E. I. Du Pont de Nemours and Co. has just purchased an 850 acre tract of land in Gulf, Mobile and Ohio Railroad territory for "contemplated future expansion."

The industrial site is on the Alabama River between Prattville and Montgomery, Alabama. The general location is shown on the aerial view above. The new Du Pont location is the culmination of joint site study made by representatives of that company and by members of GM&O's Industrial Department.

JACKSON COLLEGE NAMES SCIENCE BUILDING IN HONOR OF GM&O CHAIRMAN I. B. TIGRETT

Chairman I. B. Tigrett was accorded an unusual tribute on October 20 when the new Science Hall of Lane College in Jackson, Tennessee was dedicated and named the I. B. Tigrett Science Building in his honor. Lane College is a seventy-two-year old Methodist institution of liberal arts for Negro students.

The unanimous decision of the trustees to name the building in Mr. Tigrett's honor was reached, said President C. A. Kirkendoll of the College, because of their desire "to demonstrate the esteem in which they held him... We are happy to express our appreciation for the things he has done for the city of Jackson, and for the high ideals and noble plans for which he stands." President Kirkendoll presided at the meeting and Bishop J. Arthur Hamlett, chairman of the board of trustees, was in charge of the dedication ceremony.

The building, formerly an elementary school, was purchased from the city of Jackson by the College, and $80,000 has been spent on improving and equipping it. In it are located general and advanced chemistry laboratories, general and advanced biology laboratories, physics laboratory, offices and class, lecture, seminar and storage rooms.

(Continued on Page 2)

Employee Ownership?

In the current requests for wage increases on the railroads and in other industries, contention is made that these increases can be paid out of profits.

A recent article pointed out that if the American workers truly wish to have the profits of a corporation, they can do so by buying the capital stock of a corporation in the open market. Mr. Benjiamin Fairless, Chairman of the United States Steel Corporation, gave some interesting figures about his Company and we have substituted the applicable figures for GM&O in the following:

The 10,245 GM&O employees could buy all outstanding Common Stock by purchasing 89¾ shares each. At today's prices the total cost of 89¾ shares is $2,685.

By investing $10 per week each, the employees of GM&O could buy all outstanding Common Stock in slightly over five years and, with exception of approximately $1,400,000 paid annually on the Preferred Stock, the employees would then be entitled to all profits from the Company. They should keep in mind, though, that the total dividend on 89¾ shares amounts to only $179 per year at the current rate.

Mr. Fairless then went on to say:

"Before they become too overjoyed at this prospect (running the company), however, they should be warned that they still would not be their own bosses, for the true boss of every American business is its customers, and unless those customers are satisfied as to the quality and price of the product there will be no business and there will be no jobs. But so long as the new owners of the company could keep the customers happy they could run the show exactly as they pleased."

New freight cars for use on American railroads came off the production line at an average rate of one car every eight minutes throughout 1952. Their cost came to more than a million dollars a day.
JACKSON COLLEGE NAMES SCIENCE BUILDING
(Continued from Page 1)

Above—the I. B. Tigrett Science Building of Lane College at Jackson, Tennessee, dedicated on October 20, 1953.

Bishop J. A. Hamlett of the CME Church (center) presided at the dedicatory services and President C. A. Kirkenden of Lane College (right), said the purpose of the naming of the new building for Chairman Tigrett was to “demonstrate the esteem” which the trustees and faculty of Lane College held for Mr. Tigrett, “Jackson’s Number One Citizen.”

employees Drawing Annuities
About 2,450 men and women whose last railroad service was with the Gulf, Mobile, and Ohio were receiving employee annuities from the Railroad Retirement Board at the end of 1952, the Board recently reported. Their annuities averaged $93 a month. About one-third of these employees had wives who were also receiving monthly benefits.

In addition, the Board was still paying $165.60 a month to one of the pensioners who was taken over from the company’s own pension rolls in 1927.

During 1952, 242 former Gulf, Mobile, and Ohio Railroad employees were added to the Board’s retirement rolls, and 236 were terminated, mainly because of death. This resulted in a net increase of 6 during the year. The average annuity paid to those added to the rolls was $76.70.

The Railroad Retirement Board points out that last year some 31,500 employees of the Nation’s railroads retired on annuities averaging $165 per month. Of this number, 72 percent retired because of old age and 25 percent because of disability. At the end of the year, the Board was paying an average of $95 a month to 263,700 retired railroadmen; 37,000 of them had wives receiving wives’ annuities averaging $36 a month.

Barge Line Right-of-Way Opened Again—At Taxpayer’s Expense

Ed. note: The following article appeared in the Mobile PRESS of October 23. The railroads maintain their own roadbeds. We, the taxpayers, maintain channels for the barges.

LOW WATER FIGHT ALMOST COMPLETED

A six-month job of battling shoals in the drouth-hit Warrior-Tombigbee waterway will be concluded next week by the Corps of Engineers.

Navigation was halted for a while because of extended dry weather coming on the heels of a fast-receding Spring flood. These conditions held up navigation until dredges cleared up shoals.

Due to drouth conditions that kept the Warrior and Tombigbee at low stages, barges have been required to limit their hauls throughout the Summer and early Fall.

The entire Warrior-Tombigbee channel is now clear of shoals near Birmingham to Mobile, but water is still low, according to the engineers.
Mississippi Papers Comment
On Truck Problem

Jackson, Miss., Daily News

Leaders of the trucking industry are telling us that in 1975—that's 25 years hence—there will be 20,000,000 trucks on the highways as compared with 9,000,000 today.

Some 2,250,000 new truck and tractor units will be purchased at a cost of $5,000,000. In 1952, the industry bought 812,000 units worth $2,000,000.

It is estimated that the trucking industry's expenditures in 1975 will make up more than a tenth of the whole aggregate value of all goods and services of the entire economy.

Sounds a bit like bragging but it could come true.

However, one fact is omitted. What is trucking industry going to do for highways over which they want to operate 20,000,000 trucks?

Who's going to pay for the building of roads strong enough to stand the terrific wear and tear of truck traffic?

That's two questions deserving of constructive answers.

Macon, Miss., The Macon Beacon

The January session of the state legislature will be asked to raise the maximum load weight permitted on motor transport in Mississippi from 28,850 pounds to 32,000 pounds.

The trucking industry maintains that this will eliminate bottlenecks since other states permit the higher weights. However, it seems to us that large transport trucks are crowding cars and trucks off the highways already.

Furthermore, evidence indicates that, if highways did not have to be built to carry heavy trucks, tons of thousands of more highways could be built for the money spent in Mississippi.

George County Times, Lucedale

We notice that Guy McCullen, Mississippi Motor Vehicle Commissioner, is going to ask the legislature to raise the load limit on our state highways. While we will admit that we are no authority on the tax structure of the state, we do believe that the legislature should go slow in this matter, and see definitely if these extra heavy trucks (box car type), which this bill will benefit, pay their just part of road construction and upkeep . . . If highways were built for automobiles and regular trucks only, we could build many more miles with the same money. Let each pay his proportionate tax.

Mississippi 4-H Club Forestry program winners visited GM&O's General Offices, called on President Hicks. He told them he appreciated their interest in the railroad industry, outlined the development of a special car pioneered by GM&O for the transportation of pulpwood.

He told them that the Railroad had 1230 wood rack cars, was building more; limted the cost of one of these cars to the purchase price of 250 acres of cut-over land.

He said he realized 4-H Club workers had their management problems, too, and told them some of the Railroad's present problems. He touched on passenger train losses, estimated that the Railroad lost $10,000 a day on them, but he explained that passenger trains were not eliminated solely because of these losses, but only if the public did not patronize them.

GM&O taxes in Mississippi, he said, were more than $1,125,000—more than a third of which went for education. He emphasized the Railroad's interest in the work that the boys were carrying on.

The group was on a tour of the Gulf territory, visiting the Alabama State Docks, paper mills and other points of interest.

Retirements

Brakeman D. S. Jimerson, Jackson, Tennessee, retired from the service of the company on October 28, 1933 after being in its employ since August 17, 1929.

Conductor F. M. Kitchens, Meridian, Mississippi, retired on August 31, 1933. He was employed as a brakeman on March 21, 1918 and promoted to conductor on March 7, 1937.

Operator G. D. Schuchtel, Lincoln, Illinois, retired on November 1, 1933. He entered the service of the company as an operator on October 10, 1916.

Freight Checker Harry Worthington, Joliet, Illinois, retired on October 15, 1933 after having been with the company since February 3, 1919, when he was employed as freight checker at Joliet.

Towerman C. G. Lindner, Joliet, Illinois, who entered the service of the company on October 6, 1910, retired on October fifteenth. He was first employed as an operator with the company.

Telegrapher-Leverman T. A. Bush, Jackson, Mississippi, retired on October 29, 1933 after having been with the company since August 3, 1916.

Miss. Lena Patterson, Agent, Toppersville, Mississippi, retired from service on October 29, after having been with the company as agent since 1919.

Brakeman H. E. charter, Jackson, Tennessee, retired on October 31, 1933. He entered the service of the company on May 21, 1918.
NEWS AT A GLANCE

→ ASK LITTLE USED TRAIN BE DISCONTINUED
Early this month GM&O asked the Alabama Public Service Commission for authority to discontinue its Artesia-Tuscaloosa-Montgomery (181 miles) passenger train. The 76-seat train has an average load of only five passengers for each mile it operates and it carries no mail; suffers annual out-of-pocket loss of approximately $78,000.

Concerning such load factors Dr. Marcus Whitman, University of Alabama Economic Professor and transportation authority, testified . . . “impartial transportation experts on the State and Federal regulatory bodies and in private life believe that the guiding principle in regulation is to secure the greatest good for the greatest number . . . They believe that when out-of-pocket costs get to the point where they promise to become several times as great as the revenues, the long run burden on the freight business and hence upon shippers, the consuming public and the investing public affects adversely the interest of more people than are benefited by the continuance of the service. This is especially true when passenger load factors are very low.”

The Commission has the case under advisement.

→ GROWING IMPORTANCE OF PRIVATE AUTOMOBILE IN INTERCITY PASSENGER TRAFFIC
Pertinent to the problem of poorly patronized passenger trains is the fact that the number of automobiles registered in the United States has increased from 26 million at the end of World War II to an estimated 44,000,000 at the end of 1952.
And private automobiles, which accounted for 58.62% of intercity passenger traffic miles in 1945 accounted for 84.65% in 1961 (latest figures).

→ GM&O NET INCOME OFF FOR SEPTEMBER
Gulf, Mobile and Ohio Railroad's September net income was down approximately $85,000 under September a year ago . . . . carloadings for the same period, off approximately 4,000 cars.

→ RAILROADS ASK INTERPRETATION OF RAILWAY LABOR ACT
The Nation's railroads have filed a suit in Federal Court for an interpretation of the Railway Labor Act with regard to Union demands for a Company paid health-insurance-welfare program for employees and their dependents.

The “Fringe” benefits sought by the non-operating unions include:

1. Free life insurance equal to one year's pay ($3,500 minimum).
2. All hospital, medical and surgical care for employees and their dependents at the railroads' expense.
3. Free travel for all rail employees and all their dependents on all railroads and on all railroad trains after five years of service.

The railroads agreed to negotiate on demands including paid vacations of one to four weeks; seven paid holidays with triple pay for work on those days and time and a half for Sunday work.

The “Fringe” benefits, the railroads contend are outside the scope of the Railway Act.

→ REHABILITATING MERGED LINES NECESSARY PROCEDURE
Both the Mobile and Ohio (1181 miles) and The Alton (959 miles) were in bankruptcy when they became a part of the GM&O System. In fact, The Alton lost approximately 100 million dollars for its investors in the 35 years prior to its acquisition by GM&O.

Both of the properties were badly run-down . . . equipment old and worn out. Since 1940 heavy expenditures have been necessary for rehabilitation purposes. Typical of this modernized program is the Montgomery Division of the old M&O.

Today all but 40 miles of the 181 miles of track have been relaid with heavier rail; cross ties, which were untreated, replaced with treated ties. More than 1 1/2 million dollars have been spent strengthening bridges—this in addition to regular bridge maintenance. Right-of-way banks have been restored—drainage improved—ballast added.

In first-class shape the Division is an important segment of the System which will become increasingly important with the heavy movement of ore from Mobile to Birmingham next year. In expectation of this traffic 300 new System ore cars (costing more than 3 million dollars) are being constructed.
Meet the men who sell

TRAFFIC REPRESENTATIVES

CINCINNATI, OHIO

District Traffic Agent
L. W. Heist began his career as office boy with the former Mobile and Ohio Railroad in 1925. He is married to Agnes E. Heist, and they have four children, Sharon Louise, Kenneth Alvin, Louis, Jr., and Georgianne Marie.

Commercial Agent J. J. Gardner entered railroad service with B&O in 1925 where he worked in the Traffic Department until coming to the GM&O in 1943 as traveling freight agent. He is married to Margaret Gardner and has two children, Jean and Neal Joseph.

CELEBRAND, OHIO

District Freight Agent
A. F. Loth began his railroad career with the former Chicago and Alton in Buffalo, New York in 1927. He is married to Virginia Loth. They have two married daughters, Virginia and Sally, and one son, Lawrence, who is stationed with U. S. Air Force in England.

MINNEAPOLIS, MINN.

District Freight Agent
B. B. Briggs’ railroad service began at Kansas City, Missouri in the Livestock Department of the former Alton Railroad in 1918. He is married to Hannah Louise Briggs, and they have three sons—James, Donald and Douglas Eleichorn.

District Freight Traffic Manager A. A. Thorberon began his railroad career with former M&O in September 1912, having more than forty years of service with it. He is married to Ella C. Thorberon and they have one son, John P. Thorberon.

JACKSONVILLE, FLORIDA

Commercial Agent W. E. Byard, Jr. came to the employ of the Gulf, Mobile and Ohio in 1911 as commercial agent at Albany, Georgia, under jurisdiction of the Jacksonville office. He is married to Evelyn Byard and they have one son, Rodney William.

TAMPA, FLORIDA

District Freight Agent
A. A. Anderson entered GM&O service as traveling agent at Chicago in 1925 and was promoted to commercial agent in 1928. He went to Jacksonville as district freight agent in 1941. He is married to Darlene Anderson.

District Freight Agent
Fernando Castro, Jr. was employed by the former M&O Railroad as freight traffic agent at Montgomery, Ala. in 1940. He became district freight agent at Tampa in 1951. He is married to Nora Castro. They have one son.

District Freight Agent
John A. (Jack) Crawford entered service of the former M&O in 1923. He became commercial agent at Tampa in 1950 and was promoted to DFA in 1953. He is married to Shirley Cahow Crawford and has three sons, Johnny, Terry and Michael.
TREES GROW MONEY IN JONES COUNTY

While money does not actually grow on trees, Jones County, Mississippi 4-H Club members are finding that when properly managed, trees will turn into money.

A county-wide forestry and farm woodland improvement contest sponsored by the Mississippi Agricultural Extension Service, the Laurel Junior Chamber of Commerce and the Gulf Mobile and Ohio Railroad is bringing home to the 4-H Club boys of the county the importance of trees to the economy of Jones County.

The contest stresses management, selective cutting, and the importance of turning cull trees were used as fence posts and raters for a new barn.

"The important thing about Everett's project," said Burkett Hedgepeth, assistant county agent at Laurel, "was that he put everything he cut to a good use. There was absolutely no waste."

Everett has long range plans for his 4-H forestry plot. Now in the eleventh grade, he plans to use the income from trees to pay his way through college. Then he says he will cut enough timber to build a home.

Deceased

Switchman R. W. Wells, Meridian, Mississippi, was employed by this company as switchman on February 24, 1919.

Bracken Russ Sweeney, Bogalusa, Louisiana on October 16, 1933 at Bogalusa. Mr. Sweeney was born on September 27, 1897 and entered the service of this company on July 10, 1929. He is survived by Mrs. Sweeney.

Retired Cashier Fendle A. Haden, Rich- ton, Mississippi on October 24, 1933 at Laurel, Mississippi. Mr. Haden entered the employ of the company in August 1917 and retired on April 23, 1950. Funeral services were held at Kosciusko, Mississippi. He is survived by his wife.

Leverman - Telegrapher H. J. Wallace, Jackson, Mississippi, on October 30, 1933 at his home in Jackson. Mr. Wallace came to the GM&O on November 1, 1919. He is survived by his wife.

W. W. Rafield, former employee of the Freight Receipts Department, at Mobile, Alabama on September 11. Mr. Rafield retired on November 15, 1945 after having completed 55 years of service. He is survived by a daughter, Mrs. F. M. Suhite of Jackson, Mississippi, and a son, W. W. Rafield, Jr. of Moss Point, Mississippi.

Engineer Jack I. Robertson, New Albany, Mississippi, on October 28 of a heart attack at New Albany. Mr. Robertson was born at Columbus, Mississippi but had lived in New Albany for forty-two years. He is survived by his wife and two married daughters.

GT SAFETY AWARDS

Each month Gulf Transport Company presents safety awards to all bus and truck operators who have driven one year without chargeable accidents.

During October one year awards were presented to Truck Opr. Truman Fillmore and Bus Opr. J. L. Long and a six year award was received by Bus Opr. O. E. Harmon.

Fifty Years Ago...

George W. Couner of Joliet, Illinois points out a clipping from the Alton EVENING TELEGRAPH quoting the paper of October 24, 1903, when the outstanding news of Alton was the fact that the Chicago and Alton Railroad was buying two Baldwin locomotives, "largest in the world." These locomotives were designed to "draw 12-car trains accommodating 700 passengers" to run between St. Louis and Chicago.
FUNNY BUSINESS ON THE GM&O

To the average mother, it may come as no surprise that a hundred million “funny books” are printed in the United States monthly. More interesting to GM&O people is that twelve million of these come from a plant served exclusively by GM&O—Spartan Printing & Publishing Co. of Sparta, Illinois. And Sparta’s output is expanding at such a rate that a new building has just been completed to take care of the business which was in its infancy in 1935.

World Color Printing Co. of St. Louis completely manages the plant in Sparta, and they are part owners. At present the officers of the Spartan Printing and Publishing Co. are from the St. Louis and Sparta area and are as follows: Roswell Messing Jr., President; R. S. Grable, Vice-President; C. H. Luecking, Secretary; Roswell Messing Sr., Chairman of Board and L. J. Chase, Resident Manager. The Eastern stockholders are part of the Advisory Board and sit in on all major policy decisions. The plant is under the complete supervision of Roswell Messing Jr.

Firm Originated Comic Book

To the management of this firm there generally goes the credit for the origin of the “funny” or comic book. Former President R. S. Grable and Vice President Roswell Messing Sr. were in partnership in the World Color Printing Company in St. Louis when they selected the printing of the Sunday comic page supplement for newspapers. In the middle thirties, they conceived the idea of a comic book as a field of its own with new material and, to some extent, new characters. The first comic book in the United States with original material and characters, was named MORE FUN.

This was of larger size than the present comic book size. It was tabloid size, which is approximately the same size as a Sunday comic section folded in half. A change in format was made because the tabloid size comic book flopped over on the newsstands, whereas a smaller book stood upright.

Classics and Bible Stories Printed Now

The Katsenjammer Kids have long since yielded to space ships, and Mr. Messing is quick to point out that the classics and Bible stories are now available in comic book form. In September of this year, PICTURE PARADE appeared, the first educational comic-type magazine ever to be published for the exclusive use of elementary school students.

Testifying to the success of this form of reading matter are the multiplying orders for books for advertising and propaganda purposes. Some corporations issue a book quarterly to be distributed without charge. Not long ago a candidate for election in the Philippines sent a rush order for the story of his life to be done in comic book form in five different languages. Thousands of these were flown to him, winning the election for him, said Vice President Messing, thumbs down.

Sparta Now Carries Eggs in Four Baskets

The Sparta plant was located on GM&O at Sparta in 1948, after almost ten years of searching for a suitable location for expansion of the comic book production. GM&O Industrial Commissioner E. L. Robinson of St. Louis had been in touch with Mr. Messing since 1938 when the two drove as far south as Corinth on the GM&O, studying prospective locations. The war came on, and plans for expansion of the St. Louis plant were dropped until 1944. One day Mr. Messing read a story in a St. Louis paper about Sparta, entitled “Sparta Carries its Eggs in Three Baskets.” A trip to Sparta with Mr. Robinson convinced Messing of the city’s suitability for the plant.

One hundred thirty-one people are employed at the Spartan plant, most of them local inhabitants. From the laying of the corner-stone on June 16, 1944 until now, the relations between townsmen and management have been cordial.

To the opportunities for employment offered by The Spartan Printing and Publishing Co., Spartans credit the fact that their sons who returned from the Armed Services have remained at home.

Naturally there are some extra copies printed on each run, and a few of these, from time to time, are given to the children of the employees. Which explains why, to the children of Sparta, the fourth basket for Sparta’s eggs is an exceedingly attractive one.
RAILROAD SENDS WATER TO HELP FIGHT FIRE

When the worst fire in the history of Waterloo, Illinois occurred last month during the time a severe water shortage, GM&O was happy to answer the request from city officials that water be shipped by tank car from Venice, Illinois for the protection of the city.

The Horn Feed Mill at Waterloo caught fire on Thursday October 15, endangering homes and places of business alike. The fire was discovered in the basement of the building and employees of the mill quickly used fire extinguishers to control it. A few minutes later, however, smoke was pouring out of the roof of the building.

The local fire department was called and alarms were then telephoned to neighboring Valessey and Columbia. As Waterloo's water supply was at a low stage, city officials fearing a more disastrous fire than their supply would be able to combat, called the GM&O to ask if the railroad might be able to ship in tank cars of water for protection of the city. The office of Supt. R. G. Thomason at Venice acted quickly, starting one shipment immediately on its way from Venice to Waterloo. Another was dispatched by a later train.

On Friday the first shipment of water donated by the GM&O arrived, and firemen immediately began pumping out of it. Another arrived early the next morning, and by Saturday night it appeared that the fire was out.

(Photos courtesy Norine Dalkert of the Waterloo TIMES.)

THE MAIL TRAIN

GOOD JOB AT CORINTH

Mr. E. V. Bodie, Chief Engineer
Gulf, Mobile and Ohio Railroad Company

In behalf of the City of Corinth, I want to express my deep appreciation for the fine job that Mr. C. W. Butts has done in paving your crossings within the City. In my opinion, he has done a swell job and has done it expeditiously, with a minimum of inconvenience to the users of said crossings.

We are sincerely appreciative of the fine work and your wholehearted co-operation in this matter. It is a tremendous improvement, and we have received many praiseworthy comments from our people that continuously use these crossings.

Very truly yours,
CITY OF CORINTH, MISSISSIPPI
Leslie Horn, Mayor

GOVERNOR'S DAY SPECIAL

Mr. S. A. Dobbs, Vice President
Gulf, Mobile and Ohio Railroad Co.,
Chicago, Ill.

May I take this belated opportunity to express my sincere appreciation for the fine service that we received from the members of your organization on Governor's Day, August 20 on our special train to Springfield.

Mr. W. R. Godley and Mr. Harold Johnson are to be commended on their help in the sale of tickets. We have received many compliments from the folks who rode the Alton on that day who wish to express their thanks for the way these two gentlemen not only took care of them in their reservations but were everready to answer questions in an intelligent, fine manner.

Edw. F. Moore, Chairman
Republican Central Committee of Cook County
Chicago 1, Illinois

It is estimated that the Class I railroads will pay out $1,183,000,000 in taxes this year. Of this huge sum, $513,000,000 will be for federal income taxes, $294,000,000 will be payroll taxes, and $374,000,000 will be state, county and local taxes.
ALONG THE LINE...

Miss Patricia L. Vachon, Telephone operator in the Chicago telephone office since 1946, became the bride of Mr. Charles Marek on September 13. The young couple visited Mobile and New Orleans on their honeymoon trip. GM&O patrons and her fellow employees will continue to hear "Patty's" pleasing telephone voice, as she is remaining in GM&O service.

Mobile, Alabama—The Freight Receipts Department is happy to see James R. Jones and Chester Fagin both back from service with the Armed Forces.

Elwood, Illinois — Thirty GM&O employees honored Carl Lindner with a dinner party on his retirement from forty years of service at the South Joliet Tower. The party included several officials, two sons and a brother, and his brother operator J. F. Wheatley—all of whom testified to the pleasure it had been to work with the retiring employee. Gifts were presented and congratulations extended, wishing him a happy retirement.

New Orleans, Louisiana — Commercial Agent Rehabe R. Reynolds was elected on October 20 to be a non-resident director of the Traffic Club of Baton Rouge. Only non-resident members of the Club were allowed to vote.

Mobile, Alabama—Two additions to the Cradle Roll have been added to the Freight Receipts Department. Mr. and Mrs. Wayne Moseley have a son, Edward Jerome and Mr. and Mrs. Norville Morris have a son, John Farrell.

Mobile, Alabama—The Freight Receipts Department is also celebrating the wedding of Mr. Glenn Phillips and Miss Mary Alice Robeson.

It Is Not Always Easy
To Apologize
To begin over
To admit error
To take advice
To be unselfish
To keep on trying
To be considerate
To think and then act
To profit by mistakes
To forgive and forget
To shoulder deserved blame
BUT IT ALWAYS PAYS!
—Selected by Supt. of Women Personnel Vera Elvert.

Director Rushton Named Chairman for Peace Luncheon
Col. William J. Rushton, Birmingham, Alabama was named chairman of the World Peace Luncheon held in Birmingham on Armistice Day. The luncheon was said to be the No. 1 luncheon meeting in the nation on the day set aside to honor war dead.

Speaker for the occasion was Navy Secretary Robert B. Anderson, who outlined the Eisenhower administration views on national defense. The speech was broadcast over the Columbia Broadcasting System and televised for later newscasts.

Many leading military leaders, including General Lemuel C. Shepherd, Marine Corps commandant, attended the event.

Mr. Rushton has served as director for Gulf, Mobile and Ohio for several years.

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

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Comparison of the first 10 months of the years

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<th>1952</th>
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Commendations

Engineer B. Minga, Meridian, Mississippi, was commended by Supt. St. John for discovering a broken rail and notifying section foreman who replaced it with the minimum of delay to trains.

When their engine broke down, blocking a highway crossing, the crew of engine 402-A, with the aid of two agents, secured two car spacers and shoved the caboose and car off of the crossing. Commended for this action were Conductor L. O. Wrice, Bloomington; Brakeman J. J. Killoran, Bloomington; Brakeman C. M. Carr, Bloomington; Fireman F. Geison, Pocahontas; Agent M. D. Steadman, Fancy Praise; and Agent H. J. Mahan, Middletown.

Engine Foreman H. M. Williams was doing industrial switching when he noticed that two cars involved were in the process of being unloaded, and he believed them unsafe to move in order to perform other switching. He immediately took steps to have these partial loads protected before attempting to make the move, making every effort to reduce loss and damage claims.

Miss Agnes McDonald, operator at Plainview, Illinois, observed that a car in a passing train had a load shifted, with the crew having no knowledge of this fact. Miss McDonald notified the dispatcher so that the car could be set out and necessary adjustment made.

Operator W. K. Dunbar, Bloomington, Illinois, was commended by Supt. Conery for discovering the brakes sticking on a car of passing train, and notifying the crew so that the car could be set out.

Operator R. F. Schlemmer, Pontiac, Illinois, was watching a train pass when he noticed something dragging. He notified the crew, who found a bolt down and dragging. The car was set out at Pontiac.

Section Foreman C. R. West, Columbus, Mississippi, was at home; on duty when he heard Ex-706 South passing over the Tombigbee River Bridge, and making an unusual noise as it passed. Mr. West immediately investigated to find a broken rail. He then flagged 136 over and called his men and had the rail replaced.

Telegraph Operator H. C. Herndon, Tolson, Illinois, learned of a broken rail near Millstadt Jet. He secured leave from the dispatcher and then drove his automobile in search of the section foreman so that repairs could be made saving delay to trains.

Section Foreman John Fikes, Brent, Alabama, discovered a brake beam down on a passing train, notified the crew, and then assisted the crew in its removal.

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

- Agent F. W. Read, Slater, Missouri
- Brakeman G. E. McMains, Slater, Mo.
- Agent-Opr. A. E. Peterman, Jr., Tuscaloosa, Ala.
- Agent C. M. Smith, Williamsville, Ill.
- Operator G. R. Fickel, Athens, Ill.
- Operator W. J. Brady, Brighton, Ill.

Conductor A. G. Staudt, Sparta, Illinois, was commended by Supt. Tomason for his alacrity in discovering a brake beam down on a train as he inspected it while passing.

On October 15 while train No. 94 was passing train No. 66 at Elkhart, Conductor L. Carmody, Bloomington, Illinois, discovered a car of poles shifted and notified the dispatcher who stopped the train at Athol. It was found that these poles were in a dangerous position and might have fallen off the car and resulted in an accident. Brakeman R. Hopkins and Brakeman C. D. Evans, Roodhouse, interested themselves to the extent of pushing and lifting the poles until the load could be made safe so that the car could be handled through to Bloomington in train No. 94.

Fireman H. Drosselmeyer, Slater, Missouri, was commended by Supt. Miller for discovering a brake beam down.

Fireman R. G. Piper, Slater, Missouri, on inspecting his train, discovered a car of lumber with its load shifted. He arranged to have the car set out at Louisiana.

Supt. Berghegger Elected

GM&O Supt. of Dining and Pacher Car Service Walter H. Berghegger was elected president of the Association of American Railroad Dining Car Officers at their meeting which was held in New Orleans in October. Mr. Berghegger has been in the dining car service since 1924, and has held his present position with GM&O since 1946.

They Lent A Helping Hand

When Train No. 131 had engine failure near Brent, Alabama due to loss of water, the engineer called Mayor W. T. Wood of Brent at a late hour, asking for assistance. The mayor kindly brought a tank of water down for the engine, greatly aiding its railroad operation.

Night Chief of Police Horner Russell of Sparta, Illinois noticed a hot box on Train No. 31 as it passed through Sparta. He promptly called the GM&O agent there to inform him of this, and then went to the station to inquire further about the train.

Mr. Harshel Cooper, Route 3, Jackson, Tennessee, noticed one morning at about 6:30 that a head block tie was burned out from under the switch stand, south switch, at Fox. He flagged our local train and told the crew of this condition, so that they could report it to the dispatcher, who had necessary repairs made.

U. S. Mail Carrier H. K. Cottingham, Cullomsville, Alabama, noticed a journal box on a passing GM&O train was on fire. Mr. Cottingham thoughtfully called Agent W. O. Abbott at Cullomsville to give him this information. Mr. Abbott immediately drove northward to meet the train to inform the crew of this defect.