The Lon O. Hocker Memorial Award was presented to G M & O Division Counsel Robert C. Ely at a luncheon in St. Louis on September 30. Ely was chosen by a committee of seven judges as best having "demonstrated noteworthy proficiency in the representation of clients, both in trial and appellate courts." With Ely are Mrs. Mary B. Hocker, widow of Lon O. Hocker; presiding Judge of the St. Louis Court of Appeals Lyon Anderson, presenting award; Oscar Habenicht, Secretary of the Missouri Bar Foundation. (Story on page 2.)

Port Of New Orleans Has Long Range Improvement Program

The first phase of a three-year, $20 million improvement program at the Port of New Orleans has been completed, with the modernization of the Press Street wharf and the open sections of Harmony and First Street wharves. Improvements to these sections are estimated to have cost $700,000.

Modernized and concrete decked wharves with loading capacities of 500 lbs. per square foot in much of the harbor is a part of the long-range program of the Port, which plans an expenditure of $60.

(Continued on Page 2)

Group Insurance Cost To Employees Reduced: Amount Available Raised

In August President F. M. Hicks announced that the cost of insurance to GM&O employees, under the Protective Life Insurance group plan, would be reduced for ages 55 and below and that in addition, there would be an increase in the amount of insurance available for these active full-time employees.

The increased insurance and the reduction in rates became effective on October 24 and approximately 91% of all GM&O employees are now covered by the group plan in the approximate total amount of $23,228,000. The Railroad pays part of the premium and also the clerical costs in connection with the administration of the plan.

Since the original plan has been in effect, approximately $2,560,000 has been paid to employees and their families in death and dismemberment benefits.
American Royal Queen

Queen of the 1955 American Royal stock show in Kansas City the latter part of October was chosen from the GM&O city, Marshall, Missouri. Miss Betty Sue Scott, right, is shown with her two princesses, Miss Gene Le Phew, left, and Miss Judy James.

Meridian Celebrates Flintcote Anniversary

The city of Meridian, Mississippi, in recognition of the contribution which the Flintcote Company has made to the economic welfare of the city, honored that company with a Chamber of Commerce testimonial dinner recently on the occasion of Flintcote's fifteenth anniversary there.

Among Flintcote executives attending the dinner were: P. C. Rowe, executive vice president, New York; George K. McKenzie, vice president and secretary, New York; H. L. Evans, vice president in charge of manufacturing, East Rutherford, New Jersey, Glenn Ball, manager of the Meridian plant; and George Pecaro, vice president, Pioneer Division, who was the first plant manager at Meridian, and, at that time, a member of the Board of Directors of the Gulf, Mobile and Ohio.

Attending the dinner from the GM&O were Vice President, Industrial Relations, T. T. Martin, General Freight Traffic Manager C. F. Groom, both of Mobile; and Division Freight Traffic Manager Leslie Farrell of Meridian.

State and city officials included Governor Hugh White and Mayor William S. Smylie.

The Flintcote plant in Meridian was built in 1949 for the purpose of making insulation, decorative and building boards. The first insulation board was produced in the factory in December 1949. Since that time the proposed annual payroll for labor has grown from $150,000 to $1,600,000 per year and instead of producing 65 million feet of board as the company contracted to do, the company produces 200 million feet annually, utilizing southern pine grown within a radius of 60 miles of Meridian.

GM&O Division Counsel Receives Memorial Award

Robert C. Ely, 35-year-old St. Louis attorney and division counsel for Gulf, Mobile and Ohio, was the recipient on September 30 of the first annual Lon O. Hocker Memorial Trial Lawyer Award by the Missouri Bar Foundation.

The award, a citation accompanied by a $100 check, was for Ely’s “outstanding qualities of professional competence, industry, integrity and courtesy, indicative of an able trial lawyer.”

It is one of two given each year to Missouri Lawyers under the age of 36 as a memorial to the late Lon O. Hocker, widely known Missouri trial lawyer. The presentation was attended by Mrs. Hocker, who endowed the Bar Foundation in November 1954.

Purpose of the gift is to serve “as an inspiration for those who see in the adversary trial system the essence of democracy.”

A graduate of Washington University law school, Ely served three years in the Navy during World War II. He is the son of Wayne Ely, who has represented this company in a legal capacity for many years in St. Louis. He is married and has two children.

Port of New Orleans

(Continued from Page 1)

$70 million dollars on an improvement program within the next ten years.

“Our tentative program,” said President William H. Saunders, Jr. of the Board of Commissioners of the Port, “calls for continued work until all the timber wharves in both the upper and lower harbors are completely repaired and rehabilitated.”

An immediate project is enlargement of the railroad yard at the Public Grain Elevator at an approximate cost of $100,000. This will provide an adequate assembly yard for train cars to be unloaded at the recently re-doubled elevator.

“Foreign Trade Zone No. 2, which has brought many commodities and new industries to Louisiana since it was set up in 1947, also has great plans for the future,” said Mr. Saunders. “At present, the Port Commission is planning to expand the Zone to include about 3½ acres of land adjacent to it on the West. This area will be leveled and prepared for use by prospective processing firms.”

“New Orleans has long been regarded as a progressive, modern port, one that shipping people like to use. To keep it that way we must continually improve it, incorporating new ideas whenever possible. . . . The tentative construction, repair and rehabilitation plans . . . are designed to assure shippers the best and most economical cargo handling facilities possible.”

Retired

General Foreman of Stores Dept. F. W. Burkholz of Bloomington, Illinois retired on September 30 after being in the service of the company since July 6, 1927.

He is shown here on the day of his retirement as he opened a gift from his fellow workers.
LEGISLATION TO MODERNIZE TRANSPORTATION LAWS IS BEFORE CONGRESS

Major Purposes Of Proposed Revisions

As stated by Secretary of Commerce Sinclair Weeks, Chairman of the Cabinet Committee, in his letter transmitting the Committee’s unanimous report to President Eisenhower, “...it was clearly evident that two broad major areas of Federal policy required prompt revision. In brief, the principal emphasis of our report is that, in conformity with today’s availability of a number of alternate forms of transport, Federal policies should be amended (1) to permit greater reliance on competitive forces in transportation pricing and (2) to assure the maintenance of a modernized and financially strong system of common carrier transportation adequate for the needs of an expanding and dynamic economy and the national security.”

Why Legislation Should Be Supported

Legislation to accomplish these purposes deserves support because it is important to every person in the United States that we have an efficient, economical, physically strong, and financially sound system of common carrier transportation.

Such legislation deserves your support because it would place the major reliance upon competition to secure for you the best transportation service at the lowest cost, and at the same time it would protect the public against excessive charges, would protect carriers against below-cost rate cutting, and would protect persons, commodities and communities against discrimination.

Only if the nation’s regulatory laws permit each form of transportation to compete on the basis of cost and service will the public be able to enjoy in the field of transportation the basic benefits of the competitive system — the system under which America has grown and her people have prospered.

Cabinet Committee Recommendations

Heard By House Sub-Committee

When Congress convenes in January it will have before it three identical bills — S 1920, H. R. 6141 and H. R. 6142 — the outcome of a directive last year by President Eisenhower that a special Cabinet Committee study and reappraise the national transportation policy.

The findings of the Committee and its recommendations were released by the White House on April 18 and the President described the report as a “brilliant piece of work.” Commerce Secretary Weeks, who headed the Committee, emphasized that the report was “not aimed at giving one form of transportation an unfair advantage over any other,” but was aimed at correcting “archaic regulations and practices (presently) imposing large and unnecessary costs on carriers, shippers, travellers and ultimate customers.”

First round preliminary hearings to translate the Report’s recommendations into law have been held by a House Subcommittee on transportation and communications, and the subject will doubtless be under active consideration at the coming session of Congress.

WHO COMPOSED THE PRESIDENTIAL ADVISORY COMMITTEE

Members:
- Sinclair Weeks, Secretary of Commerce, Chairman
- Charles E. Wilson, Secretary of Defense
- Arthur S. Flemming, Director, Office of Defense Mobilization

Ad Hoc Participating Members:
- George E. Humphrey, Secretary of the Treasury
- Arthur E. Summerfield, Postmaster General
- Ezra Taft Benson, Secretary of Agriculture
- Rowland P. Hughes, Director, Bureau of Budget

Working Group:
- Arthur W. Page, Director, American Telephone and Telegraph Co.
- Charles H. Beard, General Traffic Manager, Union Carbide and Carbon Corporation
- Arthur G. Schier, Vice President for Traffic, General Foods Corporation
- Charles L. Deering, Former Deputy Undersecretary of Commerce for Transportation
- Dr. Ernest W. Williams, Associate Professor of Transportation
- Columbia University
- Fairman R. Dick, a Security Analyst
- George Roberts, an Attorney

THE PRESIDENTIAL COMMITTEE’S FINDING

In its report which is the background for the bills now in Congress, the Presidential Advisory Committee found, in effect:

1. That shippers and travellers today have available a wide selection of competitive transportation methods, both private and for hire.

2. That while government has actively promoted this competition through financial grants to develop highways, airways, rivers and harbors, its regulatory practices have not been adjusted to meet these competitive conditions.

3. That “in many respects, government policy at present prevents, or severely limits, the realization of the most economical use of our transportation plant,” and that heavy costs due to failure to adapt regulations to the facts of intensified competition are paid by the “shipper and ultimately the consuming public.”

4. That the economy of the country and the national defense need the services of a strong, vigorous and efficient system of common carrier transportation.
Presidential Advisory Committee Report (Cont.)

WHAT THE PRESIDENTIAL COMMITTEE RECOMMENDED

The Presidential Committee's major recommendations center around the regulation of rates. In that field, its recommendations summarized are:

1. That the declaration of policy in the Interstate Commerce Act be revised to make it clear that all types of common carriers are to be permitted greater freedom, short of discriminatory practices, to utilize their economic capabilities in the competitive pricing of their service, and that in all such matters the regulatory commission is expected to act as an adjudicator, not a business manager.

2. That increased reliance be placed on competitive forces in rate making as "the cornerstone of a modernized regulatory program." This increased reliance on competition is to be safeguarded, however, by the power of the Interstate Commerce Commission to prevent any carrier from charging rates above a reasonable maximum or below a reasonable minimum, and by the unchanged provisions of the law which make discrimination and preference unlawful.

   (In other words, regulation would be used to protect the public against excessive charges, to protect carriers against below-cost rate cutting, and to protect persons, communities and commodities against discrimination, while, within these limits, competition would be relied upon to secure the best service at the lowest cost.)

3. That the Interstate Commerce Commission's power to suspend proposed rates be regarded as a special and unusual remedy to be used only after it has been determined that the proposed rate is probably unlawful; that the burden of proof in suspension cases be shifted from the carrier proposing the changed rates to the carrier protesting it; and that the period for which rates may be suspended could be reduced from seven to three months.

   (The power of suspension, the committee says, frequently has been used by competing carriers merely to delay decisions. The committee recognizes, however, the justification in the case of shippers for requiring a carrier to assume the burden of proving that a proposed change in rates is just and reasonable prior to its becoming effective but says that there appears to be no sound reason why a complaining carrier competitor should not be required to prove allegations of unlawfulness.)

4. That the long and short haul clause of the Fourth Section of the Interstate Commerce Act be revised so that it would no longer be necessary to get approval in advance for a carrier to charge a lesser rate for a longer distance than for a shorter distance over the same line in the same direction provided that the rate to the more distant point is necessary to meet actual competition and the charge is not less than a reasonable minimum rate.

   (The Report explains it this way "the railroads, for example, for years have been prevented from charging a lower rate from A to C than from A to the intermediate B, or charging a higher rate from A to C than the aggregate of the intermediate rates A to B and B to C. These prohibitions might be justified if there were no competition for such carriers to meet or the competition were evenly distributed among their stations and equally potent at each.

   "The fact is, however, that competition exists between stations in varying degrees, and when the railroads seek (for instance) to publish rates which are lower to the further distant point which is located on water than to the intermediate point which is inland, they are not creating preference and prejudice. These are already present by virtue of the existence of water service to the further distant point and will continue — regardless of any action the railroads may or may not take. The question in such cases is, are the railroads entitled to make themselves competitive or is the traffic to be handled to the further distant point exclusively by a competing pipeline, railroad, water or other carrier?")
5. That in recognition of the effect of volume upon costs carriers should be permitted to make incentive weights and volume rates, provided such rates are open upon equal terms to all who may wish to use them and provided further that such rates are compensatory to the carrier putting them into effect.

OTHER RECOMMENDATIONS OF THE PRESIDENTIAL COMMITTEE

In addition to recommendations as to rates, the Presidential Committee made other recommendations covered in the provisions of the pending bills. Among them are the following designed to strengthen common carrier transportation by more nearly equalizing regulations:

That the status of private carriers by motor vehicle and of motor and water contract carriage be redefined and clarified, and that contract carriers be required to file actual, rather than minimum, charges. (I.C.C. figures show that in 1953 only about 35 percent of intercity motor freight traffic was subject to economic regulation by the I.C.C.) That present exemption from economic regulation of bulk commodities, when not more than three such commodities are included in the cargo of a vessel or barge tow, be repealed. (In 1962 only about 12 percent of water traffic on the Mississippi River system and its tributaries was subject to economic regulation.)

That common carriers be relieved to some extent of the enforced maintenance of unprofitable services by placing upon the I.C.C. the final responsibility of passing on the question of whether continuance of services required by state authority would result in a net revenue loss or otherwise unduly burden interstate commerce. If this were found to be the case, the I.C.C. would be empowered to authorize discontinuance, provided reasonably adequate service in lieu thereof is available.

Two additional recommendations have to do with shipper organizations and government rates. The recommendations follow:

That statutory standards be provided for determining which shippers or shipper organizations involved in consolidation or distribution of volume freight on a non-profit basis are entitled to exempt status.

That carriers continue to have authority under Section 22 to quote voluntary special rates for governmental units but to require such rates to be filed publicly and to be subject to all provisions of the Interstate Commerce Act except suspension and the long-and-short-haul provisions, with authorization for application of special governmental rates retroactively and on short notice, and with authorization of waiver of public filing in cases where national security is involved.

HEART OF REPORT

The heart of the Cabinet Committee Report centers around the recommended competitive rate making features.

These do not propose any regulation that would not be enjoyed by all transportation agencies, but generally would allow all carriers to price their services without regard to the effect these rates would have on the traffic of other types of carriers.

This would mean that no longer would one carrier be denied the right to establish a lower rate simply because this low rate might attract what the Commission might look upon as more than a "fair share" of the available traffic.

In short, under the new recommendation the Commission would not be empowered to require the low-cost form of transportation to "hold an umbrella" over the rates of the higher cost transportation.

Of course, the Commission shall have the power to prescribe reasonable minimum rates and just and reasonable maximum rates, and to prohibit undue discriminations or preferences in rate relationship.

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Shippers Comment
On Proposed Revisions

(All from Railway Freight Traffic)

I am in agreement with the principle of the President's Cabinet Committee report. While some control over transportation pricing appears advisable, I believe that with a minimum of regulation, the carriers best suited to handle the traffic efficiently and most economically will handle the bulk of the traffic best suited to them. This is desirable and should result in saving to the consuming public. The practice of regulation to hold the rates of one carrier to a certain minimum to allow another form of carrier to compete for business, regardless of the different cost factors, should be discontinued.

A. P. Ellerbrook General Traffic Manager,
Chase Bag Company, Chicago

To my knowledge, there is no other industry in the nation which has competitors securing the same business, but which places those competitors on such an unequal basis through heavy regulation of some, and light regulation of others. The interest of the shipping public can best be served by allowing all forms of transportation, especially the rail carriers, to compete for the carriage of goods on an equal footing. Certainly, this is not the case at present.

J. L. Bergen, Traffic Manager,
Converted Rice Company,
Houston

I firmly believe that our transportation situation has reached the stage that requires an overhauling of the regulatory system governing all types of transportation. I also feel that competition should be a controlling factor in setting the price for transportation with certain safeguards to prevent rate wars as between carriers or types of carriers. At the present time, I see no reason why regulations for rail and motor carriers should not be very much the same, nor why the Interstate Commerce Commission should not undertake a complete study of rates, rules, and regulations and, if necessary, to prescribe rates, rules and regulations on a territorial or inter-territorial basis the same as they have done in several territories for account of rail carriers.

E. E. Allston, Director of Traffic,
Anchor Hocking Glass Corporation, Lancaster, Ohio

There should be a lessened amount of regulation of rail carriers in the light of existing conditions. The rail-

(Continued on Page 6)
Advisory Committee Report (Cont.)

What The Legislation Will Not Do

Regardless of what may be said — the proposed legislation will not:

Give the railroads any advantages, rights or privileges which their competitors do not now enjoy or would not enjoy under the new law.

Permit the railroads or any other form of transportation to charge non-compensatory rates on competitive traffic and make up their losses on non-competitive traffic.

Compel any common carrier to maintain higher than necessary rates in order to protect a competing form of transportation. In other words, it will not compel one type of transportation to hold a “rate umbrella” over another type of transportation.

Give the railroads any rights beyond what they have now to own, operate or use other modes of transportation.

Bring about complete equality among the several types of transportation. For it does not correct existing inequalities with respect to agricultural exemptions, bulk commodity exemptions, taxation and government subsidies.

These Solons Introduced Bills

Three separate, but identical pieces of legislation translate the Cabinet Committee’s report and all were introduced at the request of Secretary of Commerce Sinclair Weeks.

The house bills H. R. 6141 and 6142 were introduced by Representative J. Percy Priest (Dem. Tenn.) Chairman of the House Committee on Interstate and Foreign Commerce, and by Representative Charles A. Wolverton (Rep., N. J.).

The Senate Bill S. 1920 was presented by Senators Warren G. Magnuson, (Dem., Wash.), John W. Bricker (Rep. Ohio) and George A. Smathers (Dem., Fla.). Mr. Magnuson is chairman of the Committee on Interstate and Foreign Commerce and Mr. Smathers is Chairman of the Committee’s sub-group on Surface Transportation.

Newspapers Endorse

(Continued from Page 4)

The essence of the committee’s report on transportation is plain enough. It is that there has been too much public regulation of the railroads and that greater freedom of competition would yield billions in savings to shippers and the consuming public.

N. Y. HERALD TRIBUNE

Railway Labor, A. A. R. Endorses Legislation

Representatives of all standard railway labor organizations and representatives of the board of directors of the Association of American Railroads endorsed the Report following a meeting in Washington. A joint statement said in part:

“After careful consideration of the proposals now before Congress to create a modern transportation policy, the railroads and railroad labor are in agreement as to most of the major objectives of the legislation.

“Under such modernized policy, not only will the various forms of transportation be able to do the job for which they are best suited, but the public also will benefit from better transportation service at lower cost.”

Shippers Comment

(Continued from Page 5)

roads should be placed in a better position than now confronts them because of present regulations that do not afford them the free play that they should have and which we expect they would employ soundly, particularly in consideration of proposed safeguards... .

H. H. Horton, General Traffic Manager.

COMMENDATIONS

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

Section Laborer Vernon Payne, Glasgow, Missouri.
Bakeman J. T. Stilwell, Slater, Mo.
Bakeman K. L. Jackson, Slater, Mo.
Bakeman U. Wilhite, Slater, Mo.
Conductor B. McKelvain, Meridian, Miss.
Bakeman J. M. Oyler, Tuscaloosa, Ala.
Flagman G. W. Price, Meridian, Miss.
Conductor L. B. Whitaker, Meridian, Miss.
Bakeman E. A. Kirby, Meridian, Miss.
Bakeman Frank Jones, Meridian, Miss.
Bakeman J. E. Boyd, Meridian, Miss.
Operator J. L. Golden, Macon, Miss.
Conductor W. A. Ivy, Meridian, Miss.
Bakeman F. A. James, Meridian, Miss.

Dividends Declared

(Continued from Page 1)

December 15 to stockholders of record November 23, 1955 and the preferred dividend, for the current quarter, is payable June 11 to stockholders of record May 21, 1956.

As a prerequisite to the payment of the above dividends, the board provided for payment of additional rental to the company’s subsidiary line, New Orleans Great Northern Railway Company, amounting to $380,500.

Following the G&O board meeting, directors of New Orleans Great Northern Railway Company convened and declared interest payable on that company’s 5 per cent income debentures, due 2032, 2½ per cent on December 15 to holders of record December 10, 1955, in addition to 1 per cent already declared for payment on the date and declared 1¼ per cent payable June 11 to holders of record June 6, 1956.
THE MAIL TRAIN

JUST AN OLD SOUTHERN CUSTOM

Mr. J. H. Bachar
Gulf Transport Co.
Mobile, Alabama

Thank you very much for returning the sport coat that I left on one of your buses on my recent visit to Eglin Air Force Base.

This is just another example of the many courtesies extended to me by the people in the Southland.

Hi Jackson, Director
Clackamas County Civil Defense
Oregon City, Oregon

MAMAS HAD A GOOD TIME TOO

General Passenger Agent W. R. Godley
Chicago, Illinois

The members of Girl Scout Troop 85 wish to thank the Gulf, Mobile and Ohio Railroad for helping to make our trip to Springfield and New Salem an unforgettable experience. We were shown every possible courtesy on the tour and were especially delighted with the train trip itself. Mr. McCabe was very helpful, and your stewardesses most gracious.

Mr. Schaffer's planning was very much appreciated. To sum it all up—we had a wonderful time and many thanks from the Scouts and the adults who had as much fun as the girls!

Mrs. Merrill Knubbe, Leader
Lockport, Illinois

"NO WONDER MOST FOLKS 'GO GM&O!'"

Dear Mrs. Elvert:

As a seasoned train traveler, I feel in the position of a sort of "opinion expert" on the several roads I have patronized over the years. It goes without saying that the good that people feel for others sometimes remains unsaid, while the bad is too often voiced.

Having frequently traveled on the GM&O between Chicago and St. Louis, and as recent as this week, I feel impelled to write you this brief testimonial note of praise upon the fine hostess service available on this run, for which you are responsible. This service extra adds so much, I think, to passenger comfort and enables one's trip to be that much more pleasant and enjoyable.

If I may, I should like to single out one young lady in particular, Miss Mary Lou Moore, who, in my judgment, typifies the excellent public relations job the hostess staff appears to be doing for your company...

Finally, I salute you on the selection, training and maintenance of such a splendid staff... "No wonder most folks 'Go GM&O!'"

Earl C. Tyler, Vice President
The National Shawmut Bank
of Boston

World's Corn Growing Record Is Broken In GM&O Territory

A sixteen year old boy in GM&O territory has broken the world's record for bushels of corn per acre.

That Lamar Ratliff, Prentiss County, Mississippi raised 304.38 bushels of corn on one acre was authenticated on October first. This is believed to be the first time in history that a 300 bushel per acre yield has been attained. Last year Lamar's 218 bushels per acre was considered the highest on record by national agricultural leaders.

Lamar chose Funks G711 for his seed. (President Eugene Funk, Jr. of Funk Bros. Seed Company is a director of GM&O's subsidiary, the New Orleans Great Northern Railroad). He planted it on March 23. The rows were 30 inches apart with stalks eight inches apart.

He applied barnyard manure to the sandy loam creek bottom land during the winter, and fertilized with 14-14-14 mixed fertilizer and ammonium nitrate.

The world's champion plowed twice. He was prepared to irrigate from his father's stock pond, but sufficient rainfall made this unnecessary.

Still in high school, the 4-H Club youth is ambitious for 1956—to break the present world's corn growing record.
"This Is A Friend Of Ours"

Train No. 32 was passing through Trenton, Tennessee. On one side of the tracks stood the GM&O station, and on the other the Trenton Oil Mill.

On the Oil Mill side, Mill President Robert Patterson, who has been watching trains pass that site "since I was a little boy," detected wisps of smoke from the train wheels. Patterson signalled the train crew at the rear of the train that they had a hot box ahead.

By his signal, Mr. Patterson set in motion action which may have prevented a costly derailment for the railroad, but, "It was nothing," he said. "I grew up with the McK, and when the GM&N took it over, it got me too. If the agent will watch 'em on the other side, I'll take care of this one."

Supt. Forlines: "This is a friend of ours."

Among GM&O's most valued assets are such friends. In recent months the Company has had occasion to thank many who have saved the line both money and inconvenience. Among them are the following:

Marshall F. B. Bruce of Ackerman, Mississippi and Sheriff C. S. Peterson of Louisville, Mississippi saw smoke coming from brakes sticking on a GM&O through freight. They called the highway patrolmen at Ackerman, Mississippi to request them to notify the Ackerman agent so that he could inform the train crew. The agent was off duty; but the unidentified patrolmen not only tracked him to his home, but also followed the train north to Mathison in order to make sure that the train crew had received the message as to this hazard.

Mr. Clem Keith of Tupelo, Mississippi notified the telegraph operator at Tupelo that the first trestle north of the city was on fire, preventing possible serious damage.

Mr. Simon Ward, Wanilla, Mississippi, found a broken rail in GM&O's main line just north of the depot at Wanilla at 5:15 p.m. and reported it to GM&O authorities. Maintenance of Way forces repaired the track by eight o'clock that night.

When Mr. Charles Schumacker of Bloomington, Illinois saw brakes sticking on a passing GM&O freight train, he signaled the crew who brought the train to a stop. Then Mr. Schumacker transported the brakeman with tools to the caboose to the car and return, so that the brakes could be released.


Mr. Albert Yeager of Louisiana, Missouri notified the crew of No. 30 that a brake beam was down.

When a gin burned near GM&O tracks at Brookville, Mississippi, Reverend James B. Riley assisted GM&O agent in getting two trains informed of the fire and stopped before arrival at the site.

Mr. H. W. Willis, Billingsley, Alabama, discovered a hot box in a passing train and notified the crew. Mr. Willis is a retired GM&O conductor.

Mr. Ed Maupin of Glasgow, Missouri was standing in front of his place of business, the Maupin Lumber Co., when he noticed a hot box on a car of a passing GM&O train. He called to the conductor as the caboose of the train passed, and temporary repairs were made so that the train could move on.

At New Albany, Mississippi Mr. R. W. Pegues telephoned the dispatcher's office to inform the GM&O of a broken rail in the crossing at the Texas Company plant at Relay Yard.

Mr. Sam Gullett, Mantee, Mississippi, found and reported a hot box on Train No. 32.

Agent Fred B. Smith of the Railway Express Co. at Corinth, Mississippi hastened to the GM&O office at Corinth to inform the agent of a fire between diesel units of a passing train. The fire was found to be in the curtains between the units, and it was extinguished with little damage.

Messrs. Jess Freese and Jodie Barnett of Booneville, Mississippi were conscious of an unusual noise as No. 30 passed them at Booneville. When they investigated the cause after the train's passing, they found a broken joint in the track and immediately notified the GM&O of this defect.

Eleven-year-old Joe West of Reform, Alabama has several times spotted a hot box passing GM&O train and notified authorities. Joe is the son of GM&O Section Foreman J. L. West.

Agent-Telegrapher W. W. Roberts, Bay Springs, Mississippi, and his son, Agent Telegrapher J. H. Roberts of Hopewell, Mississippi, discovered on Sunday morning, October 9, that a car of logs which had been set out at Bay Springs, destined for Laurel, had caught fire. Father and son went to work to put out the fire; and it was later found that a large hole had been burned in the floor of the car and some of the logs were burning.

Engine Foreman E. H. Wright, Iselin, Tennessee, discovered a broken rail in the ice run track at Iselin immediately before the arrival of Train 33, and took precautions to protect the break as well as notifying the proper persons of the trouble.
Movie Is Made Near GM&O Tracks

A well-preserved log house at Millbrook, the old Woolverton plantation near Stonewall, Mississippi, is Polly Crockett's home in the Technicolor Cinemascope feature length movie "The Daughter of Davy" now being filmed in and around Stonewall, Mississippi.

The GM&O tracks pass right through the Woolverton plantation and the old Woolverton family cemetery can be seen bordering the tracks on the left side just before you come to Stonewall station on the road to Mobile.

A. Lloyd Royal of Meridian, and Tom Garroway of Prentiss, Miss., who head Top Pictures, Inc., producers of the picture, personally selected the log house as Polly Crockett's home after inspecting it with Ron Ormond, of Hollywood, who is directing the picture.

The log house situated deep in the woods of Millbrook was built in the 1830's by Captain Thomas Woolvertown for his younger brother, Dr. Ascher V. Woolverton, to serve as a temporary residence until the doctor, who had recently married and was practicing in Enterprise, could build his own home on the broad acres of the family plantation.

The present owner of Millbrook is Mrs. Mary McKay, granddaughter of Captain Woolverton, and owner of the Old Southern Tearoom in Vicksburg.

Retirements

Conductor-Brakeman J. B. Davis, White Hall, Illinois, retired on October 1, 1955. Mr. Davis entered service as brakeman on November 1, 1908 and was promoted to conductor on December 19, 1915.

Engineer Ira D. Koffman, Jackson, Tennessee, who entered service of this company on May 15, 1906 as fireman and was promoted to engineer on March 27, 1913, retired on October 15, 1955.

Mr. Jack E. Redman, East St. Louis, Illinois, retired on October 1.

Towerman T. E. Sansom, Montgomery, Alabama, retired from active service with the company on October 12, 1955. Mr. Sansom was employed by this company as towerman on October 31, 1926.

Retired Engineer Troy C. Graham of Corinth, Mississippi, whose retirement notice was carried in the October NEWS wrote the NEWS that it had lopped five years from his service record. Mr. Graham was employed by this company in 1898, instead of 1903, the date he was promoted to engineer. At his retirement he had fifty-seven years of service with the company.

Retired Chief Train Dispatcher Bertram Henry Fox, Jackson, Tennessee, at Carbondale, Illinois on October 27, 1955. Mr. Fox entered the service of GM&O in 1885 and retired on September 30, 1945. He is survived by his wife, one daughter and one grand-daughter.

Yard Engineer Madison Leroy McWilliams, Meridian, Mississippi, on September 30, 1955 at Meridian. Mr. McWilliams was employed on April 4, 1905 as locomotive fireman and was promoted to yard engineer in 1910. He received his 50-year service pin and a lifetime pass last April. He is survived by his wife and one daughter.

Retired Coach Carpenter Carlos L. Baker, Jackson, Tennessee, at Jackson on October 1, 1955. Mr. Baker was employed by this railroad as carman at Iselin Shops in 1912 and retired on November 17, 1951. He is survived by his wife.

Retired Engineer William H. Smith, Jackson, Tennessee, at his home at Jackson, on October 10, 1955. Mr. Smith entered service of this company on July 4, 1894 and retired on October 25, 1951.
Commendations

Signalman C. A. Rix, Bloomington, III., found a broken rail and reported it so that it was changed out by section forces.

Telegrapher C. G. Moore, Marshall, Missouri, discovered the brakes sticking on a passing train and notified the crew so that temporary repairs could be made and the car moved forward.

Telephone Lineman W. R. Blue, Union, Mississippi, was travelling via motor car from Union to Meridian when he discovered a broken joint in the main line. He reported the matter to the dispatcher, and informed where he might locate the section crew and arrange for them to repair the joint. When given this information, he located the crew at Schamberville where the section crew was working, and notified them of the trouble.

Mrs. L. P. Ball noticed a threatening fire along the GM&O right of way near Pontotoc, Mississippi, where she lives. The wife of deceased Tennessee Division L. P. Ball, Mrs. Ball realized the hazards of such a fire and promptly called the agent's office to inform him of the threat.

The train crew of No. 233 noticed about eleven inches of rail broken out of the main line and notified the dispatcher who arranged for sectionmen to make repairs. Earning a commendation for this were Conductor H. E. Allen, Brakeman L. McCollum, Engineer H. Miller, Fireman F. Geison and Brakeman J. Jolliff, all of Bloomington.

Train No. 15 was being passed by Train No. 30 at Columbus, Ky., when No. 30 broke three knuckles. One of these was repaired by the head brakeman, and the other two were repaired by the flagman with the assistance of Baggage Man J. B. Stone and Fireman R. H. Campbell, both of whom were on No. 15. For their assistance, Messrs. Stone and Campbell were commended by Supt. Forlines.

Brakeman V. McCracken of Slater, Missouri was commended by Supt. Miller for discovering a car off center in his train, and arranging for the car to be set out before damage could occur.

Conductor E. C. Metx, Slater Mo. was notified by Depot Operator Runyon of Louisiana, Mo. that the contents of a car in his train were leaking out. Conductor Metx stopped his train immediately and repaired the outlet pipe and stopped the leak, and took the car forward to Roodhouse.

When engine trouble developed in his train, Fireman A. W. Hawks of Izealin, Tennessee made repairs so that the train could proceed.

Brakeman T. L. Donnelly of Slater, Mo. was inspecting his train when he discovered a pin out of brake hanger on a car which allowed brake shoe to slide on the rail. He notified the engineer so that the car could be repaired.

Mechanical Inspector B. R. Paschal of Mexico, Missouri discovered a brake beam down as train No. 93 passed through Mexico, and also notified the train crew that wheat was leaking from another car in the train. The train was stopped so that both cars would be repaired.

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OUR FREIGHT BUSINESS
Revenue Car Loads Billed And Received On GM&O

<table>
<thead>
<tr>
<th></th>
<th>1954</th>
<th></th>
<th>1955</th>
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<tbody>
<tr>
<td>JAN.</td>
<td>42,212</td>
<td></td>
<td>46,962</td>
</tr>
<tr>
<td>FEB.</td>
<td>46,679</td>
<td></td>
<td>48,054</td>
</tr>
<tr>
<td>MAR.</td>
<td>31,022</td>
<td></td>
<td>50,855</td>
</tr>
<tr>
<td>APRIL</td>
<td>40,045</td>
<td></td>
<td>35,229</td>
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<tr>
<td>MAY</td>
<td>46,423</td>
<td></td>
<td>50,285</td>
</tr>
<tr>
<td>JUNE</td>
<td>44,700</td>
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<td>49,477</td>
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<tr>
<td>JULY</td>
<td>46,319</td>
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<td>47,384</td>
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<tr>
<td>AUG.</td>
<td>48,199</td>
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<td>51,809</td>
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<tr>
<td>SEPT.</td>
<td>49,915</td>
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<td>51,905</td>
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<tr>
<td>OCT.</td>
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<td></td>
<td>53,315</td>
</tr>
<tr>
<td>NOV.</td>
<td>45,296</td>
<td></td>
<td>50,315</td>
</tr>
<tr>
<td>DEC.</td>
<td>48,421</td>
<td></td>
<td>50,421</td>
</tr>
</tbody>
</table>

Comparison of the first 9 months of the years

1954 48,385
1955 50,199

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