Harriman Safety Awards Presented For 1949

More than $17,000,000,000 have been spent in the past 30 years on the improvement of railroad plant and equipment,” said Col. Robert S. Henry, vice-president—public relations, of the Association of American Railroads, at the Harriman Award dinner of the American Museum of Safety.

“There is hardly a dollar of all those expenditures, Col. Henry added, “that has not, in one way or another, contributed to safer operation. Take, for example, so undramatic a thing as the steel rail on which the trains run. Prolonged research carried on jointly by the railroads and the steel companies developed the controlled method of cooling rail. In the past 10 years 13,000 miles have been laid and such rail is less than one-fourth as liable to breakage as the rail which it replaced. What is true of rail is true in greater or less degree of every other part of the railroad—for the research which is carried on, and the dollars which are spent, for greater efficiency for, greater safety.”

Presiding at the dinner, which was held at the Hotel Ambassador, was Alvin Barber, a trustee of the American Museum of Safety and a member of the museum’s committee of award.

Assistant Vice-President R. C. Lauten represented the GM&O and accepted the award. The GM&O was awarded a certificate for the outstanding safety record among Class B roads of the Southern District.

New Route Sought For GM&O Birmingham Trains

Our Railroad is asking the Interstate Commerce Commission for authority to change its route into Birmingham in two applications heard last week in that city.

We are asking approval of a new route from Birmingham to Tuscaloosa and to shift our operations from the present route between Corinth and Birmingham. It is 55 miles to our Line at Tuscaloosa and 173 miles to Corinth.

The changed route is expected, according to testimony before the Commission, to develop $200,000 additional traffic annually and to reduce our costs of moving Birmingham business $300,000 yearly.

There are some fifteen GM&O and Southern trainmen who operate our trains presently between Corinth and Birmingham. While the Railroad feels it has no legal obligation to guarantee jobs for these trainmen, it has announced to the Commission that in accordance with its managerial policy it will protect its own employees.

Work Begun On History Of GM&O Development

A history of our Railroad, the only major railroad to be formed in the past fifty years, will be prepared as a project of the School of Business of Indiana University. That such a comprehensive transportation study would be made by the University, was recently announced by Dean A. M. Weimer of the Indiana school.

Dean Weimer said that “The story of the growth of the GM&O is unique in the realm of railroad history because Gulf, Mobile and Ohio represents what can be done to solve the problems of weak railroads.” President Tigrett,” he said, “has forged a strong, permanent line combining six bankrupt roads into an economically sound transportation system.

(Continued on page 7)
Mississippians Honor Dr. T. F. Kilpatrick
On 58 Years Of Service To State

When Mississippians by the thousands gathered at Noxapater on September 26 to pay a glowing tribute to Dr. T. F. Kilpatrick, the Gulf, Mobile and Ohio was present in the persons of numerous representatives who added their praise of a company employee of fifty years' standing.

Dr. Kilpatrick, 82 years old, was honored by a planned celebration consisting of parade, dinner and many speeches of devotion and gratitude for his 58 years of service to Central Mississippi. Among the tributes paid was that of Vice-President T. Martin of Gulf, Mobile and Ohio, acting on behalf of President I. B. Tigrett, who called Dr. Kilpatrick a railroad doctor before there was a railroad, referring to the fact that the doctor helped chart the GM&O thorough Noxapater when its course was originally being run by the engineers.

Dr. Kilpatrick, devotedly known as "Dr. Kil" by his thousands of patients and friends, nursed railroad building crews in the early days of our line through sieges of malaria and epidemic, steer’d them through uncleared terrain for the best plotting of the line, and has proved a friend to the line ever since.

Feature of the day was the long parade beginning the festivities, of hundreds of "Dr. Kil's babies"—ranging from approximate ages of six months to sixty years, each proudly wearing a badge—"I am a Dr. Kil baby."

An old fashioned basket dinner was spread on the tables at noon, and GM&O personnel, including V. President Martin, Division Freight Traffic Agent H. D. Marshall, Louisville, Mr. George Copeland, Industrial Department, Mobile and many local employees quitted themselves creditably at helping dispose of the abundance of food.

Mr. Charles Fair, Louisville, Miss. was master of ceremonies, introducing guests and reading telegrams from well-wishers. Mr. Fair told the assembly that, for the last 30 years, Dr. Kilpatrick has given his service free to all, charging only for the cost of the medicine and for office operating expenses.

Tributes were paid by John A. Crawford, president of the East Mississippi Medical Association; Mayor Carroll Garvin, Laurel, Miss.; Dr. Felix Underwood, executive officer of the Mississippi, Mayor James Arrington, Vice-President Martin of GM&O and others. With his speech, Mr. Martin presented Dr. Kilpatrick with a gold life-time pass from Mr. Tigrett and a fifty year pin. Dr. Kilpatrick was also presented with a portrait of himself.

In the Gulf Transport waiting room at the end of the day were heard the words with which the GM&O heartily concurs, "Dr. Kil seemed happy over his day. I'm glad. No matter what we did, we could never repay him for what he has done for us."

Gulf Safety Awards

Five Gulf Transport Bus and Truck Operators became eligible for and received safety awards during the month of September. These included:
- 8-yr. award—Bus Opr. Paul Branitley
- 7-yr. award—Bus Opr. C. Wierhoff
- 4-yr. award—Trk. Opr. M. B. Easley
- 4-yr. award—Trk. Opr. H. B. Stanford
- 1-yr. award—Trk. Opr. T. E. Young

STANDARD OIL FEATURES GM&O IN RADIO COMMERCIAL

The GM&O was one of the featured railroads in a recent radio broadcast by the Standard Oil Company. The program was broadcast over stations WWL, New Orleans and WREC, Memphis.
Rail Magazine Tells of GM&O Diesel Tests

Following are excerpts from an article appearing in the September issue of Modern Railroads.

The Gulf, Mobile and Ohio Railroad was not only one of the first Class I railroads to become fully dieselized, but it is also one of the pioneers in developing efficient and accurate methods of evaluating the condition of crankcase oil and cooling system water in its diesel engines.

Laboratory control of diesel locomotives began in 1935 on the Chicago & Alton, now a part of the Gulf, Mobile and Ohio Railroad. The results since then have indicated that the GM&O's technique is an effective "yardstick."

The program is not considered a universal yardstick for all railroad operations, having been developed to meet the specific operating conditions and requirements of the GM&O. Yet, as a guide to more effective servicing and maintenance, the program has contributed toward increased availability of motive power and reduced cost of maintenance and repairs.

Basic Test Devised

By making basic lube oil and cooling system water tests at least once each day on every unit, only diesel units with oil and cooling water in suitable condition are dispatched for service. This has to a great extent kept much trouble from developing into costly, major repair jobs which would keep the units out of revenue service.

GM&O forces have come to rely wholeheartedly on these tests in dispatching diesel locomotives. The refinements that have been made in its control practices plus the improvements in diesel engines and lube oil now make it possible for the GM&O to operate its passenger diesels as far as 300,000 to 400,000 miles between oil changes.

All tests are made in special cabinets which were designed and built by the G M & O's Test Department at Bloomington, Illinois, under the direction of Wayne Lasky, Engineer of Tests. The only equipment and apparatus that was not previously available is a detector which the Test Department developed for determining the presence of water in crankcase oil.

First Test Cabinet

The first test cabinet was installed in Bloomington, Ill., in June 1948 and is still in service. Since then, thirteen more have been installed (St. Louis; Venice, Ill.; Roadhouse, Ill.; Kansas City, Mo.; Jackson, Tex.; Meridian, Miss.; New Orleans; and Chicago). Another cabinet will be installed at Tuscaloosa, Ala., before the program has been fully completed.

In the early days of using diesels, the

At Mobile's Porter shops diesels are refueled and cleaned daily.

time consumed in making the lube oil tests in the laboratory at Bloomington was not so critical because so few units had to be tested each day. Furthermore, because the only diesels (except switchers) were in passenger service it was possible to take samples as the locomotives passed through Bloomington daily and do all the testing in the Test Department laboratory. Then as the number of diesel locomotives increased, the time consumed in making daily tests became an important factor.

Today after complete dieselization, many units either do not come into Bloomington at all or with such irregularity that daily checking is impossible or impractical. There thus arose the need for an economical means of testing diesel lube oil and cooling water at several different terminals so that the oil and water on each unit could be in turn be tested at least once each day.

Overall Maintenance

Although GM&O personnel concerned with the maintenance of diesels were aware of the importance of maintaining clean equipment, the road finally realized that in developing overall maintenance instruction procedures, cleaning instructions had been badly neglected. The importance of rectifying these conditions, that of maintaining good housekeeping on diesel locomotives, was emphasized by C. M. House, GM&O General Superintendent of Motive Power and Car Equipment, at the 1950 annual meeting of the AAR's Mechanical Division.

He reported that the first thing the GM&O did in improving the situation was to find out at which terminals the diesels could be most suitably cleaned, the man power available to perform the work and the different types of cleaning materials and methods available, particularly those which would do the job with a minimum of hand labor.
The Building Is Closed For The Night
But Cleaners Have Full “Day’s” Work

Assembled in one office to illustrate the various duties performed are (left to right) Night Cleaners Rachel Jones, Hattie Bellamy, Ben Lee, Besie Harven, Eliza Hardy, Walter Menger and Julia Owens. Except in rare cases, one cleaner is assigned to each floor.

At ten o'clock each night, just as most of the employees in the General Office building are retiring for the night, the ten members of the night custodian crew are reporting for work to prepare the building for the next day’s activities.

Working under the supervision of Night Supervisor R. G. Howell, the crew begins its nightly duties in cleaning, waxing the floors and polishing furniture. One of the first chores to be accomplished is the emptying of the 750 waste baskets scattered through the eight floors of the building. Waste paper is gathered into sacks and later sold for scrap, and in an average month more than 19,900 pounds of scrap envelopes, carbon paper and other paper is gathered from the various offices in the building.

One maid is assigned to each floor and it is her responsibility to maintain that floor, although on some occasions the crew will “double up” to take care of an excessive load on one floor. The maids dust the desks, sweep the floors and straighten up the offices, readying them for the following morning.

Much of the maintenance that would interfere with the normal operation of the building is accomplished at night, either by Building Superintendent E. D. Adam or Assistant Superintendent T. L. Kelly. Such maintenance includes minor adjustments in the elevators, cleaning of boilers and fans and adjustment of air conditioning equipment.

An endless job in the maintenance of the building is the cleaning and waxing of the floors, which include 80,000 square feet of asphalt tile flooring. One employee works continuously in cleaning and waxing the floors. In the course of a month,

(Continued on opposite page)
Building Cleaners
(Continued from Preceding Page)
he will use 20 gallons of liquid wax and
23 gallons of cleaning compound. By this
constant attention, the floors in the build-
ing are maintained in excellent condition
and the life of the flooring is greatly ex-
tended.
The night workers are very conscious
of the lighting in the building, and are
usually the first to notice a burned-out
fluorescent tube. The 1400 tubes in the
building are replaced at the rate of 100
a month.
There are nearly 700 desks in the build-
ing, and keeping them polished requires
about five gallons of furniture oil each
month.
According to Building Manager K. C.
Hardy, one of the most important “extra-
curricular” activities of the custodial crew
is the finding and return of lost articles.
“Some of the employees lose the most
unusual items,” he recalls. “One mis-
placed a pair of shoes, which later turned
up in one of the sacks of waste paper.
Others lose fountain pens, watches and
even money. In most cases, these items
are found under nearby desks, in the
wastebaskets, or in the lounges.”
“In many cases, employees will place
these items on lavatories or shelves in
the lounges, and forget their location”,
he said, “but we can nearly always locate
the misplaced items.”
Dawn usually finds the night crew with
their work completed, the wastebaskets
empty awaiting the onslaught of another
days paper, and the building in readiness
for another day’s railroad.

GM&O’s First Woman Telegraph Operator
Tells Of Early Experiences

Engine Foreman C. P. Dean of Corinth sends
us this interesting story from the Memphis
Commercial Appeal about the first woman
telegraph operator on the M&O (GM&O).

By MRS. DON WATKINS
Special to The Commercial Appeal

CORINTH, Mississippi — The first
woman telegraph operator for the old
M. & O. Railroad (GM&O) lives today in
Corinth. She’s Mrs. Joe Daniel.

And according to her story “career
girls” are not new. Their kind have been
around quite awhile. In fact, Mrs. Daniel
says they’ve been here much longer than
this new fangled name. She ought to
know. She was a career girl of the 1890’s.
And to prove it here’s the story she tells
about her exciting and often dangerous
life as a pioneer career girl.

Mrs. Daniel admits she was scared stiff
and nervous as a cat in this man’s world.
But when she delivered her first train
order, on the morning of June 24, 1896,
and discovered she could operate the
telegraph keys, read the dots and dashes
and hand the engineer and conductor the
copy “like a man” her fears vanished. And
from that day on she was never afraid nor
doubtful of her ability. With practice,
she modestly confesses, she became as
skilful as any of the men operators on
the line.

She decided to learn telegraphy because
her brother, uncles and cousins were op-
erators. She persuaded the local opera-
tor, Jerry Lee Arnold of Shannon, another
boarder, to teach her.

Mrs. Daniel encountered many setbacks
in her career. and one almost put an end
to it. Her teacher was transferred to
Booneville, and her brother, Thad K.
Smith, the operator at East Cairo, Ill.,
died a few days after returning home.
Everyone thought this would change her
idea about the job. But it did not and
in time she wrote to the superintendent,
J. N. Seale, her brother’s friend, for per-
mission to continue her lessons in the
local office. He agreed and she finished
her instructions under S. L. Ward, the
day operator. It was he who allowed her,
as a test of her ability, to deliver her
first train order.

Proved Capable
She proved capable and was given her
first assignment assisting the agent at

(Continued on page 7)
Above Left: The huge crane prepares the forms for pouring the concrete in the manufacture of the pipe for Mobile's Industrial Water project. Upper Right: The steel cylinder which reinforces the pipe is welded automatically before being fitted with the wire cage which holds the concrete. Lower Right: The steel cage is wrapped on the cylinder with machinery before the cylinder is placed in the molds.

Unusual Industry Locates On GM&O At Mobile

One of the most unusual industries on the GM&O is the Mobile plant of the Lock Joint Pipe Company, manufacturers of reinforced concrete pipe.

The company, which has its main office in East Orange, N. J., has located the plant in Mobile specifically to manufacture pipe for Mobile's new industrial water works, which is now under construction.

The new water works, which is intended to provide a greater supply for Mobile industry, will require 83,044 feet of the special pipe, which is of steel-reinforced concrete.

The pipe is manufactured in the Mobile plant under the supervision of Project Manager Howard C. Jones, who reports that there are only three manufacturers of this type of pipe in the nation.

According to Mr. Jones, the pipe for the Mobile project will be manufactured in two sizes, 48-inch and 60-inch. Both sizes are produced in 10-foot lengths, and the sections weigh 8 1/2 and 12 1/4 tons respectively.

One hundred and twenty workers are employed by the company in the Mobile plant, and they produce 30 sections of pipe daily. Each section must "set" for three days after it is poured before it is ready for use. The entire project is expected to be completed by next March.

In addition to the employees of Lock Joint Pipe Company, approximately 50 workers are employed by the Carruth Pipe Line Company, contractors for the laying of the pipe.

Miller's News Letter Quotes GM&O Freight Car Policy

A recent copy of the Southern Illinois Millers Association News Letter quoted excerpts from the August GM&O NEWS regarding the freight car shortage, in an effort to better acquaint shippers with the problem.

General Industrial Agent J. B. Glynn and Project Manager Howard C. Jones discuss the operation from a vantage point on the work platform.
First Woman Operator
(Continued from Page 5)
Rienzi. From there she was sent to Mos- cow, Ky., to work extra at night. Here she experienced her first lonely night hours and began a habit that has stayed with her to this day, of befriending stray cats, dogs, pigeons and other animals.
Not many of the stations in those days had night watchmen. She was often the only person awake at night in these little towns.
When the operator at Corinth resigned, the superintendent of telegraphy put her in charge of the office. It was here she broke her first rule—she went to sleep on the job. The engineer and conductor who stopped by to get their train orders, and the night clerk, Joe C. Daniel, who later became her husband in 1900, never reported her.
While in this office she taught her young brother, T. S. Smith, and at 17 he was put in charge of a station. He worked for the M. & O. for several years. Then he transferred to the I. C. Railroad.
During World War II Mrs. Daniel was asked to come back to work, but at that time she could not leave her home.
After her marriage and her husband continued to work in the Corinth station. But when he went into other business she resigned to make a home. Her home was broken up by his death in 1938. She now lives alone, but she is not lonely as she is active in many organizations, especially in the Eastern Star and the U. D. C.

Broken Rail Discovered
By Bethel Springs Attorney

Thanks of the management are extended to Attorney Jasper Long, Bethel Springs, Tenn., for his discovery and reporting of a broken rail.
Mr. Long, who discovered the rail on Sunday, was unable to locate the Section Foreman immediately, and so called Superintendent W. H. Forelins at Jackson to report the incident.
In expressing his appreciation to Mr. Long, Mr. Forelins said:

“This action on your part saved us considerable inconvenience and delay to trains, and in all probability averted an accident, for which I am very grateful to you.”

Railroad Facts
Seventeen per cent of the total freight car fleet of Class I railroads as of June 1, 1950, was new within the past five years.
Freight cars are in the hands of shippers and receivers of freight for loading and unloading about 30 per cent of the time.
The total long-term debt of Class I railroads outstanding at the close of 1949 was 12.5 per cent less than it was in 1943.

DECEASED
His many friends will regret to learn of the death of Agent Operator Alvia Wesley Pearson of Neko, Ill., who died on Sept. 25, 1950.
Stately Southern Mansion
Famed GM&O Landmark

“Oh, young Lochinvar is come out of the West;
In all the wide border, his steed was the best.”

When Robert Gordon, scion of an ancient Scotch family, visited America in search of adventure in 1832, he came toward the west, but was as romantic a figure as the hero of Sir Walter Scott’s fanciful poem.

Although on a pleasure trip, young Gordon was so pleased with the country, he remained to become an American citizen, marrying the daughter of a distinguished Virginian, Miss Elizabeth Walton, and building a mansion which he dubbed Lochinvar...a stately landmark in GM&O territory today.

A gentleman of culture, and possessed of great business ability, Gordon recognized the possibilities of the territory around Pontotoc, Mississippi. When the United States, by a treaty with the Chickasaw Indians acquired possession of all the lands owned by them in Mississippi, excepting certain reservations which were afterwards sold to the whites when the tribe moved to the Indian territory, young Gordon was present and signed the treaty as witness. When the United States Land Office was located at Pontotoc, Mr. Gordon located there also, and soon, by speculating in lands, he acquired a handsome estate.

Two sections of land became his by purchase, one of them being bought from an Indian woman named Molly Gunn; this was deeded by her to Gordon’s infant son, James. Upon this section he built a handsome house, situated on the highest hill in Pontotoc county, overlooking a beautiful tableland surrounded by hills and valleys covered with majestic trees indigent to the section. Homesick, perhaps, for his ancient home in Scotland, or seeing a similarity between himself and the gallant hero

The mansion was three years in the building. The interior woodwork por-
tions were carved in Scotland and shipped across the ocean to America. They were sent up the river toward Pontotoc as far as possible, and from there hauled by oxcart to the house site.

Every timber of the house was of heart pine, the frame work of solid trees, with the sap hewn off. The pine floors are made of timbers the full length of the rooms. There are no piecings to the floors. It was all of hand work, as there were no saw-mills in the country at that time.

The house contains fifteen rooms, eight of which are 22 feet square. A beautiful self-supporting stairway leads to the third story. Above this is an observatory, from which were viewed the race track and stables in the rear of the house. Beneath the building are three cellars, once stored with rich wines of home and foreign vintage. Two large galleries reaching around two sides of the house complete the picture of this palatial old mansion. These galleries which, for a great part of the time have been unpainted, remain in good condition, never having been re

placed in the more than hundred years of service.

The Gordon family became prominent in the history of North Mississippi. Nearby Aberdeen was founded and named by Gordon, its name again betraying his nostalgia for Scotland. The country around Prairie was developed by him, and he accumulated by his trading and farming an estate estimated at nearly two million dollars.

The Gordon roots struck deep into the rich Mississippi soil, and Lochinvar became famous for its hospitality and charm. At the death of their little daughter, the Gordons buried her on the place which had been her only home.

The Civil War came—calling the sons of the section to arms. James Gordon, only son and heir of the family, and later to be known as Col. Gordon, outfitted a cavalry company with black horses and fitting trappings for the Confederate Army.

With the passing of the war and the death of the aged founder, the son found it impossible to keep up the prestige of the estate with the fragments of a once great income. The place was mortgaged to an English firm, which, strangely enough, sold it to another Scotman. In 1908 it was bought by the family of its

(Continued on opposite page)
Lochinvar
(Continued from Preceding Page)

present owners, the Fontaines, who take pride in its proud history, and gently tend the fragrant boxwoods planted more than a century ago. And to them, the song of the scarred old trees shading the veranda goes:

"So faithfui in love, and so dauntless in war. There never was knight like the young Lochinvar."

Federal Subsidies For Air Carriers
The newest form of subsidized competition with railroads is that by air. Domestic scheduled airlines now operate 68,674 route-miles—almost one-third the route mileage of railroads. In 1949, they performed more than 6.6 billion passenger miles of service—which was about two-thirds as much as all sleeping and parlor car travel on the railroads and one-fifth as much as total railway passenger business other than commutation travel. In addition, airlines in 1949 performed nearly 70 million ton-miles of mail and express service and more than 109 million ton-miles of freight service.

Guaranty Against Loss
This disproportionate increase in air-mail pay over the volume of air-mail flown is indicative of the effects of one of the most extraordinary of all the subsidies of the government to commercial airlines—the declaration in the Civil Aeronautics Act of 1938 that in determining the amount of air mail pay consideration shall be given to "the need of each such air carrier" for revenues sufficient to enable it, under honest, economical and efficient management, to cover its expenses and also to develop its service. This declaration amounts, in effect, to a guaranty that if such carriers fail to take in enough from commercial users and ordinary mail payments, the Government will make up the difference through awards of back mail pay.

In that connection, there is an impression in some quarters that the Government guarantees the earnings of railroads. This impression springs from a misconception of the meaning of Section 15a of the Transportation Act of 1938 which directed the Interstate Commerce Commission to establish such rates as would give the railroads a chance to earn a reasonable return on the capital invested in their transportation service facilities. This return was fixed by the Commission at 5½ per cent. Section 15a was repealed in 1933, but during the time it was in force the railroads as a whole never attained the so-called fair return of 5½ per cent, and the Government was not obligated to, and never did, make up the difference.

By contrast, when airlines fail to realize sufficient earnings from their passengers, mail, express and freight business, they receive retroactive mail pay to bring their earnings up to standard.

Free Use of Airways and Services
This virtual guaranty of airline solvency is the most extraordinary, but by no means the only, form of subsidy extended to commercial air operators by the government. Commercial airlines use free of charge, and are the principal beneficiaries of, the federal airways system. By July, 1950, this system had cost the Federal Government $512 million, and will have cost an additional $726 million by the mid-1960’s.

The cost of the establishment of these facilities (with figures for 1950 estimated) has totaled $153 million; the cost of maintenance and operation exceeds $50 million a year, to which should be added another $6 million a year spent by the United States Weather Bureau on special aviation services.

These few examples strikingly illustrate the difference between an operation subsidized out of the public treasury and a self-supporting, taxpaying, private-enterprise operation in the public service.

---

What Do You Know?
Test your knowledge of railroads and railroading. The answers will be found on page 10.

1. How much baggage will the railroads check and carry in a baggage car free of charge for each passenger—100, 150, or 200 pounds?
2. What do the letters IH painted on a boxcar mean—(1) indirect heating, (2) insulated housing, or (3) inside height?
3. What is operating ratio—(1) the percentage which operating expenses bear to operating revenues, (2) the percentage which net income bears to operating revenues, or (3) the percentage which operating expenses bear to the railroad’s total income from all sources?
4. What is meant by gross ton-mile—(1) the movement of a ton of equipment one mile, (2) the movement of a ton of equipment and contents one mile, or (3) the movement of a ton of freight one mile?
5. What is a coupon ticket—(1) a ticket good for a trip over more than one railroad, (2) a ticket good for several trips between specified stations, or (3) a round-trip ticket which provides for sleeping car accommodations, meals and other traveling expenses on route?
6. In railway terms, what is a catwalk—(1) the aisle in a passenger coach, (2) a narrow footway along the tops of boxcars, or (3) the passageway leading past a dining car kitchen?
7. In railway slang, what is a dinky—(1) a caboose, (2) a railroad eating house, or (3) a small steam switch engine?
8. Who was the first President of the United States to ride on a steam railroad—(1) James Monroe, (2) Andrew Jackson, or (3) Martin Van Buren?
9. What is a roll anchor—(1) a device used to prevent rails from creeping, (2) a spike used to fasten rail to ties, or (3) a device used to fasten rail ends together?
10. In railroad terms, what is a foreign car—(1) a car of unusual design, (2) a car on a railroad which does not belong by ownership or lease, or (3) a car belonging to a railroad or private car company located in a foreign country?
COMMENDATIONS

Brakeman W. C. Thompson, Slater, Missouri was commended by Supt. J. R. Conely for noticing and calling attention to the fact that a guywire which crosses our tracks at Currieville had become sagged and would not clear a man on top of a boxcar.

Conductor Troy Coleman and Flagman P. A. Dillow were commended by Supt. J. C. Miller for alertness in handling of their train when drawbar fell down and train became uncoupled.

Section Foreman R. D. Sherwood was commended for discovering while off duty a brake beam down and flagging train.

RETIREMENTS

Engineer W. A. Wilson, retired from the service on Sept. 25 after 43 years in train service. He was employed as a locomotive fireman on May 18, 1897 and promoted to engineer on March 21, 1912.

Conductor C. M. Bellman retired on Oct. 1 after being in the service of the GM&O since June 22, 1905.

OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

<table>
<thead>
<tr>
<th></th>
<th>1949</th>
<th>1950</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>47,001</td>
<td>47,001</td>
</tr>
<tr>
<td>Feb</td>
<td>42,043</td>
<td></td>
</tr>
<tr>
<td>Mar</td>
<td>51,609</td>
<td>51,609</td>
</tr>
<tr>
<td>Apr</td>
<td>47,950</td>
<td>47,950</td>
</tr>
<tr>
<td>May</td>
<td>51,962</td>
<td>51,962</td>
</tr>
<tr>
<td>Jun</td>
<td>69,974</td>
<td>69,974</td>
</tr>
<tr>
<td>Jul</td>
<td>53,530</td>
<td>53,530</td>
</tr>
<tr>
<td>Aug</td>
<td>57,779</td>
<td>57,779</td>
</tr>
<tr>
<td>Sept</td>
<td>54,570</td>
<td>54,570</td>
</tr>
<tr>
<td>Oct</td>
<td>40,212</td>
<td></td>
</tr>
<tr>
<td>Nov</td>
<td>52,354</td>
<td>52,354</td>
</tr>
<tr>
<td>Dec</td>
<td>50,127</td>
<td>50,127</td>
</tr>
</tbody>
</table>

Comparison of the first 9 months of the years........

<table>
<thead>
<tr>
<th></th>
<th>1949</th>
<th>1950</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>452,840</td>
<td>486,420</td>
</tr>
</tbody>
</table>

ANSWERS TO QUESTIONS ON PAGE 9
1. 150 pounds.
2. Inside height.
3. The percentage which operating expenses bear to operating revenues.
4. The movement of a ton of equipment and contents one mile.
5. A ticket good for a trip over two or more railroads.
6. A narrow footway on top of boxcars; also known as a running board.
7. A small steam switch engine.
8. Andrew Jackson, on June 6, 1833.
9. A device used to prevent rails from creeping.
10. A car on a railroad to which it does not belong by ownership or lease.

NEWS FROM THE GENERAL OFFICE

Freight Receipts Department—Added to the Cradle Roll are Eleanor Jan Probst, daughter of Mr. and Mrs. Herman F. Probst, and Melvin B. Wiseman Jr., son of Mr. and Mrs. Melvin D. Wiseman. Eleanor Jan was born on Sept. 17 and Melvin on Sept. 11.

James Holland and J. T. Lyons have resumed their duties in the Receipts Department, having been honorably discharged from the armed services.

Author V. Rodwell has received notice to report to active duty at Brookley Field Air Base on Oct. 29.

Passenger and Station Accounting Department—Mr. and Mrs. Clyde E. Smith are the parents of a girl, Deborah Lynn, born on Oct. 8. The father is a station account clerk.

Mr. and Mrs. Peter C. Sprinkle are the parents of a girl, Cynthia Grace, born October 10. Mr. Sprinkle is a station account clerk.

It was wedding bells on October 4 for Mr. Archie W. Moran Jr., station account clerk, and Miss Josephine Harris.

Transportation Department—Mr. William D. Fox, clerk, and Miss Lee Goodwin of the Communications Department were married on Sept. 16.

Gulf Transport Co.—Mr. and Mrs. Cecil L. Waters became the parents of a girl on Sept. 12. Mrs. Waters is the former Clarice Turner, and was employed by the Gulf Transport Co. for eight years.

W. E. Seibert, seaman Second Class, was called to active duty in August 1955. Mr. Seibert was employed as a Mechanic at the Mobile shop of Gulf Transport Co. prior to being called into the service.

In the service—Robert James Cole, Jackson, Tennessee.