Attorney Is Promoted

Charles F. Turner, formerly Attorney for GM&O, was named General Attorney for the company on October first, according to an announcement by Vice-President and General Counsel D. S. Wright of Mobile. Mr. Turner has been a member of GM&O’s Legal Department in Mobile since 1947.

A native of Birmingham, Alabama, Mr. Turner received his Bachelor of Laws degree from Duke University in 1940, and returned to Birmingham to enter legal practice in that city.

In 1942 he entered the U. S. Navy, in which he remained until 1946, serving as a lieutenant in that branch of the Armed Forces. At the close of the war, he re-entered legal practice in Birmingham, but in 1947 came to the Gulf, Mobile and Ohio Legal Department in Mobile. He is also attorney for the Gulf Transport Co.

Active in Mobile civic affairs, he is a past president of the Civitan Club. He is married and has four children.

Billionth Animal Arrives At Union Stock Yards, Chicago

The arrival of a Hereford steer at Chicago’s Union Stock Yards on September 7 touched off one of the liveliest celebrations the “Windy City” has seen since the Century of Progress Exposition in 1933-34.

This Hereford steer was the billionth animal to arrive at Union Stock Yards since that great institution was founded in 1865 — a record unequalled by any other livestock market in the world. Timothy Blackstone, an early president of the (Continued on Page 2)

Chicago Official Retires

Stephen A. Williams, Assistant Vice President of the Gulf Mobile & Ohio Railroad, retired on October 1st after 52 years of railroad experience, the last 26 in Chicago in executive capacities.

He entered railroad business at the age of 22 in Jacksonville, Florida and worked in the freight traffic department of various railroads before joining the Alton Railroad (now Gulf, Mobile and Ohio) in 1915.

Mr. Williams came to Chicago from St. Louis in 1924 where he was General Freight and Passenger Agent for the old Chicago and Alton. In 1948, with the consolidation of Alton and GM&O, Mr. Williams was named Assistant Vice-President of the Company, the position he holds on his voluntary retirement.

He will be honored at a testimonial of business friends at the Union League Club on October 18 and upon retirement will continue to reside in Evanston.

The “Ann Rutledge”, famous streamline train of the Gulf, Mobile and Ohio Railroad, speeds on its way to St. Louis.
Among industries recently locating on GM&O with the cooperation of GM&O's Industrial Department is the Stratford Furniture Corporation at Okolona, Mississippi.

BILLIONTH ANIMAL ARRIVES

(Continued From Page One)
the Alton RR (GM&O), was first president of the Company.
The animal, weighing 1,180 pounds, was nicknamed “Billy the Billionth” and was officially welcomed in a ceremony held under the arch of the famous old Stone Gate.
“Bill the Billionth” has been placed on exhibition at Union Stock Yards, and will be a stellar attraction at Chicago's International Livestock Exposition November 27 to December 4.

Founded by Railroads
The Union Stock Yard and Transit Company was founded, sponsored and financed largely by the railroads of Chicago to bring together in one location all of the stockyards, livestock marketing and livestock processing activities of that rapidly growing city. (The population of Chicago increased from 30,000 in 1850 to 600,000 in 1883.) Of the original capitalization of $1,000,000, the railroads furnished $225,000 and livestock dealers and meat packers furnished $75,000. The first president of the company was Timothy B. Blackstone, president of the Alton RR, (GM&O predecessor) from 1884-1899. For him were named Blackstone Avenue, the Blackstone Memorial Library and the Blackstone Hotel of Chicago.

The primary function of the Chicago Stock Yards — one of many such yards in the United States — is that of a public market where livestock producers sell their animals to buyers on a competitive basis. The Stock Yard Company itself does not buy or sell animals or fix prices. It merely provides — for a fee — food, shelter, and loading, unloading and weighing facilities for use by stockmen while selling their animals, through the services of commission firms.

A mile long and half a mile wide, the “Yards” have about 13,000 pens, and have handled as many as a quarter of a million animals — cattle, calves, hogs, sheep and horses — in a single day.

Railway transportation plays an important role in helping to keep this and other livestock markets and packing centers supplied with animals for sale and slaughter. Operating their own fleet of 41,680 stock cars, the Class I railroads of the United States in 1953 transported 435,342 carloads of livestock, including 283,861 carloads of cattle and calves, 91,477 carloads of hogs, and 60,004 carloads of sheep and goats.

In 1953, Class I railroads originated 4,973,000 tons of fresh meat and packing house products. For handling this traffic, the railroads and private car lines, at the beginning of 1954, had approximately 38,000 refrigerator cars used chiefly for the transportation of fresh meats. This number represented about 23 per cent of the total refrigerator car supply of 125,009, of which 105,903 are privately owned.

America has come a long way from the romantic days of the Old West, when ranchmen and cowboys drove animals hundreds of miles on the hoof to market.

Crews Miss Prue

GM&O train crews were saddened to learn that Prue was dead. A favorite passenger from Springfield, guiding her master on lecture tours in 20 states, Prue was frequently assisted on and off trains at Springfield by GM&O hostesses. For Prue was a Seeing Eye dog. Last month, after bringing her blind master home from a speaking engagement in Iowa, she became seriously ill, and it was necessary for her to be put to sleep.

Prue served as the eyes of Rev. Robert S. Kieser, blind pastor of the Fourth Presbyterian Church of Springfield, Illinois, for the last eight years. She was ten years old, and for some months had been afflicted with infirmities of canine old age. She had continued, however, with Rev. Kieser on his speaking engagements over the country, and accompanied him in September to Iowa, where she developed a serious ailment and was unable to eat.

Prue faithfully guided her master back home, where, after consultation with veterinarians, Rev. Kieser was told that his faithful companion should be put mercifully to sleep.

When Rev. Kieser entered the pulpit for his sermon the following Sunday, Prue, although ill, was lying at his feet. Fittingly, the pastor spoke on “God’s Love Revealed in His Animal Creation”, and, completing his sermon, informed the congregation that Prue must be put to final sleep.

For the last time Prue let her master down the aisle, standing with him by the door while the pastor exchanged greetings with the departing worshipers, all of whom paused to give the dog a farewell pat on the head.

GM&O passenger crews remarked that Prue was a beautiful dog, and gentle. She had accompanied her master on lecture tours covering twenty states, traveling thousands of miles.

Rev. Mr. Kieser, who has been blind for fifteen years, said Prue was no ordinary dog. Members of the congregation said that she even knew when he was preaching too long. After lying at his feet during his sermons, she would rise and nudge his legs, prompting him to say: “Prue says I’ve talked long enough—it’s time to go.”

The minister plans to go to the Seeing Eye foundation at Morristown, N. J., as soon as it is possible for him to obtain another guide dog. He must spend several weeks there training with his new companion, after which GM&O is looking forward to having him and “another Prue” on the trains.
The Railroads Need Some "Magic Words"

(The following thought-provoking remarks are excerpts from an address made by Mr. Gardner C. Hudson, News and Financial Editor of RAILWAY AGE, before the American Railway Magazine Editors' Association convention in September.)

I sometimes wonder if part of the railroads' difficulty may not lie in the fact that, so far as I know, they have never found, or at least never used, any of the common, simple, easily understood words, phrases or expressions which their competitors employ with such good effect and which, for lack of a better term, I am designating as "magic words."

Let me give you a few examples of what I mean.

"Free meals!" How many times have you heard that? Every time you do you know exactly what it means — because the airlines have plugged those two simple little words ever since they were first airborne 25 or more years ago. You know, and I know, that those meals aren't free. Their cost is hidden in the price a passenger pays for an airplane ticket — or covered by the subsidies which airlines receive from various government agencies. But, be that as it may, the public thinks airline meals are free — thinks the airlines are giving it something for nothing. I have no idea how much traffic those two simple little everyday words have brought the airlines, or how much goodwill they have built up. But I would venture to guess that the tangible return in traffic and the intangible return in goodwill have added up to a good many millions of dollars.

Too Thin To Cultivate and Too Thick To Navigate

Then there is "cheap water transportation." There's nothing cheap about water transportation when it's conducted on inland rivers which God made too thin to cultivate and too thick to navigate. But the magic of these half-true words, "cheap water transportation," has lured our government into spending over 4 billion dollars of your money and mine to create a so-called inland waterway transportation system which is not only cheap — but which may, all costs considered, be the most expensive transportation in the world.

"Trade Barriers"

Truckers, for their part, have a whole collection of "magic words" — or phrases — which they ride as hard as they ride our expensive highways. Twenty years or so ago, they began to talk about "trade barriers." Now, a "trade barrier," to a trucker, is nothing more or less than a truck weight or size limit which happens, in any state, to be less than that in any other state — or less than a trucker wants to observe. Or it may be a tax which, in any state, is more than a trucker wants to pay — or more than any other state charges him. But the point is, nearly everybody likes "trade," and nobody likes "barriers," and so, by skillfully combining a "good" word and a "bad" one, the truckers have succeeded in state after state in getting their weight or size limits raised, or their taxes lowered.

Saved Bridge But — "It Was Nothing"

Trainmaster — Chief Train Dispatcher Marvin Horne surveyed the blackened ties of the railroad bridge north of Laurel, saw the hands of the two Shoemakers, R. E. and his son Dewitt, grimy from fighting the now smoldering fire, and exclaimed, "What would we do without our friends!"

Mr. Horne and a section crew from Laurel had answered a call from Mr. Shoemaker late in the afternoon that a railroad bridge just south of Mossville, Mississippi, was on fire. Hastening to the bridge, they found the blaze almost (Continued on Page 8)

Claim Agents Picnic

(See Picture Left)

Mr. and Mrs. Bennie Sturdevant of Springfield, Ill., and Mr. and Mrs. Jim Roberts, Bloomington, Ill., retired claim agents, were special guests at the September 10th, staff meeting held at Salem Park Ill., by Assistant General Claim Agent, L. E. Groves of Chicago, Ill. It was an opportune time for the new claim men and their wives to meet and the corn roast and picnic dinner was enjoyed by all.

Jim and Sue Batts walked off with the prizes in the water battle contest. These present were — from left to right Mr. and Mrs. J. L. Batts, Mr. and Mrs. George J. Kundt, Mr. and Mrs. R. L. Ehrhardt, Mr. and Mrs. Rex P. Rogers, Mr. and Mrs. L. E. Grove, Mr. and Mrs. J. E. Roberts and Mr. and Mrs. R. A. Sturdevant.
"They Helped Everyone His Neighbor"

A large tree lay across the tracks of the main line. Mr. Alvie Deaton of Booneville, Mississippi was no railroader, but he knew that such an obstruction must be moved. Around Booneville everyone knows his neighbor, so Deaton called Section Foreman Print Rambo and told him of the trouble. When Rambo arrived, he found Mr. Deaton attempting to clear the tree from the track. This was one of ten remarkable incidents during the month, where GM&O friends have proved themselves good neighbors indeed.

Mr. R. L. Cooksey, Suquela, Mississippi, called the office in Meridian to report a fire on GM&O right-of-way near Suquela.

Mr. Gene King of Carbondale, Illinois was driving along the highway south of Jonesboro when he noticed lumber shifted on a car of a GM&O train, and notified the dispatcher of this trouble.

Being the wife of a section foreman, Mrs. J. T. Green recognized the danger of fire flying under a car of No. 32 as it passed Mantec, Mississippi, and she promptly called the agent at Houston to notify him.

Anita and Dad Win Honors

While Gulf Transport Truck Operator W. A. Wood, Jr., of Jackson, Tennessee was accumulating fifteen years of safe driving for the company, his daughter, Anita, was giving "Pop" something more to be proud of. On Saturday, October 2, Anita Wood, a high school junior, won the sweepstakes award in the Mid-South Youth Talent Contest at Memphis, Tennessee.

With the honor goes $100 in cash, and an all-expense-paid trip to New York for radio and television auditions over the ABC Network.

Miss Wood, a singer of pop tunes, advanced to the Mid-South contest by winning a talent contest held in Jackson.

Last April she was chosen as second maid in the Jackson Exchange Club beauty revue to select "Miss Jackson of 1954." Anita plans to take her trip to New York the latter part of November.

GT Safety Awards

During August and September, Gulf Transport Company has presented safety awards to the following bus and truck operators:

**Bus Operators:**
- C. K. Bennett, 8 year award
- Woodrow Cox, 10 year award
- Wib Haberman, 7 year award
- L. M. Horne, 1 year award
- Robert Gill, 4 year award
- Odeel Thompson, 1 year award

**Truck Operators:**
- J. T. Castle, 7 year award
- A. M. Neal, 1 year award
- W. G. Young, 4 year award
- A. M. Munn, 9 year award
- J. D. Perkins, 9 year award
- H. B. Stanford, 7 year award
- W. A. Wood, Jr., 15 year award

Congratulating each other on promotions are Kenneth E. Litton, left, and John Morissette, in traffic office at Mobile. Mr. Litton, who has been with GM&O since 1947, has been promoted from freight traffic agent in Mobile to Commercial Agent, Dallas, Texas. Replacing him as freight traffic agent in Mobile is Mr. Morissette, who has just returned home after 22 months in Naval Reserves.
GM&O RAILS GET SPERRY INSPECTION

Rails on the entire GM&O system get an inspection twice annually by the Sperry Rail Detector Service. At the present time the wondrous car, whose x-ray eye can ferret out an internal flaw before it causes trouble, is on its fall examination of GM&O tracks.

Any structural weakness is recorded on a tape in the laboratory of the self-propelled car and then identified on the specific rail for prompt replacement. This is just one of the many safeguards practiced by most American railroads to protect life and property.

FUTURE OF THE RAILROADS

"Transport, in its many phases, has been developing rapidly with too little planning of its ultimate future. There is room for every transport agency in this country and I am sure they will eventually fall into their proper economic places, thereby insuring an adequate transportation system, designed to economically and efficiently meet the demands of commerce — whether they be peace, defense or wartime demands . . ."

"I am optimistic as to the future of the railroads, because I am positive that an informed public will see to it that the railroads and other forms of transportation fall into their natural and true economic position in our normal economy — and not, because of subsidies and abnormal conditions, be forced into artificial positions." J. M. Symes, President, Pennsylvania Railroad.

RAILROAD TAXES HELP EDUCATE YOUTH

GM&O operates a total mileage (1953) of 2,765.90. By states the division is as follows: Mississippi, 863.45; Illinois, 838.14; Alabama, 322.93; Tennessee, 259.59; Missouri, 245.01; Louisiana, 150.16 and Kentucky, 41.71.

Total advalorem or state property taxes paid last year amounted to $2,643,-440 — with $1,370,971 of this amount allotted for school purposes.

I. C. C. EXAMINER RECOMMENDS DISCONTINUANCE N. O. PASSENGER SERVICE

I. C. C. Examiner Paul C. Albus has recommended that GM&O be given formal permission to discontinue passenger service into New Orleans. The Examiner said:

"** in determining the public convenience and necessity in this case, the entire public, instead of the relatively few residing in Bogalusa who utilized Little Rebels passenger service when available, should be taken into consideration. It is axiomatic that the public generally is adversely affected by wasteful transportation and by an uneconomic outlay of funds. ** there has been a decline, year by year and month by month, in public patronage of the trains in question, where ever-mounting and irretrievable losses have been suffered from the operation, where adequate and convenient alternate common carrier facilities are available; and where the likelihood is that the situation, instead of becoming better, will be progressively worse."

A decision is expected soon on a Louisiana Supreme Court action on appeal brought by the city of Bogalusa to that court to have the trains restored into New Orleans, after the Baton Rouge District Court had set aside a restoration order.
DECEASED

Yard Engineer Fred Anderson on September 9th at Bloomington, Illinois. Mr. Anderson entered service as yard fireman at Bloomington in 1906 and was promoted to yard engineer in 1910. He is survived by one son and one daughter.

Switchman James Clint Eaves, Corinth, Mississippi, on September 24, 1954 at Corinth. Mr. Eaves went to work for this company on May 5, 1918. He is survived by his wife.

Agent J. C. Sims, Buckatunna, Mississippi, on September 23 at his home in Buckatunna. Mr. Sims was employed by this company on August 7, 1909 and was installed as agent at Buckatunna on September 26, 1916.

Retired Engineer R. J. Smith, Bloomington, Illinois, at his home in Bloomington on September 29, 1954. Mr. Smith entered service as fireman on August 23, 1910 and was promoted to engineer on November 18, 1929. He retired on May 29 of this year. He is survived by his wife and one daughter.

Retired Engineer C. R. Taylor, Slater, Missouri, on September 13th at Fort Worth, Texas. Mr. Taylor entered service as fireman on August 20, 1908 and was promoted to engineer on September 17, 1916. He retired on April 1, 1952. He is survived by one son and one daughter.

Claim Clerk William Everette Hannon, Tupelo, Mississippi, at his home in Tupelo on September 18, 1954. Mr. Hannon, who had been in the service of this company since 1925, is survived by his wife.

Retired Operator William R. Hailey, Jackson, Tennessee, on September 17, 1954 at Jackson. Mr. Hailey was first employed by this company on May 25, 1912. He is survived by his wife, three sons and two daughters.

Savaged Bridge

(Continued From Page 1)

extinguished by the efforts of the Shoemakers.

"That smoke is too low for a train," Dewitt Shoemaker had said, as he looked with his father a half mile down G&M tracks, which they were crossing on route home.

Parking their car, the two men walked toward the smoke. As they drew near, they realized that the railroad bridge was on fire. Dewitt found a can near the bridge, and began walking back and forth to a small stream, bringing water to throw on the fire, which was attacking the supports of the bridge. His father hastened to a neighborhood phone to notify G&M officials.

"Then I borrowed a foot tub," said Mr. Shoemaker, "and went back." With tub and cans, the Shoemakers continued to trudge from stream to bridge, flinging the water on the blaze, and keeping it under control.

The section crew arrived about 5:30, and the fire was soon extinguished, with only twenty feet of the 760 foot bridge damaged. The stringers, piling and caps were not damaged.

"This bridge would certainly have burned down," said a G&M official, "had it not been for the Shoemakers."

"It was nothing," said Dewitt. "Anyway, some day I think I'd like to work for the railroad."

RETIEMENTS

Locomotive Engineer W. E. Landman, Slater, Missouri, retired on September 22 after being in the service as a locomotive engineer on the Western Division since March 21, 1903.

Freight Agent R. R. Greenhood, Bloomington, Illinois, retired on October 1, 1954. Mr. Greenhood entered the service of this company in 1918 and has been freight agent at Bloomington since October 1, 1949.

Conductor J. J. Durham, McLean, Illinois, retired on July 31, 1954. Mr. Durham was born April 25, 1885, and entered service as brakeman September 3, 1910, and was promoted to freight conductor January 30, 1919.


After 34 years of service, Yardman F. C. Klittich, Hermann, Mo., retired September 18th from his job at the Chicago Terminal. On his retirement he was presented with a $50 bond by fellow employees. Shown, left to right, are Engineer F. Mockros, Foreman W. R. Gibson, Mr. Klittich, Fireman H. Fredin, and Switchman P. J. Mcqurie.
"Yes, Many of Us Can Remember When..."

(It is with interest and appreciation that the GM&O NEWS receives letters from former employees and retired personnel, and we believe our readers will be pleased to share with us a step into Yester-Year through the following letters.)

EDITOR, GM&O NEWS

The very interesting letter by Labon E. Mason, recently retired Operator in Atlanta, Illinois, has no doubt set other retired employees besides myself reminiscing. Yes; many of us can remember when if we worked less than ten hours a day, we were on "Short Time." Also, when this writer entered railroad service in 1897, not all engines or cars were equipped with automatic couplers and brakes. Kerosene oil was used for headlights and was being replaced by pitch gas in coaches. Some engines were still equipped for burning wood.

In the small town of Trinity, Alabama (where I was born in 1878, within 100 yards of the main line), if a freight train was to stop, the Engineer would blow for brakes, and I would see two brakemen start setting hand brakes as fast as they could go from one car to another.

Perhaps not many of your readers of the News could tell us of the first railroad built West of the Allegheny Mountains. It was the Memphis and Charleston, which later became a part of the Southern Railway System, and extended from Decatur, Alabama to Tuscumbia, a distance of some 45 miles.

This retired man's reminiscence carries him backward still further, and I can report something more or less interesting. I have a good recollection of my grandmother who was born in the year 1800, at which time there were only 17 states in the Union, Ohio being the first state admitted after her birth. My father was born before there was a Chicag. He was a five year lad when it was first incorporated as a town of 6,000 people.

I note Mr. Mason expects to continue being active in the insurance business. I, too, am active (only slightly) in the real estate business, where I get enjoyment without working hard.

S. L. Wade, Retired General Foreman
Montgomery, Ala.

EDITOR, GM&O NEWS

This is to express to you my sincere appreciation for keeping your name on our mailing list of the GM&O News. I seem to have no other way of keeping up with my many friends and ex-co-workers in the Accounting Department. Some, I have learned through the News, have passed on and others have retired.

It is doubtful whether most of those who are still on the job, and would remember me, know of my present whereabouts. For the past 17 years I have lived in Laurinburg, N. C., a small town of about 10,000 located 97 miles east of Charlotte, N. C. My family remains the same, consisting of one son and one daughter who have increased our family to one daughter-in-law, one son-in-law, two grandsons and two granddaughters, all of whom "I am well pleased!"

I now hold the position of Managing Officer and Executive Vice President of The Scotland County Savings & Loan Association and as far as I am personally concerned, expect to remain in its employ for the duration of my active life.

The first job I ever had was Office Boy in the accounting department of the old N&O&CR, later the GM&RR and now the GM&O. When I left its employ in 1925, I was General Bookkeeper and assistant to F. N. Johnson with Charlie Peterson and R. E. DeNeele as my other two bosses.

In one of your recent issues, you had an account of Jimmie (J. S.) Gibson's retirement accompanied by a photograph depicting great ease in his reclining chair. Occasionally I have seen pictures of Mr. DeNeele, Mr. Hicks, Clarence Lanham and one of Hermon E. Warren in your issue of August 19th. All of these bring back pleasant memories to me and I wish I could see all of them personally. They would probably be surprised to see how I have aged in almost 30 years, having, of course, the usual pouch that goes along with middle age.

If there is any way you can extend to my friends remaining in the Accounting Department, my kindest regards, please do so. And by all means, please keep my name on your mailing list. Your Commercial Agent, H. A. Tailey, was the one responsible for receiving the News and I have always been grateful to him for it. He used to drop by and see me each time he was in Laurinburg. Not having seen him in some time, I've been wondering if he is still in your employ.

Sincerely yours,
E. M. (Eddie) Guest
Laurinburg, N. C.

EDITOR, GM&O NEWS

I so often think of all our friends in the railroad circle and of the long number of years that it has been my privilege to try and serve what is known now as The Gulf Mobile and Ohio Railroad Company. I entered the service some 65 years ago, at the age of 13 years and after 52 years of active service and 13 years of retirement, I have lived to see the growth, success and accomplishment, of one of our great, if not the greatest, railroad systems and corporations of our day and time. I am passing my 78th mile stone in life today, 13th September.

I wish to take this means of expressing my profound appreciation for every courtesy and kindness shown me by the Railroad Company. I still enjoy reading your paper, The Rebel News, as it keeps the old retired fellows in touch with friends and the times now present.

With kind personal regards and best wishes for the continued success of our great railroad and its entire personnel, I am,

Frank D. DeLaBar, Retired Locomotive Engineer and Preacher—Meridian, Miss.
THE MAIL TRAIN

PERSONNEL MAKES NAME FOR GM&O

Mr. W. H. Berghegger
Supt. Dining & Parlor Car Dept.
G. M. & O. Railroad

During the past number of years I have traveled via my favorite way which is by train, therefore having been on a number of different ones owned by different roads but never have I been in a dining car with as much pleasant atmosphere, excellent food, and one with as pleasant a manager as the GM&O out of Chicago on Saturday Night, August 28th.

I took the liberty of keeping one of the menus and notice in the lower left hand corner the name of Mr. B. L. Witty, whom I assume was the man in charge of the car and the man that was so pleasant and the one that with his staff made this the most delightful dinner we had on our entire vacation.

When possible in the future I shall definitely pick the GM&O when determining my routes for vacation, and although many people do nothing but complain I hope this letter will serve as your assurance that the personnel you have picked are definitely in my opinion contributing to making a name for the GM&O.

With very best regards, I remain very truly yours.

John F. Trotter, Manager, H. F. Trotter, Inc.
Pine Bluff, Arkansas

ORCHIDS TO DOOLEY—GM&O RAILROAD

“I wish to take this opportunity to commend the railroad for the very courteous and accommodating service rendered by your conductor, Mr. E. W. Dooley, on the Ann Rutledge train.

“...the other day, I had occasion to go to Springfield, and I just felt that his conduct while in charge of the train, and his attitude toward the passengers, was worthy of commendation and praise to the Alton Railroad.”

Yours truly,
H. E. Eckland, Supt. of Streets
Chicago, Ill.

“IN NO OTHER CITY...SUCH SERVICE FEATURES”

Ticket Agent Clooney
Bloomington, Illinois

Since we have established the nucleus of our General Electric organization in Bloomington, we have had, as you know, considerable occasion to use your services in arranging for travel of our personnel. I should like, at this time, to compliment you on the extremely efficient way in which you have handled our ticket arrangements.

In no other city where I have been located have I noted such service features as the typing of reservation information on the outside of the ticket envelop. Likewise, you have saved us many hours of personal time by cashing checks for the purchase of tickets.

Mrs. Turner, my secretary, informs me that you handle her requests for reservations and ticket information promptly and graciously. This kind of service is indeed gratefully appreciated.

Your handling of our business is just one more reason why we are more than happy that the General Electric Company decided to locate its new General Purpose Control Department plant in the City of Bloomington. Please convey our appreciation also to your associates who have helped us so much.

R. T. Perkins, Supervisor Marketing Practices
General Purpose Control Dept.
General Electric Company

On The Job

On the job at Laurel, Mississippi recently were left to right, Carman Mose Bason, Mechanical Foreman J. A. Campbell, Truck Packer C. R. Lindsey, Hostler J. T. Patterson and Hostler Helper George Jones.

Pausing from work in Vandalia, Ill. long enough to have their pictures made were, left to right: Telegraph Op. E. K. Crow, Supt. J. C. Miller, Tel. Op. M. E. Ash, Agent A. L. Uhey and Clerk P. C. Jones.
"Long Time No See"

Mr. and Mrs. Herbert Pease, authors of "Singing Rails," made a surprise visit on Mr. E. H. Yarke, Division Freight Traffic Manager, Springfield, Illinois, a few days ago. Mr. Yarke had not seen Mr. Pease for about 50 years.

Herb was Traveling Passenger Agent for the Missouri Pacific Railroad out of Chicago, Illinois. Later, he went with the Wabash then with the National Association of Box Manufacturers in Boston, Mass. During the World War Number 2 he was in charge of the troop movements via the Southern Pacific Railroad via Ogden, Tucson, and El Paso, Texas.

Mr. and Mrs. Pease now reside in Morrovia, California. Mr. Pease is retired. They were on their way to Boston, Mass. Mr. Pease was one of the old-time telegraph operators and worked the 12-hour jobs up and down the old Chicago and Alton Railroad.

COMMENDATIONS

Supt. W. H. Forlines commended Brakeman B. S. Beard, Iselin, Tennessee, for his attentiveness to duty, when, on noticing two poles loose on the 30th car ahead of the caboose, he went over and pulled the poles back on the car, and brought same into Iselin for necessary adjustment.

"Using his 'thinker' 100 percent" was Engineer E. A. Johnson, according to Asst. Supt. G. R. Kelly, when Mr. Johnson's train developed a hot box so that car had to be set out. As engine came by Jackson, Tennessee office for orders, including meeting point with No. 16, Johnston sent brakeman quickly back to office to tell operator about the hot box and asked if they wanted to change the meeting point with No. 16. No. 16 was at Union City, and was able to get orders back and take up this meeting point, thereby saving considerable delay.

When a hot box developed on their train of a car loaded with cattle, Engineer E. G. Graves and Fireman C. P. Dugan of Bloomington, Illinois, went to the car and re-packed the journal. Again when the train stopped, they interested themselves sufficiently to go back to inspect the hot box so that they were able to handle the car to Ridgely where it was placed on the repair track for necessary attention. For this unusual interest Messrs. Graves and Dugan were commended by Supt. Cenorey.

When Fireman J. B. Canathan, Meridian, Miss., was called for No. 28, banana train, for 12:30 A.M., he went on duty to discover shortly thereafter a broken fuel line on engine. The help which Fireman Carnahan rendered in getting this fuel line removed and replaced was most helpful in avoiding delay to the train.

ALONG THE LINE

Mobile, Alabama — The thirteenth is not always an unlucky day, says General Superintendent of Transportation C. E. Lanham. On October 13th, he celebrated his fiftieth anniversary with the company.

Chicago, Illinois — Also completing a milestone with GM&O is Assistant General Freight Agent W. B. Hahn, who, "as a long legged lad went to work for the GM&O RR as a waybill clerk in the Acct. Dept. at Mobile on October 1, 1924."

Mobile, Alabama — To Mr. and Mrs. J. L. Miller, Passenger and Station Accounting Dept., was born Patricia Lynn, on June first; and Mr. and Mrs. J. C. Smallwood are the parents of Robert Scott, born June 30.

Mobile, Alabama — In the Freight Re-
Commendations

For service of unusual merit during the month of September, the following men received commendation:

Conductor J. D. Amfar, Slater, Mo.
Brakeman U. Wilhite, Slater, Mo.
Brakeman J. R. Holtman, Slater, Mo.
Telegraph Operator Fred L. Fox, N. Cairo, Ill.
Brakeman H. H. Hoopes, Slater, Mo.
Brakeman P. D. Coffman, Slater, Mo.
Conductor C. B. Eston, Slater, Mo.
Brakeman W. W. Wenzel, Slater, Mo.
Engineer W. J. Haines, Slater, Mo.
Brakeman W. H. Haley, Jr., Slater, Mo.
Brakeman F. E. Howard, Slater, Mo.
Operator C. M. Gaither, Atlanta, Ill.

Discovering hot boxes on three different occasions during the month, and commended for unusual efficiency were Brakeman J. R. Holtman and Brakeman W. H. Haley, Sr., both of Slater, Missouri.

When train No. 97 passed his tower at Argo, Illinois, Towerman Tony Francich observed that two cars in the train loaded with pipe had badly shifted. He promptly notified the dispatcher so that the train could be stopped and cars set out at South Joliet, Ill.

Fireman J. A. Steed, Jackson, Tennessee, was commended for the unusual attentiveness to duty shown when he hoarded diesel unit on Train 15 and discovered this unit on fire. His promptness in securing a fire extinguisher and going into the engine room to extinguish the fire in all probability saved considerably damage to this unit.

Conductor C. R. Blue, Engineer G. W. McFarland, Flagman J. H. Yarbrough, Brakeman M. W. Rendleman and Fireman E. J. Banister were commended by Supt. Thomason for the excellent manner in which they handled a special train on their district.

Agent F. W. Read, Alma, Missouri, even when off duty, likes to watch the trains go by. On September 19 he was in the vicinity of the GM&O main line when he heard No. 93 approaching. As he watched the train go by, he saw that there was a hot box on one of the cars. Realizing the importance of promptly notifying the crew of this fact, and having no light with which to give a signal, he phoned Section Foreman V. F. Danna of Corder, Mo., the next station, requesting that he signal the crew. Section Foreman Danna cooperated fully so that the train was stopped to avoid possible serious damage.

For excellent jobs of railroadining on the occasion of derailment of cars, for their efforts to clear the main line for the passage of trains with a minimum of delay, the following men were commended by Supt. Thomason: Conductor A. F. Massing, Engineer E. H. Hill, Brakeman W. W. Rendleman, Brakeman S. C. Comte, Fireman R. R. Baskin, Conductor C. F. Delano, Engineer A. Bernhard, Brakeman E. G. Lingle, Brakeman R. W. Etherton and Fireman H. W. Williams.

Committed for his alertness was Engineer R. J. Suprunowski, E. St. Louis, Illinois, when he discovered a broken frog in the south siding switch at Baldwin, Illinois when his train passed that point. It was necessary for the frog to be removed before other trains could pass over and the siding could not be used until the frog was replaced.

For their interest in the welfare of the railroad when they extinguished a grass fire between siding and main track, Conductor W. A. Ivy, Engineer C. M. Graham, Fireman H. L. Weekly, Brakeman C. H. Wiggins, Brakeman F. E. Hancock and Brakeman J. E. Hall were commended by Supt. St. John.

### OUR FREIGHT BUSINESS

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<th>Revenue Car Loads Billed And Received On GM&amp;O</th>
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<td><strong>1953</strong></td>
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<td>JAN</td>
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Comparison of the first 9 months of the years

| 1953 | 488,264 |
| 1954 | 431,338 |