A new program of utilizing chipped waste from timber mills has been instituted by the Masonite Corporation at the Laurel, Mississippi plant, with a resultant additional traffic commodity for Gulf, Mobile and Ohio. GM&O carload of chips is shown being unloaded over a specially built receiving pit at the Masonite plant.

Masonite Vice President and General Manager D. J. Gray, right, engineered the timber salvaging innovation in GM&O territory.

New Masonite Procedure Uses Timber Mill Waste; Creates Additional Traffic Commodity for GM&O

A new procedure by the Masonite Corporation at Laurel, Mississippi — where it operates the first and the world’s largest hardboard plant,—to utilize timber mill waste in the manufacture of its products, has created an additional traffic commodity for the Gulf, Mobile and Ohio Railroad and special freight cars are now under construction by our Company to handle the movement.

Masonite Vice President and General Manager D. J. Gray sees also “new life for the whole sawmill, veneer, and other timber industry” and an expansion of Masonite’s production through the use of the waste as a material.

Heretofore, wood used by Masonite has moved exclusively from the forest in short log lengths, and when by rail, aboard rack-type cars. With the addition of the latest process, wood waste will be transported from lumber and veneer mills after having been “chipped” into approximately ⅛ inch particles. A special hopper type car will be the carrier.

(Continued on Page 2)
Different types of wood waste that can be utilized in chips are shown in left. slabs going from sawmill into conveyer to chip building and, right, waste from logs in veneer plant to be similarly used.

New Masonite Procedure Uses Timber Mill Waste

(Continued from Page 1)

Process is New in South

The idea to utilize these waste trimmings — about 60% formerly burned as useless — is new to the South, although Masonite developed this utilization program at one of its western plants some time ago.

Mr. Gray has been working the Laurel territory since the summer of 1954 interesting lumber and veneer mill operators in the advisability of installing necessary equipment.

Among the first suppliers to become interested in this profitable new venture were four GM&O line industries, one of which, Consumers Wirebound Box Co. at Waynesboro, was the "guinea pig" with both the veneer industry and Masonite in the testing of equipment to make chips and experiments on their usability. The other GM&O plants pioneering in the project are D. L. Fair Lumber Co. at Louisville, Perry County Plywood Corporation at Beaumont and Lucedale Veneer Co. at Lucedale — all in Mississippi.

Negotiations are in an advanced stage with many other suppliers on the line. "It doesn't take long for them to be sold once they have begun the shipments," said Wood Procurement Manager J. J. Copeland of Masonite.

One sawmill plans to paint on its waste burner which will no longer consume 20% of its log purchases. "This cost this lumber company one million dollars in the last ten years."

The chopping equipment in use at the origin point handles from four to ten tons of wood per hour, converting the wood into five-eighths inch chips, which are ultimately turned into Masonite hardboard. The chips fall into a conveyer belt or blow pipe, which carries them to the railroad car for shipment. At the Masonite plant car shakers speed chip unloading.

Project Due to Expand

But what about the small sawmills abounding in South Mississippi and Alabama, which cannot afford the large outlay for the log debarker, chipping and loading equipment?

"That," said Mr. Copeland, "is a project on which we are working at the present time. At one of our origin points, we are testing equipment to which salvaged waste can be brought from these small mills for de-barking and chipping, and loading into rail cars."

Seventy-five per cent of the sawmill industry in Mississippi is concentrated in these small mills. If the experiments of transporting the waste to a central point prove successful, the traffic for the railroad is expected to increase accordingly in the movement of the chips from this point to the factory.

"I say it will revolutionize the whole wood industry," predicted Copeland. "I look for modernization and expansion of plants and the locating of them at rail heads in the future."

GM&O's experimental "chip car" made its initial run to Masonite on February 23, 1955. Evaluating the success of the experiment were a number of GM&O and Masonite officials, including Masonite President John M. Coates, who is also a director of Gulf, Mobile, and Ohio; GM&O Executive Vice President and General Manager G. P. Brock; General Superintendent of motive Power and Car Equipment C. M. House, and others.
GM&O Developed Special Car

"In the development of this new program," said Masonite Vice President Gray, "GM&O has been extremely farsighted and helpful. Without the help of Mr. Brock and others with your railroad in working out our problems, it could not have been put into effect."

GM&O pioneered in the construction of a suitable car for the shipment of chips from origin point to Masonite. Early in the year, representatives of the railroad and the hardboard company consulted as to a suitable car design. An experimental car, which was a converted hopper car holding approximately 3436 cubic feet was constructed in Frascati Shops at Mobile. The sides of the car were extended to 1814 feet, creating considerable sympathy in the shops for any unwitting hobo who chose the car "because he would starve to death before he could get out."

The test car made its first run into Masonite on February 23, with officials of the railroad and Masonite on hand to evaluate its efficiency.

After modifying the car three times, GM&O began a program of wood chip car supply to the company in July.

At the present time Masonite is receiving twenty to thirty cars per week of wood chips, with plans under way for enough installations to be completed to bring the number to 150 cars per week in 1956.

The program was not without its disappointments and problems. At first it was necessary to convince potential suppliers of the feasibility of the idea. The chipping equipment represented considerable expense to the supplier. For the veneer and plywood industry an outlay of from twelve to twenty thousand dollars is necessary for the installation of equipment estimated to salvage thirty percent of the log which had formerly been wasted. The sawmill industry required an even larger initial investment, since de-barking of logs or slabs necessary before the slab is chipped.

GM&O and Masonite Shared Growth

The pooling of ideas and energies on the part of Masonite and GM&O extends back to the early part of the century, when Masonite came to Mississippi. "At that time," said Masonite Vice President Gray, "the GM&O was also pioneering. The two industries grew along together until years later, your railroad pioneered the first pulpwood car right here. Your company has always recognized the possibilities of something new, and here we are together still — and again pioneering."

Loaded car at D. L. Fair Lumber Co., Louisville, Mississippi. (Photo Courtesy Winston County Journal)

IT'S A PRIVILEGE TO SHARE

It's United Fund time. A time when we can share with the less fortunate in our communities — the children and aged, the weak and ill.

"If you have gifts and I have none, If I have shade and you have sun 'Tis yours with truer grace to live. Than I, who giftless, sunless stand With barren life and hand."

— C. A. Perry

Give to your United Fund or Community Chest!

Conferences between GM&O officials and those of Masonite have eliminated some of the problems of transporting the chips. Conferring with Masonite officials, Vice President Gray and Wood Procurement Manager Copeland (center) are GM&O Commercial Agent J. H. Savadra, left, and Trainmaster-Chief Train Dispatcher Marvin Horn, right, both of Laurel.
America's Most Courteous Railroad Employee — that's David Stricklin, GM&O train porter aboard the Abraham Lincoln. He was selected top courtesy man on the rails in a nation-wide contest sponsored by the Federation for Railway Progress, and for the honor was awarded a lapel medal and a $25 U. S. Savings bond at Chicago, Ill., on August 24th.

James G. Lyne, Chairman of the Railroad Federation, in announcing the award said, "It is in recognition of Dave Stricklin's contribution to railroad progress through outstanding courtesy and service rendered to the traveling public." Each month the Federation singles out a railroad employee on the basis of commendatory letters and endorsements sent to the Federation and to the railroads by appreciative railroad passengers.

Trainman Stricklin lives at Pontiac, Ill., runs regularly between Chicago and St. Louis aboard the Abe Lincoln. "I just try to do everything for everybody," he said. Sixty-five years old and having worked on the same segment of the line for 37 years, he is well known by those who ride the streamliner regularly.

"My mother told me many years ago that it takes two to make an argument," the public relations minded man remem-

bered. "When a passenger is disturbed and angry I leave him alone for the time being. Later on I take him a paper some- one had left in the seat; a time table, or offer some little service. This and a smile usually makes a friend."

One time David Stricklin talked to two teenage runaway girls into returning home. "I told them that I had daughters myself and explained to them how what they were doing would hurt their parents."

The GM&O porter has six children. One son, David Jr., is aboard a companion streamliner, the Ann Rutledge; a second son is a Captain in the Army; another a Sergeant and he has a daughter who is a Lieutenant Nurse in the Navy.

Courtesy means "using a little strategy," Stricklin explains. Chicago Supt. of Termi-

nals R. F. Jeter illustrated this point for him with a story about how Dave pacified two passengers in different ends of a coach. One of the passengers com-

plained of being too hot — the other too cold. The obliging train porter with much industry went to the control cabinets, pushed levers and buttons, but actually did not change the adjustment. A little later on he checked on both his passen-

gers, found they were both comfortable now.

J. B. Arthur's Mexico Refractories Co. Celebrates Twenty-fifth Anniversary

From the Mexico, Mo. LEDGER

(The following is an editorial reprinted from the Mexico, Missouri LEDGER concerning the silver anniversary of Mexico Refractories Co., of which Mr. J. B. Arthur is president. Mr. Arthur is a member of the Board of Directors of the NOGN Railroad, Mississippi-Louisiana subsidiary line of GM&O.)

Today, Mexico, Ledgerland, and many industries and friends throughout the nation, and many parts of the Free World, are extending hearty congratulations to the Mexico Refractories Company here. It is the company's Twenty-fifth Anniversary.

Many people say the fire brick has made Mexico. They are largely right.

Without it, there wouldn't be much Mexico.

But if you knew Mexico well you would agree that as dollar-important as the fire brick has been to our town, the people in the fire brick industry have been more important.

So in extending the Ledger's congratulations to the Mexico Refractories Co. may we include the men and women of the company, personally.

J. B. Arthur came to Mexico because of fire bricks. Later he started from scratch to build his company — the Mexico Refractories Co. As brilliant as his success has been, he is the first to point to the people who have helped him, his executives, his employees.

Like J. B. Arthur, these people have done more than successfully make and sell fire bricks.

They have teamed in with others to help build a better town.

Not just a town healthy because of the millions of dollars the refractories industry has poured into it. Those dollars have been vital to Mexico. But even more vital is the personal contributions to a better Mexico from the men and women of that industry . . .

So, again, congratulations to the Mexico Refractories Company on its twenty-fifth anniversary. May your next twenty-five years be even more successful in making and selling fire clay products . . . and in helping build a still better community.

Down at the train to see America's Most Courteous Railroad Employee receive his award were Supt. J. R. Conerly, Chicago Vice President S. A. Dobbs, Mr. R. F. Jeter, members of the train crew and other. As he faced a battery of photographers, flash bulbs and newspaper reporter-interviewers David Stricklin quietly observed.

"If I had to start working all over again, I would pick railroad ing."
NEWS AT A GLANCE

NEW PULP MILL ANNOUNCED FOR AREA

Early last month Marathon Paper Corporation announced purchase of a site on the Tombigbee River, 25 miles from Meridian, Mississippi, for the construction of a big new paper and pulp mill. President John Stevens Jr., said, “based on Marathon’s growth in the food packaging and household products industries, it was almost inevitable that we should look to the South for new sources of raw material.”

Also purchased to serve the new industry was the fifty-mile long Meridian and Bigbee Railroad from the Reconstruction Finance Corporation. GM&O, along with Southern and IC, has a connection with the M&B at Meridian. The plant location site will be at Naheola, Alabama.

THE ROAD AHEAD FOR U. S. RAILROADS

Last year General Electric ran a series of three advertisements, their objective to inform the public of the great progress the railroad industry is making .... followed the advertisements up with a research poll to find out what community leaders were thinking about the railroads and their future in the United States.

Seventy-four percent of those interviewed had favorable opinion of the railroads, 26% did not, felt concerned about their future. Concerning the part the railroads play in today’s economy, 46% felt they are necessary to a limited degree, but when the inquiry was restricted to the continued importance of the railroads in the movement of goods, 57% believed very definitely that the railroads would continue to be a leader in this phase of transportation. Summed up General Electric, “for our part, we look with confidence at the Road Ahead for U. S. Railroads.”

HOUSE SETS HEARINGS ON TRANSPORT BILL

A subcommittee of the House Interstate and Foreign commerce committee will begin public hearings September 19 on the bills to translate into law the recommendations of President Eisenhower’s Cabinet Committee on Transport Policy and Organization.

Before the committee are H. R. 6141 and H. R. 6142, identical bills. The Senate interstate and foreign commerce committee is not expected to act on its similar bill, S. 1920, until the second session of the Congress, next year.

The legislation is based on the recognition that each form of transportation possesses advantages not shared by the others, depending on the kind of shipment, the route traversed, and the distance involved.

Its provisions would apply with equal force to all forms of transportation — without special advantage to any. Passage of the legislation would give each type of carrier free opportunity to do the job it can do best, at the lowest reasonable cost.

This eminently impartial legislation would pave the way to better and more economical transportation. It would benefit producers, shippers, retailers, taxpayers, and the consuming public — which in the end pays all transportation costs.

RAILROAD RATE OF RETURN LOW

In the 12-months ended May 31, 1955, the rate of return on property investment in Class I railroads averaged 3.67 per cent — which is less than two-thirds of the 6 percent which is regarded as the minimum rate of return necessary to maintain the good health of the railway industry.
Son of GM&O Track Supervisor Makes Friends for U. S.

(The following article, reprinted from THE STARS AND STRIPES of August 3, 1955, is the story of Lt. Gen. William H. Arnold. Gen. Arnold is the son of Track Supervisor L. C. Arnold of the Southern Division.)

To win the Cold War, America needs "diplomat generals"—fighting leaders of men who can yet beat the Communists at "waging" peace.

Such a soldier is Lt. Gen. William H. Arnold, a 54-year-old West Pointer from Tennessee, who has handled successfully one of the most delicate assignments the U. S. Army has to give.

Arnold, Commanding General of U. S. Forces in Austria, has created "good feelings" for America in a small but strategic land wedged deep in Iron Curtain country.

As a result of the recently-signed Austrian State Treaty, the little nation gets its freedom. But its guiding emotions will continue to be pro-Western. A large share of the credit for this continued friendship must go to Arnold, who, in some 27 months of occupation duty, won the respect and affection of a disgruntled people.

"No country likes being occupied," Arnold says, and in Austria this has been particularly true. Snatched by Hitler in 1938 and incorporated by force into the Third Reich, Austrians consider themselves innocent of aggression. Yet, for years they pointed out that their occupation was likely to last longer than that of Germany. They were well aware this was the Russian's fault, but their resentment tended to hit East and West alike. This was the emotional setup which confronted Arnold when he arrived at USFA Headquarters in Salzburg on May 1, 1953. Some 12,000 troops were stationed near the old baroque festival city; houses were still under requisition; a certain amount of friction was unavoidable. The general met the situation head-on by calling a press conference. He told the 30 newsmen who gathered at headquarters that he would work for "good relations" between American forces and the Austrian people, and that he would give "full cooperation to solve all problems" between them.

Within weeks, expressions of praise, gratitude and admiration began to appear in the Austrian press. Even editors who had been definitely hostile in the past began to chime in. At the end of the year, the once-unfriendly Salzburger Volksblatt summed up its estimate of the general: "Without any advertisement,"—the daily stated, "he has shown that he is a real friend of our country."

What makes a man a diplomat, and what accounts for Arnold's success with Austrians?

"Nations are like people," the general remarked during a recent interview. "There are no hard and fast rules for dealing with them.

"The only way to learn what a man is like is to listen to him, get his perspective. One may need the fear of God put into him, another needs leniency.

"With nations also, you have to get a feeling for them, then vary your approach."

The Army, Arnold indicated, provides fine "diplomatic" training—in the broad sense of learning to understand the motivations of men. But it is probably equally true that Arnold understands people because he is warmhearted.

As a first lieutenant, in 1934, Arnold was assigned to Tientsin, China, for duty with the 15th Inf. The young officer brought back a scrapbook full of photographs which reveal the scope of his interest even then. Besides military pictures, there are pictures of farmers, of primitive farming implements, of donkey-powered rice grinders—all annotated in white ink. In addition, there is recorded the misery of China's poor, of roadside beggars, of humanity packed into miserable dwellings.

In 1938, Arnold returned to the U. S. where he was assigned to the 11th Inf. at Ft. Benjamin Harrison, Ind., where he performed line and staff duty. Later he studied at the Command and General Staff School at Ft. Leavenworth.

At 43, quiet, soft-spoken "Duke" Arnold became the youngest division commander in the army. Together with Krueger, Eichelberger, Kenny and a handful of others, he became one of the generals who bore the brunt of fighting in the Pacific. Terming the "scraping commanders" by his colleague Eichelberger, he took over the famed American Division during the bloody fight at Bougainville. Later he took the division through assault landings on nine islands in the Philippines and led it through ground fighting until the end of hostilities.

The last, and one of the toughest fights, was that on Cebu Island in the spring and summer of 1945. Arnold established a beachhead about five miles down the coast from Cebu, second largest city in the Philippines. A flanking movement enabled his troops to close in on the city from both sides and capture it with its valuable harbor virtually intact.

However, Japanese positions were dug into the hills and the campaign, in which an estimated 10,000 Japanese were killed, continued. In August the Japanese emperor called for a ceasefire, but the embattled Nipponese on Cebu refused to believe it and would not surrender. They messaged Arnold: "We do not believe your propaganda!"

Later, however, a colonel was dispatched from Japanese lines to U. S. headquarters to learn the truth. Apparently the Japanese was surprised by the treatment he was accorded, and later his commander was also impressed by the magnanimity the Americans were ready to show their vanquished enemy. The Japanese commander wrote Arnold: "I received your kind message from Col. Hosaka... I have faith in your veracity and am positively convinced that Japan has surrendered. At the same time I wish to express my
sincere thanks for the kind treatment accorded the colonel."

As a result of these negotiations, Arnold received the first large scale surrender of Japanese forces in the field when some 10,000 enemy soldiers surrendered on August 23, 1945.

After a few months of occupation duty in Japan, Arnold returned to the States where he served in Washington as president of the War Department Returns Advisory Board, later as Deputy Director of Plans and Operations of the War Department General Staff and then as chief of the Army Budget Division and acting comptroller. In August, 1950, he was assigned as chief of the Joint Military Mission for Aid to Turkey. He remained in Ankara until 1953.

The assignment in Turkey — winning the trust of the Turkish army — was also "dipomatic" in nature and Arnold got along as well with the tough fighting Turks as he did later with the easy-going Austrians. The general's theory of varying approaches with varying people has worked well, as his experience with these two completely different nations has shown. Arnold appreciated the fierce pride of the Turks.

But the Turks, showed they liked "human interest" stories too. One day, when Arnold was called upon to decorate the family of Turkish soldiers killed in Korea, he put his arm around an old mother's shoulders in a spontaneous, comforting gesture and kissed her brow.

Since coming to Austria, Arnold has worked quietly but effectively to win over the Austrians. To do this, he has tried to enlist the aid of every man in the command, and now estimates that a large majority of his soldiers understand the importance of getting along with the local population. As a result, relations are considered smoother than in almost any other command in Western Europe.

Austrians, from the simple citizen to the land governor, have come to count on Arnold's cooperation in all justifiable cases. During the historic 1954 floods, as well as in the winter avalanche disasters, thousands of Austrians personally experienced USFA rescues, while millions more read of them in the papers. Other thousand watched Army engineers later reconstruct flood-damaged bridges and river docks.

On the 10th anniversary of the liberation of Salzburg, a few days before the signing of the Austrian State Treaty, local dignitaries gathered to confer on Arnold the honors and tribute of the city. The Austrians were cheerful about the prospect of freedom. But the gist of their remarks was that the country would never forget that the American general had been a friend in need.

**RETIEMENTS**

Agent Telegrapher J. F. McKinney, Philadelphia, Mississippi retired on August 22, 1955 after being in the service of the company since April 34, 1916.

Section Foreman I. W. Breckenridge, Jackson, Mississippi, retired on August 8, 1955, "after having been a faithful, loyal and efficient section foreman since July 16, 1927, and an employee in the M of W Department since June 1, 1916."

Engineer William Joseph Robbins, Jackson, Tennessee, retired on August 22 after being in the service of this company since August 16, 1907.

Mr. C. Y. Chambers, Train and Engineemen Timekeeper in the Auditor of Disbursements office at Mobile, retired from the service of the company on August 5th, 1955, to obtain annuity under the Railroad Retirement Act, after having completed fifty-three years of continuous service with the GM&O Railroad.

"Cy," as he is familiarly known to all of his associates, entered the service of the former M&O Railroad at Jackson, Tenn., on August 1st, 1902, as a clerk in the Master Mechanic's office.

On January 1st, 1932, "Cy" was transferred to the Accounting Department at Mobile, Alabama, when the payroll accounting work was centralized, and he has made his home in Mobile since that date.

On the day of his retirement, he was presented with an electric band saw and tools, and various other gifts by his fellow employees in the Accounting Department.

**GT Safety Awards**

Each month Gulf Transport Company presents safety awards to those bus and truck operators who have driven a year without a chargeable accident.

This month awards were presented to the following drivers during July and August:

- W. M. Howard, 8 year award.
- L. W. Kemp, 10 year award.
- C. K. Bennett, 9 year award.
- W. Haberman, 8 year award.
- D. N. Hall, 1 year award.
- L. M. Horne, 2 year award.
- S. R. Powell, 10 year award.
- H. H. Degener, 8 year award.
- A. M. Neal, 2 year award.
- W. G. Young, 3 year award.

Engineer W. J. Robbins (sixth from left) brought No. 16 into Jackson right on time at 12:55 A.M. on his last trip as engineer before his retirement. A surprise delegation was on hand to greet him, and a picture was made showing (left to right) Asst. Sup't G. R. Kelly; Night Chief Dispatcher G. W. Googe; Road Foreman of Engines J. P. Hancock; Mr. Merle Smith, Robbins' son-in-law and roundhouse foreman at Iselin; Mrs. Merle Smith, his daughter; Robbins; Mrs. George Smith, another daughter; Mayor George Smith, his son-in-law; and Firemen B. F. Cox.
GM&O Has Two Winners

A farm boy whose family didn’t own an acre of land, but who did the best 4-H Club forest management job in Alabama in 1954, will enter electronic school in the Navy this fall. Another boy, who did such an outstanding forestry management job in Mississippi, that he won every prize offered for 4-H Club work in the county, will enter college the same month. Both are winners in GM&O-sponsored forestry management contests.

“The GM&O Railroad and the Kiwanis Club offered me something to strive for,” said Larry Ballard of Tuscaloosa, in explaining his success in 4-H work.

“A tree grows a lot in five years”, proved Larry Ballard of Tuscaloosa to GM&O Agricultural and Forestry Agent Burrage, left, and F. O. Miller of the Kiwanis Club of Tuscaloosa. Larry won the GM&O-Kiwanis Club sponsored forestry contest in his county, and went ahead to become state winner, in spite of owning no land of his own.

Larry, who farmed on shares, decided nonetheless to win a GM&O trip to Gulf Shores through successful forestry management. On someone else’s land he planted 500 seedlings and went to work to eliminate wolf scrub wood from among his seedlings.

The seedlings thrived, protected by fire lanes which the young 4-H Club boy plowed. He learned to cull and prune fire-breaks, to poison and rid the land of the unwanted species.

Larry was progressing well on his subject when hard luck came. His family moved to another farm.

Undaunted, Larry began again. The new land owner agreed for him to plant 4,000 seedlings, contributed by Gulf States Paper Corp., three miles from Larry’s home. The three mile walk was made every few days, in between the time Larry spent on his crop projects and with his livestock. He had also become president of the Tuscaloosa 4-H Club Council, president of his student body and a member of the National Honor Society. He made straight A's.

The trees on his first project had developed so that the land owner solicited the amateur forester’s help in enlarging his tree plot, paying Larry to assist in the planting of 28,000 additional seedlings by a tree planting machine. (For his own planting, Larry had borrowed a dibble for hand planting, and had paid for any other materials from his own earnings.)

But Larry reached his goal, and was named not only the winner of the GM&O-Kiwanis Club local contest, but also state 4-H forestry winner for 1954.

In Mississippi, Laurence Pearson, near Ackerman, Mississippi, had the best 4-H Club record in his area for seven years. “My first project,” said Laurence, “was only three acres which my dad let me have. Now I have 450 acres of pine trees.”

It was not all smooth sailing for Laurence either, but Assist County Agent J. V. Trussell “showed me how I lost out when I couldn’t tell what was wrong. He made me want to do it.”

When Laurence goes to college this fall, he expects to study forestry. His younger brother, Wyatt, is taking over forestry operation for the family at home, and is planning to give the 4-H boys in Choctaw county some stiff competition in GM&O's next woodland management project.

Laurence Pearson, center, checks growth of trees in his forestry plot with GM&O Agricultural and Forestry Agent C. W. Burrage, left, and Assistant County Agent J. V. Trussell.

Along the Line

Murphysboro, Illinois — Jones McGraw, chief clerk in the superintendent's office at Murphysboro, allows he’s not too worried about these new fathers with only one formula to fix at a time. He has formulas to fix for two boys, each of which requires a different recipe. And that’s not all, he says. Robert Michael and William Jones, born on May 21, always want to be fed at the same time, preferably in the middle of the night. “I don’t know whether I’ll make it or not,” says Jones.

Mobile, Alabama — Ruth Wylie of the Freight Claims Department was married to Henry Walton on July 23, and resigned on August first to spend her time at home making.

Meridian, Mississippi — Clifford Lowell Williams of the Mechanical Department has entered the Armed Forces during August.

Joliet, Illinois — Also going to work for Uncle Sam is James Ernest Paul of the Mechanical Department at Joliet.

Mobile, Alabama — It was all “sugar and spice” for the Freight Receipts Department in August. Little girls who arrived this month were Laura Mae Jones, born to Mr. and Mrs. T. H. Jones; Donna Lynn Rushans, born to Mr. and Mrs. T. E. Rushans; and Catherine Lynn Jay, daughter of the J. C. Jays.
DECEASED

Engineer A. H. Neal, on August 14, 1935, at Mazonia, Illinois. Mr. Neal, who lived at Bloomington, Illinois, was born on December 1, 1894. He entered service as fireman on August 10, 1917 and was promoted to engineer on February 20, 1931. He is survived by his wife.

Section Foreman Edward Austin Miles, Ava, Illinois, on July 21, 1955 at Murphysboro, Illinois. Mr. Miles was born on October 27, 1878 and had been in the employ of this company for many years when he retired in 1937. He is survived by his wife.

Relief Section Foreman Earnest Jackson McCormick, Columbus, Mississippi, on July 30, 1955 at Columbus. Mr. McCormick entered the Maintenance of Way Department as section laborer on April 4, 1930 and was promoted to relief section foreman on January 23, 1930, the position he held at the time of his death. He is survived by his wife.

Retired Operator Leonard Ellis, Pinson, Tennessee, on August 22, 1955, at Jackson, Tennessee. Mr. Ellis entered service of this company in 1968 and retired on November 17, 1950. He is survived by his wife and two sons.

Conductor Francis Marion Kitchens, Meridian, Mississippi, at Meridian, on August 22, 1955. Mr. Kitchens was born on February 7, 1856 and was employed by this company in 1910. He retired on September 1, 1953.

Retired Conductor H. R. Southwick, Roodehouse, Illinois, died at Jacksonville, Ill., on August 10, 1955. Mr. Southwick entered service as brakeman in 1907 and was promoted to conductor in 1911. He retired on 22. 1947.

The many friends of District Freight and Passenger Agent W. J. Harvey of the San Francisco office grieve with him over the loss of his son, James R. Harvey, 27, in an automobile accident which occurred on August 26, leaving him critically injured. He died on August 27, and funeral services were held on August 30 at Berkeley, California.

Retired Conductor Williams J. Gunn, Roodehouse, Illinois, died suddenly at Roodehouse on September 3, 1955. Mr. Gunn entered service as brakeman in 1904, was promoted to freight conductor in 1909 and to passenger conductor in 1939. He retired on May 2, 1949. He is survived by his wife.

Retired Engineer M. J. James, Tuscaloosa, Alabama, died at Tuscaloosa on July 6, 1955. Mr. James was employed as fireman June 25, 1917 and was promoted to engineer March 21, 1937. He retired in 1952. Mr. James is survived by his wife and one son.

These Lent a Helping Hand

GM&O's friends along the line helped out this month as follows:

Robert L. Fraizer of the Yellow Cab Co., Murphysboro, Illinois, was in his cab on the west side of a GM&O train as it passed through Murphysboro at five a.m. The dispatcher was watching the train on the east side but did not detect a hot box on the other side of the train. Mr. Fraizer detected the hot box and reported it to the dispatcher.

Reverend F. Doy, Bloomington, Illinois, noticed a train with fire flying from under two of the cars and immediately notified the dispatcher, so that the train could be stopped, at which time it was found that brakes were sticking, causing this condition.

S. E. Strange, Rienzi, Mississippi, noticed that on a train passing his house a car was smoking badly. Mr. Strange signalled the crew who stopped the train and set the car out at Thrasher.

A car of piling caught on fire at Prairie, Mississippi, on July 27, and General Manager M. C. Goodman of the Machine Products Company with his fire department and Chief White of that department came to the rescue and extinguished the fire.

Paul Rotan of Houkla, Mississippi called the dispatcher's office at New Albany, Mississippi to notify the company of a hot journal box on a car in a northbound freight train.

When he detected a hot box on a passing train, Mr. C. C. Carnathan of Porterville, Mississippi immediately called the dispatcher's officer to report the fact.

Operator A. P. Kastner of the AT&SF RR, Pequot, Illinois, noticed a hot box in a passing GM&O train and notified the crew of this fact.

Operator S. L. Fridley of the Wabash RR, Clark, Missouri, discovered a hot box in a passing GM&O train and notified the crew so that the car could be set out.

Mr. Dan Quinn Jr., Lemont, Illinois, discovered a hot box on a passing GM&O train and notified the operator at South Joliet of the trouble.

Mr. Roy Greene, Booneville, Mississippi, called the GM&O agent at 7:30 a.m. at his home to report that he had detected a hot box on No. 30 as it passed Booneville. Agent McCullar notified the dispatcher, who arranged for the car to be set out.

When Mr. Delmar Young of Bloomington, Illinois, observed a hot box on a passing GM&O train at Chenoa, Illinois, he called the GM&O dispatcher by long distance to report the matter so that the car could be set out.
Switchman J. D. Mace, Capitol Yard, Jackson, Mississippi, was switching the IC interchange when he discovered that some cars on the scrap iron spur which runs off the IC interchange track had apparently been pinched down to a point where there was barely an inch clearance with a hopper car on the interchange, and not enough to clear a load such as a car of wood. Mr. Mace immediately reported this to his engine foreman who, in turn, reported it to the IC for correction.

Train No. 130 was passing Reform, Alabama when it broke a knuckle 03 cars from the caboose. Section Foreman J. L. West of Reform was watching the train pass, and saw the broken knuckle. He got into his automobile and took a knuckle to the conductor and brakeman, thus saving delay to this train.

Yard Clerk Harold Moore of Ridgely, Illinois was passing in the vicinity of the interlocking tower at Ridgely when he observed a track condition which seemed wrong to him. He notified the towerman, who called the section foreman, and it was found that, due to hot weather, the wing of frog was standing open. This was forced back into place without mishap.

When the brake rigging was found to be down on a car in No. 32, Brakeman L. Orrick, Brakeman H. Feger and Fireman F. C. Baun, all of Bloomington, rendered valuable assistance in removing this rigging with a minimum of delay to the train.

While making regular inspection of the engines on Extra 729 North, Fireman J. M. Fikes of Tuscaloosa, Alabama made emergency repairs to one of the units while the train was at Reform, Ala. The interest and skill which he displayed saved a serious delay or reduction in tonnage, and earned a commendation from Supt. St. John.

Brakeman C. E. Melton, Bloomington, Illinois, while switching discovered a car with a broken flange and promptly reported it so that repairs could be made.

While working as fireman, and when his train stopped for signals, Fireman G. A. Turner, Bloomington, Illinois, noticed that some damage had been done by a previous train to crossing plank and covers for track magnets account of brake beam drugging, and pieces of lumber scattered between the rails. Mr. Turner removed the debris from between the rails, preventing possible future trouble.

Operator A. E. Carlson, Jr., South Joliet, Illinois, rendered valuable assistance to the crew of an engine in trouble, when he repaired the generator brushes on this engine so that it could continue in service, saving delay and possible expense.

Engineer E. Parker, Fireman E. Berberet, and Brakeman I. B. Sturgeon, all of Bloomington, repaired the generator brushes on engine so that it could continue on the local, thereby saving delay and possible expense in the operation of the train.

Section Foreman H. Schillings of Humboldt, Tennessee was awake at 12:00 a.m. when he heard No. 33 pulling out of Humboldt with a hot box squealing. He called the operator on the city phone and made report. The operator, in turn, told Assistant Chief Dispatcher Gooze of his report and Mr. Gooze contacted 33 over radio to report the defect. The hot box was found shortly after the train was stopped for inspection.

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<tr>
<th>OUR FREIGHT BUSINESS</th>
<th>1954</th>
<th>1955</th>
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<tbody>
<tr>
<td>Revenue Car Loads Billed And Received</td>
<td>On GM&amp;O</td>
<td></td>
</tr>
<tr>
<td>JAN 49,712</td>
<td>46,966</td>
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<tr>
<td>FEB 46,676</td>
<td>40,064</td>
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<tr>
<td>MAR 51,632</td>
<td>55,835</td>
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<td>APR 46,045</td>
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<tr>
<td>APR 48,423</td>
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<td>MAY 48,768</td>
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<td>JUNE 46,339</td>
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<td>JUL 48,116</td>
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<tr>
<td>OCT 48,621</td>
<td>48,621</td>
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Comparison of the first 8 months of the years

1954 383,309
1955 438,169