The Golden Rule Applies To All Alike

In an excellent article written by Gordon Palmer, President of the First National Bank of Tuscaloosa and Chairman of the Industrial Committee of the Chamber of Commerce of that city, discussing Industrial Development in the South he calls attention to a statement made by Pliny The Younger, a Roman Statesman of the first century, “that an object in possession seldom retains the same charm that it had in pursuit.”

Communities on our Railroad, and elsewhere for that matter, strive diligently to obtain worthwhile industries and when they are launched successfully they are sometimes left alone to proceed as best they can. I have in mind now two or three industrial plants that were obtained by communities on our railroad with great effort. The plants in question made a large investment. Each of them was told, among other things, of the fair attitude of local labor, yet these plants, even before they reached full production or a profitable stage, have been troubled by labor disputes with discouraging regularity. On the other hand, there are incidences on our railroad in which organized labor gave material assistance in working out the problems of industry.

I was talking to a man recently about practical religion. I told him that it seemed to me that the one great requirement for making this a better world was that all of us should practice the Golden Rule—“Do unto others as you would have others do unto you.” This applies equally to management, to labor and to the community.

I. B. T.

Louisiana Purchase
And Railroads

New Orleans, one of GM&O's two Southern termini, celebrates this month the 190th anniversary of the Louisiana Purchase, which brought New Orleans into the Union and opened up vast lands west of the Mississippi River to civilization by Americans. Opening its patios for visitors to the celebration, the Old French Quarter of the city was enlivened by "Voodoo" dances and revelry reminiscent of 1803.

That this acquisition of the enormous tract of land is a cause for such celebration a century and a half later is due, in great part, to the railroads, said Col. Robert S. Henry of the Association of American Railroads in a talk in St. Louis on July 14. Mr. Henry gave the history of the Purchase and its development as follows:

One hundred and fifty years ago this summer, while Spanish troops still garrisoned the frontier village of St. Louis, three widely different groups were at work on plans and projects which were to remake the face of the American Continent.

(Continued on Page 9)

Almost dating back to the Louisiana Purchase is the Abainthe house, left, built in 1805. The Street Car Named Desire has yielded to a bus by the same name. Skyscraper on Canal Street in the distance indicates modern New Orleans, which soon will include a 15 million dollar Union Railroad Terminal now in the final stages of construction.

A view down Chartres Street through the iron lace typical of the city. The St. Louis Cathedral (right) was built during the Spanish regime of the city. On the immediate right is the Cabildo, now a Louisiana State Museum, where the transfer of the Louisiana Territory from France took place in 1803. They face Jackson Square, originally known as the Place d'Armes.
JAMES LEMLY'S HISTORY OF GM&O RECEIVES RECOGNITION FROM READERS

The History of the GM&O Railroad by James H. Lemly is being well received by its readers. Hundreds of copies have been distributed from the office of the Public Relations Department, with the following typical comments from those who order the book:

From a Memphis shipper:
I am proud to add the "GM&O" book to my library.
Also feel honored to be classed as "a friend of the GM&O" and want you to know that I consider the GM&O as a friend to me as well. A good railroad like a good hotel is always appreciated when needed and sometimes hard to find.

From a Missouri railroad club:
We are very happy this volume of information is available. It is a MUST for our Club library. We have always had a warm spot in our heart for our neighbor line, the GM&O.

From a stockholder:
The publishing of the history of the Gulf, Mobile and Ohio Railroad could not have come at a better time for me as I am doing some research on the place of transportation, especially railroads, in the setting up of trade areas for our trade centers. Please find enclosed my check for a copy of your book. I am glad, again, that I am a stockholder and can come in on your order.

From an employee:
As I have been employed on the Alton and Gulf, Mobile and Ohio Railroad for more than fifty years, I am especially interested in it and am attaching herewith a check for $2.50 for which I would be pleased to receive a copy of the history.

Copies of the GM&O History are still available for employees, former employees, and stockholders at $2.50 per copy. Please send your request, with either a check or money order to the Public Relations Department, Gulf, Mobile and Ohio Railroad, 164 St. Francis St., Mobile, Alabama.

From Jackson, Mississippi Clarion Ledger:
"One of the most amazing success stories of American business enterprise and growth through good management is told for the first time in near-complete fashion in a new book which has just come to our desk . . . .

"There is romance and adventure galore in the business world, and readers everywhere will be indebted to the author and to the GM&O for making materials available to him for this rare revelation of a dynamic history of the Tidewater Road."

From a college library:
Mr. Lemly certainly deserves very high commendation for the splendid work he did on this book. We shall have many opportunities of making use of the materials it contains.

"We saw it happen", say Mrs. Ada Braun Finnegan, left, and Mrs. Antonia M. Bradt, of the Treasury Dept. in Mobile. Mrs. Finnegan and Mrs. Bradt, who have both been with the company since 1913, were among the first purchasers of the History.
Which One Speaks For You? The Big Trucker or The Private Car Owner.

THE MOBILE PRESS
SEPTEMBER 8, 1953

Trucking Official Charges Railroads

BILOXI, Miss. — (AP) — An American Trucking Assn. official charges that railroad interests are attempting to slow down and possibly stop America's highway improvement program.

Walter W. Belson, assistant to the association's president, told the ninth annual convention of the Mississippi Transport Assn. here Monday:

"We find railroad officials and railroad association executives publicly opposing building of adequate intercity roads and even expressing opposition to toll roads:

"Their answer to the current critical highway problem is 'use the railroads' as if rail transportation could be substituted for private car, bus or truck service."

Belson called on automobile clubs, motorist groups, Chambers of Commerce and other organizations to reeducate all rail officials to stop the highway modernization program.

The American Trucking Association is Influenced by Heavy Truckers. They Own Less Than Five Per Cent of the Trucks and One Per Cent of All Vehicles on the Highways.

The article on the left is a typical effort of the American Trucking Association to make it appear that the highway controversy is one between the railroads, on the one hand, and all highway users on the other hand.

Nothing could be further from the truth.

As is indicated by the American Automobile Association, (article right above) the conflict of interests is really between the owners of the very heavy trucks, on the one hand, and the owners of all other vehicles on the other hand.

Scientific and unbiased investigations prove that the owners of small vehicles—automobiles and farm, delivery and other small trucks—are subsidizing owners of highway freighters.

The speaker for the American Trucking Association refers to "adequate" intercity roads. Does he mean adequate for the owners of ninety-nine per cent of the vehicles, or does he mean adequate for the other one per cent who own the heavy trucks? There is a vast difference.

We on the Gulf, Mobile & Ohio Railroad do not oppose good roads. We recognize their past and future value in the welfare of our country. Many of our tax dollars go for their construction and maintenance. What we do oppose is the use and destruction of these roads by interests who do not pay their fair share therefor—the owners of the heavy trucks.
NOGN Director is Recognized for Civic Endeavors

A recent editorial in the Mexico, Missouri EVENING LEDGER honored Mr. and Mrs. J. B. Arthur subsequent to a donation which they made for the civic improvement of Mexico. Mr. Arthur is a director of the New Orleans, Great Northern Railroad—Louisiana, Mississippi subsidiary line of GM&O. Excerpts from the editorial appear below.

Today’s Editorial—

WHAT MAKES MEXICO THE BEST TOWN?

There are some good towns in Missouri. Towns that others states would be proud to have.

But match them one against the other and Mexico will come out on top.

There’s a reason.

It’s the frame of mind of a majority of the people living in Mexico . . .

Typical of that frame of mind, and the results from it is the gift to Mexico by Mr. and Mrs. J. B. Arthur.

They announced yesterday the donation of a $15,000 public golf course.

This generous gift tops off the first five years of Mexico’s ten-year program to build a recreation area unparalleled in Missouri . . .

The Ledger wants to join with the rest of Mexico and its neighbors in saying thank-yous to Mr. and Mrs. Arthur. They had done much for our town already. They have done still more now. Like everyone else, we’re impressed with the size of the gift and with what it will mean. But most of all we’re grateful to them for continuing the tradition of community service, awareness of Mexico’s needs, and determination to do something about these needs.

There’s more to the gift than a $15,000 golf course.

There’s the continuation of a tradition of progress, of unselfish interest in the well-being of neighbors, the building of a better life for others.

Salute to Competition

—From “United Business Service”

My competitors do more for me than my friends do. My friends are too polite to point out my weaknesses, but my competitors go to great expense to tell of them.

My competitors are efficient, diligent, and attentive—they make me search for ways to improve my products and my services.

My competitors would take my business away from me if they could. This keeps me alert to hold what I have.

If I had no competitors I would be lazy, incompetent, and indifferent. I need the discipline they enforce upon me.

I salute my competitors—they have been good to me. God bless them all. — Suggested by GM&O Director J. F. McBee, President of Merchants National Bank of Mobile.

Testimonial Luncheon for Hinkle

When Assistant General Freight Agent W. D. Hinkle of New Orleans was transferred to Atlanta, Georgia, his associates in the New Orleans office gave a testimonial luncheon in his honor at the Mon- telescope Hotel in New Orleans.

One hundred and five people were in attendance, including the Episcopal minister in whose church Mr. Hinkle had been an active member. The guest of honor was presented with a traveling bag, and Mrs. Hinkle received a bouquet of American Beauty roses.

Who Sent the Check?

Who is responsible for it being sent? What sort of claim—overcharge, personal injury, or loss and damage? Was it to the former Alton, M&O, GM&N, or some other antecedent of the present GM&O?

Why was it finally sent? These questions plague the curiosity of the members of the Treasury Department as they placed another figure under the column of Con- science Fund. The two hundred dollar cashier’s check was received on October 5 from St. Mary’s Catholic Church of Amer- ica, Georgia, saying that it was in pay- ment by some individual of a long time debt owed to the Claims Department of the GM&O Railroad.

The balance in the unemployment in- surance fund administered by the Rail- road Retirement Board was $692,000.00 on June 30, 1933. This fund has been built up entirely from payroll taxes levied against the railroad companies, plus in- terest earned thereon.
Railroad - Shipper Relationship Unique In Industry

One of the most unusual relationships between a major industry and its customers is pointed up anew by the 16th annual meeting of the National Association of Shippers Advisory Boards at Omaha, Nebraska, in October. At such meetings as this, representatives of industry, agriculture and commerce come from all parts of the nation to sit down together with agents of the producer that supplies them all—the railroads—and to discuss ways in which the carriers and the shippers can cooperate in providing even better rail transportation service.

That is the unique aspect of this organization that has a membership of more than 25,000 and represents shippers of about 85 per cent of all freight moving by rail. It represents a voluntary effort on the part of the customers of an industry to help the industry serve more efficiently.

When shippers and railroaders come together in a forum like this to discuss their mutual problems, each comes to know the needs and hopes of the other. As a result, shippers and railroads alike can gear their own operations to fit into the over-all transportation picture, thus producing the maximum of mutual benefit.

Such cooperative effort has, in fact, been going on for three decades. In 1923, the first regional shippers advisory board was organized, launching the movement that culminated in 1977 in the founding of the National Association of Shippers Advisory Boards. The regional boards, 13 in number, joined forces to form the national association for considering railroad-shipper problems of national scope. But the regional boards remain the basic elements in a partnership that has contributed to the smooth handling of the nation’s freight in both wartime and peacetime.

GM&O’s Annual Report Wins Award In National Competition

Gulf, Mobile and Ohio’s annual report for 1952 was judged runner-up in its industrial classification in the annual judging of such publications by FINANCIAL WORLD, a national magazine.

Each year prominent authorities on the various phases of annual report composition judge the printed reports of hundreds of companies to their stockholders. Bronzed Oscars and awards of merit are presented to the three outstanding financial statements in a number of various industrial classifications.

Mobile, Ala. — Tommy Jones, Division Clerk in the Passenger and Station Accounting Department, was passing out cigars recently announcing arrival of a son, David Patrick, born October 3, 1962, at the Mobile Infirmary.

NINETY CAST STEEL FLAT CARS ARE COMPLETED AT BLOOMINGTON SHOPS

Cast steel flat cars being built in Bloomington Shops are first (top left) working on under side, where brackets are welded for A B brakes and related piping. Top, right—Frames are then up-righted for riveting all steps and grab irons. Bottom left—Decking is applied. Bottom right—one of the ninety new cars, ready for the road.
William Keith Has Watched the River From Bridge Post For Nearly 27 Years

Louisiana, Missouri PRESS JOURNAL

William Keith and the Mississippi have been daily companions for nearly 27 years now. Keith has the day shift on the GM&O railroad bridge, and his chief duty is to watch for boats approaching the span from either direction and to swing the drawbridge about to allow them to pass through.

The Louisiana man started working on the bridge Oct. 1, 1926. For the first 11 years he had the night shift from 11 p.m. to 7 a.m. Then he moved up to the 3 p.m. to 11 p.m. shift. When his father, Edgar, of South Fifth retired in 1947, Bill claimed the coveted 3 a.m. to 3 p.m. day shift.

Job Is Lonely One

Scanning the far and often hazy surface of the Mississippi and activating the machinery that swings the 900-ton and 448-foot span is a job that has elements of adventure, but the keynote of the occupation is loneliness. For hour after hour there is only the constant lapping of the river against piling and pier.

Men on the night shift can only wave to a passing towboat pilot or crew members of a passing freight in their hours on duty. For long hours the only signs of life on earth are the distant lights of Louisiana or the insects that flutter about the bridge lights.

Keith reads extensively and listens to the radio—a battery radio works fine, but an electric set picks up too much interference from the bridge—while keeping an eye on the river. Every half hour or so the man on duty must fire the boiler to keep up the steam pressure needed to swing the mammoth span.

Much Cooler on Bridge

There are many virtues to the bridge job. "There never have any troubles getting rid of our ashes," says Keith as he sweeps a pile of them from the boiler room floor and carries them in a dustpan to the bridge railing. In addition, the span and its buildings are cool throughout the summer, he explains. Whenever there is the slightest breeze ashore, it seems to be magnified on the river. However, the same holds true in winter, when the perch above the river is cold indeed. And a storm spent on the bridge is more fearsome than the same storm ashore. Winds batter the sheds and lightning plays about the steel framework of the bridge.

One of the questions asked about the bridge's operation is what happens when a train wants to cross and a boat wants to pass at the same time. Keith explains that the boat always has the right-of-way if the train is not so close that it cannot be halted. If the train is already on the approach to the span, the boat must mark time. Signal lights and derail devices are used to prevent trains from running into the river while the span is open.

Six, Eight Boat Average

A boat approaching from the north must be spotted before it reaches the Champ Clark bridge because it takes about ten minutes to prepare the span for opening and to swing it about. From six to eight boats pass through the 55-foot deep channel in an average 24-hour period. During this time, eight trains use the bridge.

The Louisiana drawbridge was built more than 75 years ago. Although there are several others upstream to the north, there is only one drawbridge between Louisiana and New Orleans. Newer rail-

If the Railroads Had to Pay Their Taxes In Silver Dollars

If the railroads had to pay their taxes in silver dollars, thirty-seven express trains, each made up of 20 cars—each car loaded with 50 tons of silver dollars—would be required to carry the coins.

Last year federal, state and local taxes paid by the railroads amounted to $1,262,000,000. One thousand silver dollars weigh 8,050 pounds, according to measurement. Therefore, 1,262,000 thousand silver dollars weigh 74,360,660 pounds. This amounts to 17,169 tons of 2,000 pounds each. Loaded 50 tons to the car, a total of 74 cars would be required to carry that much silver. This would make 37 trains of twenty cars each.

Traveling Auditor

C. L. Dismukes Dies

Traveling Auditor C. L. Dismukes, Union City, Tennessee, died suddenly at the Mayfair Hotel in St. Louis on September 8, 1953. He had been employed by this company for many years.

Mr. Dismukes was born in Artesia, Mississippi, the son of a GM&O employee, J. R. Dismukes. He grew up in Artesia and Columbus, Mississippi, and attended college at Union University at Jackson, Tennessee. On completing his education, he entered the employ of the GM&O Railroad, and for years he served as traveling auditor, checking the accounts of stations over the line.

On his marriage in 1924 to Miss Mary Howard Turner of Union City, Tennessee, Mr. Dismukes made his home in that city, where he was prominent in many civic affairs. He served as city finance commissioner in 1943, taking a leave from GM&O service until 1944. He had been president of the Union City Chamber of Commerce, an elder in the Church, a director in the First Federal Savings and Loan Association, a former director of the Farmers Exchange Bank, and had been a member of the board of education, board of election commissioners and a member of the draft board.

He leaves his wife and one son, Charles Dismukes, Jr.

road bridges are built high enough out of the water to permit boats to pass beneath. Keith’s fellow workers on the span are Harrison Morton, who has the 3 to 11 shift, and Crowson Dillender, who works from 11 p.m. to 7 a.m.
**Operator's Picnic Becomes Annual Affair**

When the operators on Division No. 2 decided on a picnic for their families on August 30, it was planned on a one year only basis. But when the sun went down on Douglass Park at Springfield, Illinois, a permanent organization had been set up for making the picnic an annual affair. Eighty-two people were present, thirty-two of whom were operators.

"The only concern," said Division Correspondent K. E. Carlson, "was swapping truths and seeking new friends. . . . Some of the operators had never met in the years they had worked together, and perhaps ever those years of service they had arrived at some very conclusive opinions, but this readily yielded to the warmth of a friendly handshake . . . . I am sure that a part of those hard years of railroading were re-lived in those short hours."

Next year's picnic will be even bigger and better, with the day being lengthened with a dinner and supper.

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**Retirements**

Conductor R. L. Edwards, Laurel Mississippi, retired on September first after being in the service of the G&M&O since June 26, 1912. Mr. Edwards entered the service of the company as a brakeman and was promoted to conductor on September 26, 1918.

Conductor F. M. Kitchens, Meridian, Mississippi, retired on August 31, 1933. He was employed as brakeman on March 21, 1910 and promoted to conductor on March 7, 1937.

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**What Former Hostesses Are Doing**

Miss Mary Louise McLean, seen on G&M&O trains the past five years in Hostess Service is now with Westinghouse Corporation in St. Louis, serving as secretary to District Manager of Sales.

Ex-Hostess Betty Rue Magee is married in September to Dr. Curtis Delgadoillo Roberts. They are establishing a home in New Albany, Mississippi, where the doctor will practice medicine and Mrs. Roberts will move among friends and neighbors of the G&M&O.

Also in New Albany teaching is Miss June Boren who spent some time as a Good Will Ambassador for G&M&O.

Other Ex-Hostesses, Nena Crenshaw and Irene Dempsey, are in Honolulu, where they will spend some time with the former Evelyn Coker and Elizabeth Head.

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**New Hostesses**

Their first days on the job as hostess found Miss Betty Branch (top) checking the first aid kit preparatory for the trip, and Miss Dorothy Christopher (below) assisting a young passenger aboard. Miss Branch is from Jackson, Tennessee and Miss Christopher from Conway, Arkansas.

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**E. A. Hynes Passes In St. Louis**

E. A. Hynes, general freight agent, Sales and Service, at St. Louis, Missouri, passed away on October 2nd in St. Louis. Mr. Hynes had been with this company since 1917 in the Traffic Department, and was well known in transportation circles throughout the northern territory of the railroad.

Mr. Hynes entered the service of the former Alton as traveling freight agent. He was promoted to general agent at Pittsburgh in 1920 and in 1923 he was transferred to Chicago as general agent of the Alton. In 1925 he was appointed executive general agent in St. Louis and in 1927 he became special representative at the same city. In 1947, at the consolidation of the Alton with G&M&O, Mr. Hynes was appointed assistant general freight agent of Sales and Service. In 1953 he was promoted to general freight agent, Sales and Service, which position he held at his death.

Mr. Hynes was an active member of the Methodist Church, the Salvation Army and the Missouri Humane Society. He was an outstanding member of the Traffic Club in the cities in which he lived, having served as president of the Pittsburgh Club.

He is survived by his wife and one daughter, Miss Blanche Hynes.

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**Deceased**

Agent-Operator Charlie B. Holdor, Louin, Mississippi, on September 28, 1953 at Laurel, Mississippi. Mr. Holdor entered the service of the company on September 5, 1933. He is survived by his son, Charles, age 14, and daughter Charlene, age 11.

Retired Machinist and Foreman A. S. Schefold, Jackson, Tenn., on August 29, 1953 at Jackson. Mr. Schefold was a native of Germany, coming to this country at the age of seventeen years. He was employed in the G&M&O shops for forty-four years, retiring in 1937. His son, Frank J. Schefold, is Machinist supervisor at Tanana, Illinois.

Conductor Robert Royce Gideon, Jackson, Tennessee, of a heart attack on Oct. 1, 1953 at Jackson. Mr. Gideon entered G&M&O service on October 14, 1903. He is survived by his wife and one son, Col. Robert Gideon of the U. S. Army.
WITH THE CAMERA ALONG THE LINE....

An interesting picture of GM&O's freight house in East St. Louis. The electric sign can be seen from the St. Louis side of the Mississippi River and is an especially attractive sight because the city of St. Louis is planning a park on the banks of the river.

Latest project for the Lions Club at Tamms, Illinois was the purchase of a new wheel chair for Jimmy Cain, center. GM&O Trainmaster C. E. Riley, extreme right, is president of the club and GM&O Machinist Dean Adams (next to Riley) is a member of the Lions Community Betterment Committee. Attending the presentation of the chair to Jimmy were District Lion Governor Orville Alexander, left, and Oris Cain, brother of Jimmy.

At Sparta, Illinois, the agency force is seen with Trainmaster H. C. Sullivan (seated). Standing are, left to right, Third Trick Operator K. E. Wilson, Porter Jim Neilson, and Agent H. E. Neilson.

It's all in a night's work with Freight Conductor Dibble on Train No. 33 as it leaves Chicago. A conductor's caboose is his office, but the exact origin of it is still something of a mystery. The cupola seems to have originated as early as 1851 when an "observatory" built on top of a baggage car set out along side the tracks near New York as a temporary telegraph office suggested the possibility of equipping cars in the same way. Independently, an ingenious freight conductor on a run in Iowa during the summer had a way car with a hole in the roof. The resourceful conductor rigged a seat which enabled him to sit with his head and shoulders above the roof.

Caught by the photographer at Louisana, Missouri were, left to right, Signal Maintainer L. R. Marshall, Signal Supervisor J. W. Huff and Agent W. A. Monroe.
Louisiana Purchase
(Continued from Page 1)

In Paris, Robert Livingston and James Monroe were completing the details of the purchase from Napoleon of the Louisiana Territory, which was in process of being transferred from Spain to France as a necessary preliminary to transfer of title to the United States.

On the east bank of the Mississippi, a short distance above St. Louis, Captain Meriwether Lewis and Captain William Clark were organizing the expedition which was to explore a route to the Pacific through the territory being acquired.

And in a village in Wales, an almost forgotten Cornishman, Richard Trevithick, was working on a contraption which, within a year, was to use the expansive power of steam to pull a train of cars on a track — the first locomotive steam engine.

It took the conjunction of these three events and the trains of consequence which flowed from them to transform the unsettled wilderness of the Louisiana Purchase into the magnificent domain of today.

It took the transfer of sovereignty to the United States to bring to this new territory the inestimable blessings of government founded on the concept of individual freedom and individual opportunity.

It took the work of bold and venturesome explorers to find the path and lead the way for the oncoming tides of settlement.

And it took a third force—the force of mechanical power applied to transportation in such fashion as to move great quantities of goods in all seasons of the year and to and from all parts of the country, at costs so low that for the first time articles of ordinary use could be transported long distances overland. It took, in short, railroads.

U.S. Wanted Only New Orleans

It should not be forgotten that the United States crossed the Mississippi River with reluctance and the utmost misgiving. When the Louisiana Purchase was made, the United States did not seek the whole of that vast and empty territory. The United States wanted only New Orleans and the surrounding country on the east bank of the river. But to get what it wanted it had to purchase also the lands between the Mississippi and the Rockies. James Madison, Secretary of State, expressed the views of the government when, during the negotiations leading up to the purchase of Louisiana, he told the Minister of France that the United States did not wish to extend its population across the Mississippi for the reason that "no colony beyond the river could exist under the same government but would infallibly give birth to a separate state."

Secretary Madison's fear would have been well grounded had it not been for the work of Richard Trevithick and inventors and builders who came after him. Within the first generation after the purchase of Louisiana there was developed a way of transportation which could go anywhere that the needs of man called. Within 50 years after the purchase of the Louisiana territory, a railroad had been started west of the Mississippi River and others were building toward that stream, to bridge it and pass on into the West.

Without this service, the lands of the Louisiana Purchase could not have been settled as they have been; its resources could not have been developed; its productive capacity could not have grown to its present massive proportions.

Drunk Story

The nose paint artist tippedit up the stairs, shoes in hand. He patched up the scars of the brawl with adhesive tape, then climbed into bed, smiling at the thought he'd put one over on the wife.

Came the dawn. The drunk opened his eyes and there was his wife glaring at him.

"What's the matter, dear?" he asked innocently.

"You were drunk last night!"

"Why, darling, I was nothing of the sort."

"Well, if you weren't, who put the adhesive tape all over the bathroom mirror?"—Wall Street Journal.

Any experienced business man knows full well that climbing is slower and more tedious than falling.—Economic Overtones.
Commendations

Brakeman T. P. Wilkinson, Meridian, Mississippi, was commended by Trainmaster Seigf for discovering a brake beam down and calling Carmen to assist in making necessary repairs.

Brakeman E. Wahle, Roodhouse, Illinois, was commended by Supt. Conely for discovering a broken rail and reporting this to the dispatcher so that sections could be called for making repairs.

Engineer W. A. Coltharp, Jackson, Tennessee, was backing a yard engine down in the main track in Jackson in October morning when he saw a broken rail, stopped and examined it, and arranged for repairs to be made.

Telegrapher Leo Cremer, Louisiana, Missouri, noticed a brake rod dragging on a passing train, and notified the crew.

Telegraph Operator C. E. Suggs, Jackson, Tennessee, was commended by Supt. Thomason for discovering a brake beam down and notifying crew of passing train.

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

Operator H. Hines, Athol, Ill.
Operator G. R. Fickel, Atlanta, Ill.
Operator J. Fowler, Dwight, Ill.
Operator D. F. Kelly, Girard, Ill.
Brakeman I. P. Wade, Bloomington.
Brakeman R. Arnold, Bloomington.

Fireman I. J. Sever, Slater, Missouri, was commended by Supt. Miller for his help in picking up brake beam which was dragging on car of his train.

Operator J. H. Carlson, Dwight, Illinois, was on the job during the month of September. He discovered four hot boxes on passing trains and one brake beam down.

Car Foreman H. L. Grant and Foreman A. M. Southard, Ridgely, Illinois, were commended for the dispatch with which they, with their men, changed the wheels under a car which had a broken journal, so that it could be moved with least interference to the main line trains.

When trouble developed with one of the diesel units of their train, Engineer F. W. Heide and Fireman E. Hill of Bloomington, crawled under the unit and succeeded in getting it working so that the train could proceed.

At 1:30 in the morning Clerk J. D. Fly, Iselin, Tennessee, noted that a car of grapes in train No. 33 seemed misdirected to Jackson, Mississippi instead of Jackson, Tennessee. Mr. Fly pointed this fact out to Assistant Trainmaster H. C. Green, who checked with Division Freight Traffic Manager C. L. Garrard, who directed that the car should be set out at Jackson, Tennessee, to which it should have been destined instead of Jackson, Mississippi.

Engine Foreman R. E. Doolittle, Frankl-yard, Mobile, Alabama, noticed that a partially loaded car of heaters was not properly braced and that the load had not been leveled off for safe movement. Mr. Doolittle called this matter to the attention of the proper authorities, and the necessary steps were taken to make this load safe for further movement.

Yard Clerk H. J. Herrington found a car of fertilizer in the yard which had a broken door fastener and the car was standing open to the weather. He immediately closed the door and wired it shut, resclosing the car.

Conductor H. E. Allen, Roodhouse, Illinois, was commended by Supt. Conely for discovering a broken rail and notifying the dispatcher of this fact.

When Fireman R. H. Campbell, Jackson, Texas, discovered three men riding in a car of automobiles, he contacted the special agent at Jackson to meet the train. On arrival at Jackson the riders were met by the special agent and the sheriff's force.

Brakeman L. J. Bridges, Jackson, Tennessee, was commended by Supt. Forlines for clear, understandable signals while setting out and picking up of train.

Safe Driving Awards

The following truck operators earned Gulf Transport Company safe-driving awards during the period September 1952 through September 1953:

A. M. Munn, 8 year award.
J. D. Perkins, 8 year award.
H. R. Stanford, 8 year award.
W. A. Wood, Jr., 14 year award.
W. E. Young, 11 year award

To Our Friends

An ancient philosopher has said that "Honest men esteem and value nothing so much in this world as a real friend." This month GM&O has had occasion to appreciate the friendship of several good friends along the line.

When Reverend J. D. Shelton of Houilka, Mississippi noticed a hot journal box blazing on a northbound GM&O train, he called the GM&O dispatcher at New Albany long distance to notify him of the hazardous fact.

At Humboldt, Tennessee on Sept. 4th the crew of Train No. 29 had a job bigger than they could accomplish alone. On one car a brake beam was down, brake rigging bent and twisted to the extent that the crew could not take it off. To their assistance came Supt. Tom Miller of the Federal Chemical Co., with a number of his force. By use of Acetylene torch, the chemical company's force freed the twisted rigging and assisted the train crew in its removal.

When a fire destroyed the freight house with its equipment at Tupelo, Mississippi, Mr. John Breedlove of the Office Machines Company proved why Tupelo is known as "The Friendly City." Mr. Breedlove lent the GM&O office force new adding machines and typewriters, enabling Agent B. H. Jackson and his force to carry on their work without stopping until new machines could be supplied by the company.

As Train No. 33 passed Gatesville, Mississippi, Joe Coleman, Jr. discovered a blazing hot box on a car in the train from which the fire was falling. The fire had set the right of way on fire along the track. Coleman, with the help of R. T. Gaster of Hopewell and LeRoy Smith of Gatesville, set to work to extinguish the fire, after reporting it to the agent at Gatesville.