shifted, riding on top of blocking. He arranged for the train to stop for setting out the car for load adjustment.

Operator L. S. Nixon, Middleton, Tennessee, was commended by Trainmaster W. E. Smith for discovering a brake beam down on a passing train and notifying the crew.

Brakemen V. R. McCracken and W. W. Wenzel, Slater, Missouri, discovered, while switching, that splices had worked out of base of which latch at the west side main switch track. They notified the conductor, who had this switch spiked to the train track, and notified the dispatcher of this condition.

Telegrapher J. W. Yost, Mexico, Missouri, was watching a passing train when he noticed that lumber on one car had shifted. He notified the crew who took the necessary steps.

Conductor B. M. Lanham, Slater, Missouri, discovered a brake beam down on his train, and had the car set out.

When one unit of his engine developed a broken fuel line leading to one of the cylinders, Engineer E. B. Thompson, Tuscaloosa, Alabama, realized that it was necessary to repair this engine or reduce the train, which had full tonnage. Engineer Thompson cut the engines off and proceeded to Billingsley, caressing the stores and shops, finding a plug whereby he would be able to plug this broken line. This gave him the use of one cylinder, permitting him to handle the entire train on into Tuscaloosa.

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

Porter Ed Robson, New Albany, Miss.
Express Baggageman Loyde Stansbury, Kansas City, Mo.
Fireman H. C. Kempler, Slater, Mo.
Engineer E. Todd, Slater, Mo.
Brakeman R. N. Morris, Slater, Mo.
Brakeman W. H. Haley, Sr., Slater, Mo.
Brakeman T. L. Donnelly, Readhouse, Mo.
Brakeman K. L. Jackson, Slater, Mo.
Engineer E. Yarke, Pontiac, Ill.
Operator D. H. Vollestedt, Athol, Ill.
Operator J. H. Carlson, Dwight, Ill.
Section Laborer L. B. Nails, Houk, Miss.
Operator S. N. Jones, Union City, Tenn.
Operator G. R. Fickle, Atlanta, Ill.
Brakeman H. R. Strauss, Slater, Mo.
Section Laborer William Garrett, Pontotoc, Miss.

Fireman R. G. Piper, Slater, Missouri, discovered a brake beam down on his train and notified the engineer who stopped the train so that temporary repairs could be made.

Agent-Telegrapher C. C. Craig, Bowling Green, Missouri, was commended by Supt. Miller for discovering that the lumber had shifted in a load on a passing train, and notified the crew on the caboose.

Commercial Agent
Villar In Hospital

It is with much regret that friends of Commercial Agent George Villar learned of a severe fall which he suffered recently at his home in Jackson, Mississippi, resulting in a broken back. Mr. Villar was hospitalized at the Baptist Hospital in Jackson, where he is reported to be "doing fine."

It was undetermined how long Mr. Villar will be hospitalized before returning to his home at 1809 Myrtle St. in Jackson.