Heavier Rail on Eastern Division

New and heavier rail has been laid on thirty-five miles of track on the Eastern Division of GM&O this year. Pictures on pages two and three show work in progress near Bloomington, Illinois, where modern mechanized equipment speeds the replacement of 112 pound rail with 115 pound weight.

GM&O Loses Deputy Comptroller

T. Claiborne Schley, deputy comptroller of the Gulf, Mobile & Ohio Railroad, died unexpectedly October 3, at the family residence, in Mobile.

Mr. Schley became ill while on a business trip to New York and returned to Mobile, but his condition had not been considered critical.

A native of Sheffield, Ala., he was 62 years old and had resided in Mobile since infancy. He attended the public schools and University Military School at Mobile and Alabama Polytechnic Institute, Auburn.

He entered railroading in 1918 as a clerk in the claims department of the old New Orleans, Mobile & Chicago Railroad, which later was absorbed by the Gulf, Mobile & Northern Railroad. He was chief clerk in the valuations department of the GM&N Railroad from 1926 to 1941 when the GM&N was merged with the Mobile

& Ohio Railroad to form the Gulf, Mobile & Ohio Railroad.

From 1941 to 1947, he was auditor of capital accounts for the GM&O and from 1947 to 1954 he was assistant to the vice president of the GM&O. He was made GM&O deputy comptroller in 1954.

Mr. Schley was an ardent yachtsman and was commodore of the Buccaneer Yacht Club at Mobile for many years. He was a member of the Alpha Tau Omega fraternity and was president of the ATO Alumni Assoc. at Mobile.

He belonged to All Saints Episcopal Church and the Mobile Traffic and Transportation Club.

Surviving him are his wife, Mrs. Aileen O'Conner Schley; three daughters, Elizabeth Martin Schley, Mary Kathleen Schley and Claiborne Ann Schley, all of Mobile; one sister, Mrs. Charles L. Rutherford, Mobile and his mother, Mrs. J. T. Schley, Mobile.

GM&O Treasurer Wall is Elected to AAR Office

William J. Wall of Mobile was elected vice chairman of the treasury division of the Association of American Railroads at the end of a three-day meeting in Miami on October 6.

Mr. Wall is treasurer and assistant secretary of the Gulf, Mobile and Ohio Railroad Company.

He was selected to serve with Chairman F. O. Linseid, Chicago, treasurer of the Chicago and Northwestern Railway Co.

Next year's division meeting will be in Quebec, Canada.

Docks' New Warehouse Nears Completion

Shippers through the Port of Mobile within the next thirty days will have available the facilities of a new $350,000 storage warehouse now nearing completion at Alabama State Docks.

The new warehouse will be used primarily to house imported goods such as crude rubber, canned goods, jute burlap, desiccated coconut, etc.

The building will be equipped with a tracksided loading and unloading platform with space for twelve railroad cars at a time, also two truck loading platforms—one at each end of the building— which will accommodate eighteen trucks at a time. The building contains 50,000 square feet of floor space with overhead sprinkler system. The foundation consists of reinforced concrete on piling and the floor is constructed of floating reinforced concrete slabs.

The new warehouse at the $35,000,000 Docks system will augment other modern units such as shipside piers and warehouses, bulk material handling plant, terminal switching railroad, shipside cold storage plant, grain elevator and other mechanical equipment used for ocean terminal shipping.

This warehouse along with the other facilities have made Mobile one of the foremost ports of the nation.
Thirty-five Miles of New Rail is Laid in Eastern Division

Sectionmen using pneumatic hammers for spiking track. Usually there are two men operating these pneumatic hammers, one on each rail. The rail is usually gauged by hand spiking and this pneumatic spiking follows up and completes operation. The air for pneumatic hammers is furnished by air compressor shown in picture.

Sectionmen operating power spike pulling machine that pulls No. 2 track spikes along the old rail so it can be set out, leaving space for new rail to be set in later with power rail laying machine.

Track Supervisor H. E. Silvernail and Extra Gang Foreman N. J. Bosonetta stopped for a minute by side of air compressor used for the spike driving operation.

Section Foreman B. E. McMillan, with marker in hand has been marking the places for anchors while supervising the sectionmen applying rail anchors to the newly laid 115 pound rail immediately behind the rail gang.
Sectionmen applying two angle bars that join rails together. They are also inserting bolts, putting lock washers and nuts on the newly laid rail ahead of the power wrench. The power wrench then tightens the nuts to a pre-determined tension that is set on the wrench.

Welder A. Mauro, with power track drill, drills bolt holes in old 112 pound rail which had been cut for closure at the end of new 115 rail laying operation.

Sectionmen operating a power bolt tightening wrench. They are tightening the nuts on the track bolts that hold the angle bars on the newly laid 115 pound rail.

Division Engineer Unzicker checks the surface of the newly laid rail while in the background the rail laying gang is boarding motor car to go in at the close of work.

Left, George Patten uses power rail saw for cutting an old 112 pound rail so as to make closure at the end of the new rail laying.

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Rufus Douglass Passes In Mobile

The railroad has been saddened to learn of the death on October first of Rufus Dudley Douglass, veteran employee of GM &O, and master car builder at Mobile since 1941.

Mr. Douglass died at his home in Mobile after an illness of several months.

A native of McKinnon, Tennessee, he moved to Jackson, Tennessee with his parents when a small boy, and lived there until his transfer to Mobile in 1941. He was educated in the Jackson city schools, and attended Union University in that city.

He served his apprenticeship in the Jackson railroad shops, and in 1913 became a freight car repairman in the former Mobile and Ohio Shops. He was promoted to supervisor in 1922 and to master car builder with GM&O in 1941.

During his years in Mobile, Mr. Douglass had been prominent in civic and church affairs. He was a member of the American Legion, the Abha Temple Shrine and other lodges. He served as steward in his church, general superintendent of the Sunday School, trustee, choir director and church lay leader.

He is survived by his wife, Mrs. Velma Savage Douglass, who makes her home in Mobile.
Last of “Big Three” Leaves Philadelphia Station

By Marge Williams
Reprint from Neshoba Democrat
Staff Photo by Courtney Tannehill

Those long tracks up and down the depot hill have ended for J. F. McKinney, affectionately known as “Mr. Mac,” upon his retirement on July 29, from service as telegraph operator, and clerk stationed at the GM&O depot at Philadelphia, Mississippi.

Retired

The sending and receiving of messages was not a job for “Mr. Mac”; it was typical of the channels in which life flows, and he felt keenly the joys and sorrows of the recipients of the messages.

It was not an uncommon sound to hear a chuckle on the other end of the line when the receiver of a humorous message was having it read to him over the phone, nor was it without a tinge of sadness in his voice that “Mr. Mac” relayed a telegram which would cause heartbreak.

So familiar was he with the names of many of the business house accounts, customers that it was not necessary for him to listen to the address.

Since 1919, “Mr. Mac” has used the equipment, as shown in the picture, and spent many hours listening with the same head phones on and the identical tobacco can plunging the bells so that he might distinguish the different sounds. He recalls that the most messages he received in a day was 145 on the day on which Mr. Ab DeWeese, local lumberman died.

“Mr. Mac,” came back to Philadelphia in 1919, to make it his permanent home, after spending a time there during World War I, as relief operator for Mr. Gross, who was operator at the time and was drafted.

Vivid recollections of World War I, are a part of his memories, as it was not without feeling that “Mr. Mac” watched the troop trains depart with many Neshoba County boys aboard, some singing “Tipperary,” while others had to tear themselves away from wives, sweethearts and mothers, amidst tears. Then in the course of a few months, it fell his lot, in some cases, to be the bearer of “The War Department Regrets.”

The late J. L. Lester, and late Morgan Brantley, along with “Mr. Mac” comprised the “Big Three” who operated what was at first the M&M, later the GM&N and today the GM&O. It was not an uncommon fest to have one of these three stop the train for some latecomer.

“Mr. Mac,” who will be 67 in October plans to take it easy now and not be subject to day or night calls when he has willingly gone to the station to send a message for someone who has had a bereavement or finds it necessary to get in touch with someone.

His time is filled with helping Mrs. McKinney, looking after the chores around the house, such as mowing the lawn and indulging in a little fishing. He and his family have just returned from the first vacation he has had in eight years, which took them through Texas, Florida and Louisiana, and he found it a most enjoyable trip.

Just relaxing is pleasant says Mr. McKinney, but he still plans to enjoy the happenings of his town and community, in which he takes such pride.

Bob Castleman Jr. Gets Academy Post

R. J. Castleman Jr., a member of the 1955 graduating class of Jackson, Tennessee High School, will enter the United States Military Academy at West Point in June of next year.

Bob is the son of R. J. Castleman Sr., who has been associated with this railroad for twenty-nine years and has been in the Stores Department at Jackson since 1937.

A member of the graduating class of 1955 at Jackson High School, Bob is now attending the University of Tennessee, Martin Branch, and will enter the Academy in July of 1956.

At Jackson High, he represented the student body from the sophomore class on the Student Council Committee when the Student Council was formed in 1953. He was also president of his sophomore class, a member of the Spanish Club, and the Hi-Y, and was selected as an alternate delegate to Boy's State in 1954. He lettered three years as quarterback on the football team, was a member of the J Club, the National Athletic Scholarship Society, and the National Athletic Scholarship Society as president his senior year.

He is a member of the First Baptist Church, and is active in the Sunday School.

Golf With Garrott For Hole In One

Art Garrott, Assistant General Freight Agent at Kansas City, has always wanted to make a "hole in one", but until now he just watched the other fellow do it. Three times Garrott had watched a golfing partner attain this goal, and when on September 21st Assistant Vice President Roy Lapp made the coveted shot, guess who was along. Why, Garrott, of course. Here's his story.

Four times in my golfing experience, it has been my privilege to be playing with someone in a foursome who made a "hole-in-one." In 1934 I was playing in a foursome with Ed Lucas of the Alton Railroad, who made a "hole-in-one" on Swope Park Golf Course's No. 2 at Kansas City. In 1935 with Charlie Nash of the Cotton Belt, who made a "hole-in-one" on No. 5 at the Ottawa Country Club of Ottawa, Kansas; in 1936 with Walter Hensell of the B&O—Alton on No. 16 at Meadow Lake, Kansas City — and I'll be darned if I wasn't playing in a foursome on September 21st when Roy Lapp holed out his tee shot on No. 19 at Quivira Lake Golf Club while playing in the Kansas City Traffic Club Golf Tournament.

Incidentally, this is the first time of record that anybody has made a "hole-in-one" while playing in a Kansas City Traffic Club Golf tournament, something is wrong — but I don't know whether it is because I am too dense, too stubborn to take advice — or just too darn lazy to practice, but I just can't get in this select group.
NEWS AT A GLANCE

SECRETARY WEEKS SAYS NEW TRANSPORT LEGISLATION FAIR TO ALL

Secretary of Commerce Sinclair Weeks appeared before a House of Representatives Subcommittee on Interstate and Foreign Commerce last month to recommend revising the Interstate Commerce Act. Testifying, too, as members of President Eisenhower's Advisory Committee on Transport Policy, were Defense Secretary Charles Wilson and Defense Mobilizer Arthur Flemming.

Secretary Weeks emphasized, "This report is not aimed at giving one form of transportation an unfair advantage over any other." He said, "the subject is of vital concern to the public because our free enterprise economy and the national defense require a strong and adequate common carrier system. Furthermore, archaic regulations and practices are imposing large and unnecessary costs on carriers, shippers, travelers and ultimate consumers."

Mr. Weeks said that the Interstate Commerce Act, first enacted in 1887 and amended over 75 times had in recent years failed to keep abreast of developments in the nation's transportation economy.

ONE SCHOOL BELL THAT RINGS EVERY DAY IN THE YEAR

There is one school bell that rings every day in the year in the territory of the Gulf, Mobile and Ohio Railroad. It is the GM&O locomotive bell. Last year its business-like tone meant almost one million and a half dollars in tax payments for educational purposes alone. A tidy sum for a very important obligation.

GM&O's total tax payments in 1954 amounted to $8,145,377.

EXAMINERS RECOMMEND ILLINOIS TERMINAL PURCHASE

Purchase of the 345-mile Illinois Terminal Railroad by 11 railroads, one of them GM&O, was recommended by Interstate Commerce Commission Examiners on September 4.

The examiners said that the purchasing lines can provide capital for needed improvement, modernization and expansion of Illinois Terminal facilities and equipment. Under their control, the examiners said present service will be improved and will be more adequate, efficient and economical.

If the purchase is finally approved, operation will be by a jointly owned company, which will be maintained independent and free of control by any one line. All of the 11 purchasing lines operate in the immediate Illinois Terminal territory.

BEST SAFETY RECORD IN HISTORY

The nation's railroads in 1954 had the best over-all safety record in their history. Fatalities in railroad accidents of all kinds were reduced 15 per cent below the previous record low established in 1952 and 1953, while non-fatal injuries were down 13 per cent, also establishing a new all-time low.
Foundation shrubs have been placed around the Billy Irwin Home, Rt. 1, Saltillo in Lee County, with regard to future growth. Mrs. Irwin (seated) tells Mrs. Christine Risher, home demonstration agent of Tupelo. Mrs. Irwin has been announced first place winner in the remodeled home division of the 1955 Better Farm Home Contest for Home Demonstration Club members.

Linn Murphree, of Trebloc in Chickasaw County, likes to help his grandmother, Mrs. W. J. Linn in the kitchen of her new home. Here he is peeling potatoes at one of the convenient pull-out boards, a convenience along with plenty of base and wall storage cabinets. Mrs. Linn's home placed first in the new home division of the Better Farm Homes contest for Home Demonstration Club members.

1955 Home Improvement Contest Winners Tell Their Stories

Believing that better homes foster better living, and that better living throughout its territory would indirectly benefit the railroad and prove attractive to location-seeking industry, Gulf, Mobile and Ohio in the late forties instituted a series of farm home improvement contests in Mississippi.

About three thousand home makers have participated annually in these contests co-sponsored with GM&O by local clubs throughout the state under the direction of the Mississippi Extension Department Home Demonstration Club work.

“The Better Farm Homes Program has contributed greatly to the happiness and comfort of the many families that have been reached in this program,” said District Agent Addie Hester of the State Department.

In August, prizes were awarded by GM&O Director of Agriculture and Forestry S. A. Robert to this year’s winners. First place in the remodeled division was won by Mrs. Billy Irwin of Lee County, and in the new homes division Mrs. W. J. Linn of Chickasaw was the winner. The story of each is told below.

"BOX" BECOMES A HOME

The Billy Irwins have successfully turned a "box" of a house with four rooms all the same size into a convenient, liveable home.

Their planning and work was done so successfully that Mrs. Irwin has been announced first place winner in the remodeled home division of the Better Farm Homes Contest for Home Demonstration Club women. . . .

When the Irwins bought the 38 by 28-foot "box" of a house formerly owned by an uncle, Mrs. Irwin said, "The more I looked at his house the worst thing about it seemed to be that we owned it!"

Today they are justly proud of their remodeled home. They added a bedroom and a carport, braced the foundation and underpinned the house, installed a bath, rewired the house, put in all new floors, replaced doors, windows and screens, put sheetrock on all walls and insulated ceilings.

Inside walls were moved about, but outside walls left intact. The remodeled home now has two bedrooms, the roomy kitchen with space for a breakfast table and chairs, dining room furnished with table and chairs. Mrs. Irwin refurbished a large living room, bathroom and carport.

Mrs. Irwin's father, Weaver McMullen, assisted with planning the remodeling and did much of the work. Mr. and Mrs. Irwin made their available funds go further by painting the woodwork and walls at night after Mr. Irwin came home from work. The colors throughout the house include harmonizing shades of rose, green and grey.

On the outside of the house, they added asbestos shingles and new concrete steps. An entrance to the kitchen is conveniently located under the carport.

Shrubs Set Out

Shrubs have been set out along with flowers and trees around the foundation of the house and lawn. The driveway has been rearranged for convenience to the carport and turning.

"FROM LOGS TO BRICKS"

The Linn home is of red brick construction. Mrs. Linn titles the story of this long-time dream come true, "From Logs to Bricks." The new home is built on the site of a former two-room log house that had been added to and remodeled from time to time since Mr. Linn moved there with his family when he was two years old.

It was a dream delayed by the buying of farm land, equipment and the rearing and educating of two daughters, Maxine and Mabel.

The home has a large living room, dining room, kitchen, breakfast room, utility room, den, two baths and three bedrooms downstairs.

The den contains Mr. Linn's desk and is ideal for ironing on hot summer days, Mrs. Linn said.

Upstairs are two bedrooms, a bath and huge amounts of attic storage space. The upstairs rooms will be the apartment of two school teacher sisters of Mrs. Linn when they retire.

"In the old house we had become aware of the need for clothes closets and storage space," Mrs. Linn said. The new house has seven cedar-lined closets, including double closets with sliding doors in the master bedroom. The kitchen has generous base and wall cabinets.

Mrs. Linn considered the exposure; the family's likes and dislikes and the adjoining rooms as she selected colors for the house.

(Continued on Next Page)
Better Homes
(Continued from Page 6)
Mr. Linn did not contract the house, because he and Mrs. Linn “wanted to know exactly what went into it.” Mr. Linn worked with the carpenters, paying special attention to a firm foundation suited to the shifting soil, material selection, insulation, installation of louvered windows and concrete window sills, sealing the house with lumber and sheetrock, three belt lines in the walls for added strength and fire protection and central heating.
After deciding on the plan, the old house was wrecked to make way for the new. The lawn was graded and sodded, trees and shrubs added, concrete walks and driveways poured, and “there are still many, many things we plan to do to both the inside and outside of our home,” Mr. and Mrs. Linn added.

GM&O Girl Will Star
In RBWA Show
The Railway Business Women’s Association of Metropolitan St. Louis will have a Minstrel and Musical on November 18, 1955 at the Alhambra Grotto Building, Grand & Magnolia, St. Louis, Missouri. There will be dancing after the show until 1 a.m.
Among the entertainers for the show will be Miss Elizabeth Penninger of the Commissary Department of GM&O at St. Louis. Miss Penninger is formerly of Tamms, Illinois. Another former Tamms citizen, Miss Helen Thompson of the Alton and Southern will also be among the entertainers.
There will be pages for those who would like to be placed on the “Booster” list at a cost of 25c for each name. Anyone who wishes to make such a contribution may mail it to Miss Elizabeth Penninger, c/o GM&O Railroad Commissary, 2039 Randolph St., St. Louis.
The RBWA invites everyone to join the big show on the eighteenth.

“Miss Mattie” Leaves
Pass Bureau
Miss Mattie Jones processed her last group of passes on September twenty-sixth. After working for the GM&O since 1922, and in the Pass Bureau since 1935, Miss Mattie is going back home to Louisville, Mississippi to indulge in her favorite hobbies — cooking and sewing.
Miss Mattie grew up in Louisville, and when stenographic help was scarce during World War I, she went to Mobile to work for the former GM&N Railroad. Sickness in her family took her back to Louisville, but in 1922 she again went to work for the company in Laurel in the superintendent’s office. “I was glad to get back,” she remembers.
In 1935 Miss Jones was transferred to the Pass Bureau in Mobile. “They had just put the little Rebel on. Mr. Windham, who was chief clerk at Laurel when I came there, was in Mobile too.”
Since that time, Miss Mattie has been getting out passes in record time, and “keeping up with where everyone is going.”
In the big office “I’m the only one who raises sand around here,” she remarked; then added, “but they don’t pay any attention to me.”
The office force paid a great deal of attention to her on the last working day in September when a surprise party was given her on her retirement. Miss Mattie received numerous gifts to help in her cooking at Louisville, and an ovation of good wishes from officials and office workers among her associates.
Miss Mattie looked lovingly at her new kitchen equipment. “Now cooking will be a joy,” she said, “not a job.”

GT Safety Awards
The following Gulf Transport Company bus and truck operators were presented safety awards for driving without a chargeable accident during the period September, 1954 through September, 1955.
Bus Operator LaRue Friend, 3 year award.
Truck Operator M. B. Easley, 8 year award.
Truck Operator A. M. Muna, 10 year award.

RETIREMENTS
Section Foreman M. C. Bailey, Deer Park, Alabama, retired on September 1, 1955, after having been a section foreman for this company since December 15, 1902, and an employee of the Maintenance of Way Department since June 25, 1902.
Carman Helper Monroe M. Stone, Tuscaloosa, Alabama, retired on August 23, 1955, after having been in the employ of this company since April 9, 1919.
Blacksmith Helper John Byrd, Tuscaloosa, Alabama, who was employed on August 1, 1917, retired on August 31, 1955.
Operator M. E. Clark, Union City, Tennessee, who entered service of the company in November 1908, retired on September 30, 1955.
Engineer Troy Cletus Graham, Corinth, Mississippi, who was employed by this company on April 28, 1903, retired on September 28, 1955.
Agent John L. DeVault, Shirley, Illinois, who entered service of the company as operator on December 16, 1907, retired on October 3, 1955.
Birthday In The Roundhouse

It was a surprising sight at Glenn Roundhouse on August 26th when a birthday cake with candle appeared during the lunch hour. Nor was anyone more surprised than Foreman James Duggan, whose fifty-ninth birthday was celebrated by his gang.

Mr. Duggan has been with the company since 1916, when he was employed at Bloomington, Illinois. Since 1942 he has served in a supervisory capacity at Chicago.

Foreman James Duggan, behind his birthday cake is shown with his gang: T. Fatigante, Helper; J. Barone, Pipelifter; V. Belmonte, Hostler; Mr. Osterman, Electrician; and General Foreman J. Murray. Picture and story through courtesy of Clerk L. Curcio.

Along The Line

Mobile, Alabama — At the August meeting of the Mobile Motor Carriers Association, Edward A. Collier was installed as vice president of the club. He is chief clerk of the Accounting Department of Gulf Transport Co.

St. Louis, Mo. — Credit religion or some unknown reason, but the Conscience Fund continues to grow, with another eight dollars added this month, sent anonymously to GM&O's St. Louis office.

Chicago, Illinois — Harry Attway, retired roundhouse foreman of the GM&O, celebrated his 85th birthday on October second at his home at 7130 Cornell Avenue, Chicago.

Mr. Attway, in his long railway career, had been roundhouse foreman at Slater, Roodhouse and at Glen, Illinois. He has many friends over the system.

Recently his son, Merton G. Attway and wife, together with Ben F. Keaton, GM &O roundhouse mechanic at Joliet, Illinois, Mrs. Keaton and daughter Dixie, were dinner guests of Mr. and Mrs. Clifford Blackburn of Chicago. Blackburn is the son of the late George M. Blackburn, veteran passenger engineer of the Mexican-Slater Division. This long-time friendship began when these three men were high school students at Slater.

Mobile, Alabama — In the Freight Receipts Department at Mobile the G. T. Dodds have a new son, George T., Jr., born on September 14, and the C. H. Sanders have a daughter, Christine Elizabeth, born September 22.

Mobile, Alabama — It didn't take a June moon to bring a boom in weddings in the Freight Receipts Department. Saying "I do" during September were Floyd P. Churchwell, married to Doris Taylor; F. J. McKean whose bride is the former Ethel Patricia Reilly; Ed D. Rhodes, married to Elizabeth Pickering and Miriam D. Rush, who became the bride of David L. Blakney.

Mintern, Illinois — The seventh annual GM&O Farm Family reunion was held in August with twenty-five of the thirty-four families who made the trip from Illinois to the Gulf Coast in 1946 present.
DECEASED

Conductor B. M. Lanham, Slater, Missouri, passed away at Marshall, Mo., on September 14, 1955. Mr. Lanham had been with this company since November 15, 1907, when he entered the service as brakeman. He was promoted to conductor in 1913. He is survived by his wife.

Retired Conductor W. C. Clifford, Slater, Missouri, at his home, on September 18. Mr. Clifford entered service as brakeman on July 3, 1903 and was promoted to conductor in 1909. He retired on August 22, 1937.

J. L. Marquette, retired superintendent of the Alton Railroad, passed away at Kansas City on September 17, 1955. He is survived by his wife and three sons, one of whom is G&M&O Passenger Agent Earl Marquette of San Antonio, Texas.

Engineer James M. Kleinmark, Bloomington, Illinois, who entered service of this company as fireman in 1913, and was promoted to engineer in 1945, died at Springfield, Ohio on September 27, 1955. He is survived by his wife, one son and one daughter.

Machinist Chester Delano, Jackson, Tennessee, died at his home on October 4, 1955. Mr. Delano was born on January 13, 1885, employed as a machinist at Murphysboro, Illinois by this company in 1911; was transferred to Jackson, Tennessee in 1939. He is survived by his wife.

Retired Agent-Operator J. W. Gwin, Maplesville, Alabama, on October 1, 1955. Mr. Gwin was employed by this company in 1903 and retired on August 3, 1945. He is survived by his wife and one son.

Blood Bank Donors

Vice President and Comptroller R. E. DeNeef of Mobile reports that the following people from his department have contributed to the Red Cross Blood Bank. A number of others volunteered, but were not accepted.


COMMENDATIONS

For service of unusual merit during August, the following men were commended:

Brakeman W. W. Wenzel, Slater, Missouri.
Brakeman J. E. Boyd, Meridian, Mississippi.
Section Foreman R. White, Centrallia, Missouri.
Conductor B. T. Collier, Tuscaloosa, Ala.
Brakeman T. P. Wilkinson, Meridian, Miss.
Conductor C. A. Pierce, Meridian, Miss.
Fireman H. L. Weekly, Meridian, Miss.
Brakeman F. E. Hancock, Meridian, Miss.
Brakeman F. P. Loper, Slater, Mo.
Fireman W. H. Giles, Slater, Mo.
Section Foreman R. White, Centrallia, Mo.
Telegrapher T. E. Usnick, Mexico, Mo.
Brakeman H. R. Strauss, Slater, Mo.
Brakeman J. E. Baker, Meridian, Miss.
Section Laborer V. J. Johnsey, Rienzi, Miss.
Brakeman Louis Quinn, Tuscaloosa, Ala.
Brakeman Willie Hughes, Tuscaloosa, Ala.
Conductor C. A. Bain, Tuscaloosa, Ala.
Brakeman J. A. Avara, Meridian, Miss.
Engineer B. Minga, Meridian, Miss.
Operator S. N. Jones, Union City, Tenn.
Flagman G. E. Williams, Meridian, Miss.
Conductor S. W. Spragg, Meridian, Miss.
Operator R. F. Schlemmer, Pontiac, Ill.
Agent J. F. Moore, Atlanta, Ill.
Operator G. R. Fickie, Atlanta, Ill.
Agent C. E. Melton, Yeomans, Ill.
Brakeman T. M. Gilliam, Slater, Mo.
During September, these additional men received commendation for meritorious service.
Flagman E. A. Crider, Tuscaloosa, Ala.
Section Foreman R. White, Centrallia, Mo.
Brakeman J. T. Stillwell, Slater, Mo.
Agent J. F. Burrows, Brighton, Ill.
Section Laborer Henry Hunter, Corinth, Miss.
Conductor J. F. Donnelly, Slater, Mo.
Conductor C. B. Eaton, Slater, Mo.
Brakeman R. E. Durham, Mexico, Mo.
Yardmaster E. E. Stevens, Ridgely, Ill.
Brakeman Willie Hughes, Tuscaloosa, Ala.
Brakeman C. R. Wiggins, Meridian, Miss.
Conductor S. H. Darden, Tuscaloosa, Ala.
Fireman Leo Smith, Meridian, Miss.
Brakeman J. P. Tracy, Slater, Mo.
Fireman H. L. Weekly, Meridian, Miss.
Brakeman J. E. Boyd, Meridian, Miss.

Ten year old Warren Clements of Reform, Alabama watches GM&O 130 pass the station at Reform almost every night. Warren is familiar enough with railroading to know that a hot box is dangerous to a train, and when, on August 28, he detected a hot box on 130 just fifteen cars from the caboose, he signalled the conductor, who had the car set out.

Telegrapher-Clerk J. L. Roberson, Houston, Miss.
Fireman W. W. Austin, Slater, Mo.
Section Laborer William Lillie, Ackerman, Miss.
Agent-Operator W. E. Conner, Ackerman, Miss.
Brakeman W. W. Wenzel, Slater, Mo.
Operator E. K. Crow, Caudalia, Mo.
Brakeman R. B. Stipes, Slater, Mo.
Conductor M. R. Stubblefield, Slater, Mo.
Brakeman J. B. Pearson, Tuscaloosa, Ala.
Brakeman R. B. Skelton, Tuscaloosa, Ala.
Brakeman H. K. Boyd, Meridian, Miss.
Section Laborer Willie B. Smith, Berkeley, Ky.
Brakeman S. H. Brown, Meridian, Miss.
Clerk J. C. Jones, Vandalia, Mo.
Brakeman T. P. Wilkinson, Meridian, Miss.
Brakeman A. R. Betts, Meridian, Miss.
Conductor H. E. Hamrick, Meridian, Miss.
Flagman J. W. Hansford, Tuscaloosa, Ala.
Conductor B. T. Collier, Tuscaloosa, Ala.
Conductor C. A. Bain, Tuscaloosa, Ala.
Fireman J. D. Hankins, Tuscaloosa, Ala.
Switchman Clarence E. Peel, Slater, Mo.
Engineer R. G. Piper, Fireman H. Booth and Brakeman T. L. Donnelly composed the crew of No. 74 out of Slater, Missouri on August 26, and were in the siding at Louisiana, Mo. for No. 92 to pass when they discovered a brake beam down on 92. They went to this train and volunteered their assistance in removing the brake beam, resulting in a minimum of delay to 92.

The crew of No. 31 discovered a hot box on their train and stopped it to find the lading of a car on fire. They promptly called the fire department of nearby Percy who responded and quickly extinguished the blaze. For their expeditious actions Conductor C. H. Davis, Engineer M. K. Wiffkin, Brakeman W. F. Lipe, Brakeman R. C. Gardiner and Fireman C. L. Hoover were commended.

Brakeman R. M. Weber, Brakeman D. W. McCann and Fireman C. V. Ramey were the crew on Vandalia Turnout of Mexico, Missouri when they discovered several ties on fire, and stopped their train and extinguished it, earning commendation from Supt. Miller.

Section Foreman W. H. Kuehnel, Delhi, Illinois, was watching Train 184 pass when he saw that the cab of a clamshell which was loaded on a flat car in the train was turned sideways. Mr. Kuehnel signalled the train to stop and went in his own automobile and pulled the car around to its proper position, doubtless preventing a serious accident.

Engineer W. F. Young and Fireman H. A. Reed, Bloomington, Illinois, were handling train No. 8 when they noticed an automobile tire on the main line. They stopped the train and picked up the tire, earning a commendation from Supt. Conerly for their interest in the Company's welfare.

Engineer C. B. Allen, Jackson, Tenn., was commended by Supt. Forlines for stopping Train No. 31 in order that the crew on the caboose could examine and extinguish the fire in a car set out by Train 32 at Rutherford, Tennessee prior to that train having met 31 at Kenton.

Section Laborer Vernon Payne, Armstrong, Missouri, was deadheading from Armstrong to Glasgow when he noticed that the rail of the track was kinked, and promptly had the dispatcher notified so that repairs could be made.

Train No. 92 was pulling out of 12th St. Yard at Kansas City when General Car Foreman C. C. Ashley of Kansas City heard a box squeaking on a car of this train. He immediately notified some of the crew at Lydia Avenue to be prepared to brace this car. As it happened, the hot box was on a car of perishables, and Mr. Ashley's keen observation and prompt action made it possible to repair this car so that it could move out of Kansas City with a minimum of delay.

ASSOCIATES HONOR MISS KEEGAN
by Catherine Neakom
Disbursements Department

Upon her retirement August 31, 1955 the GM&O Employees presented Tonie Keegan with a lovely desk set which has a gold plate engraved with name and date. At this time she also received some lovely gifts from her co-workers.

Prior to her retirement Tonie was honored by the GM&O girls with a gay party at Bayley's Ranch House, the crowd boarding a chartered Gulf Transport Bus for the occasion.

The cake table was in charge of Mesdames Esther Gilroy, Ada Finnegan and Mrs. Mary E. Mayes. Mrs. Mayes and Dot Gross were in charge of this lovely affair, assisted by their committee. Mrs. Keegan was in the Disbursement Office.

***

**Our Freight Business**

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<tr>
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<th>Revenue</th>
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<th>Billed</th>
<th>And Received</th>
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Comparison of the first 9 months of the years

1954 | 423,116
1955 | 458,764

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