Nine Officers Are Promoted In Traffic Department

Promotions of nine officers in the Traffic Department, which is headed by Vice President L. A. Tibor, Mobile, were announced November first.

Promoted to the position of general freight traffic manager are K. G. Gottschaldt and C. F. Groom of Mobile. Promoted from freight traffic manager to the position of assistant general freight traffic manager are R. P. Tallman and J. H. Walkmeyer, also of Mobile.

Also promoted were I. H. Wentz, to freight traffic manager, Chicago; W. B. Hahn, to general freight agent, Chicago; L. A. Marlin, to general freight agent, Chicago; V. V. Cummins, to assistant general freight agent, Mobile; and J. L. Kane, to assistant general freight agent, Chicago.

Asst. Vice President in the Traffic Department in Mobile is E. B. deVilliers.

General Freight Traffic Manager Gottschaldt has been with this company since 1915, when he was employed as a messenger by the former GM&N Railroad in Mobile. He was employed in the Rate Department until 1923, when he was promoted to chief clerk. In December 1926 he was appointed assistant general freight agent and in 1937 he became general freight agent. He was promoted to traffic manager in 1949, which position he has held until his present appointment. (Mr. Gottschaldt was unavailable for a picture at the time the others were made.)

General Freight Traffic Manager Groom was employed by the former Mobile and Ohio Railroad in August 1916 at Mobile as a clerk in the Engineer’s office. In 1921 he transferred to the Freight Department, and he held various positions in the Solicitation Department until 1929, when he was appointed district freight agent at Pittsburg. In 1940 he was transferred to Chicago, where he held the position of division freight traffic manager. From Chicago he was transferred to Mobile in 1944 and promoted to freight traffic man.

(Continued on Page 2)

Directors Meet; Declare Dividends

The Board of Directors of the Gulf, Mobile and Ohio Railroad declared a $1.25 per share dividend on preferred stock and 50 cents per share dividend on common stock, at the regular quarterly meeting of the Directorate in St. Louis on November tenth.

President F. M. Hicks of Mobile said the preferred stock dividend is for the current quarter and is payable June 13th to stockholders of record May 24, 1955, and the dividend of 50 cents per share on the common stock of the Company is payable December 16th to holders of record November 26, 1954. Total dividends to be paid this year will amount to $5.60 per share on the preferred and $2.00 per share on the common stock.

Mr. Hicks said that preliminary figures indicate net income of approximately $600,000 for October, 1954 as compared with $790,000 for October, 1953.

The Board of Directors of New Orleans (Continued on Page 8)
Nine Officers Are Promoted In Traffic Department

(Continued from Page 1)

Manager, his position up to the present appointment.

Assistant General Freight Traffic Manager Tailman entered the service of the former GM&N Railroad in Mobile in 1920 as a secretary in the Traffic Department. In 1921 he was promoted to commercial agent. In 1922 he received the promotion to assistant general freight agent. In 1934 he served as secretary and assistant treasurer of the Company. From 1940 to 1943 he was located in Jackson, Mississippi, where he held the positions of executive general agent and freight traffic manager. In 1943 he was transferred to Mobile as freight traffic manager, having that position until the present time.

Assistant General Freight Traffic Manager Wollmeyer has been employed by this railroad since 1907, when he entered the service of the former Alton as stenographer assistant in Pittsburgh. In 1911 he was promoted to freight traffic agent. In 1930 he was appointed general agent, and in 1931 assistant general freight agent at Chicago. In 1943 he became general freight agent; in 1947 was appointed freight traffic manager in Mobile, the position from which he received his present appointment.

Freight Traffic Manager I. H. Wente has been with the Company since 1917, when he was employed as a clerk by the former Mobile and Ohio. He held various positions in Rate and Solicitation Departments until 1920 when he was appointed assistant general freight agent at St. Louis. In 1940, with the GM&N-M&O merger, he received the appointment of general freight agent at St. Louis. He was promoted to assistant traffic manager at Chicago in 1944 and to assistant freight traffic manager in 1947.

General Freight Agent W. B. Hahn, who was first employed by the former GM&N in 1924, started his railroad career in the Accounting Department as a waybill clerk. In 1925 he transferred to the Freight Rate Department, where he held various positions until 1937, when he was promoted to commercial agent in the Solicitation Department in Mobile. In 1944 he was appointed division freight traffic manager at Jackson, Tennessee and in 1953 was promoted to assistant general freight agent at Chicago.

General Freight Agent L. A. Marlin entered service of the former Mobile and Ohio Railroad in 1917 as a clerk in St. Louis. In 1928 he was promoted to special representative, which position he held until 1934 when he became chief clerk in the general freight office. In 1937 he was promoted to assistant general freight agent with headquarters in St. Louis. He has held this position in Mobile and Chicago, to which he was transferred in 1946.

Assistant General Freight Agent, V. V. Cummins was employed by the former GM&N in 1925 as a messenger. He held several positions in the Rate Department until 1941, when he was appointed special representative, which position he held until his present appointment of assistant general freight agent.

Assistant General Freight Agent J. L. Kane entered service with the former Alton as office boy in 1929. He was employed in the General Freight Office until 1947, when he was named special representative, Freight Traffic Department, Chicago. He has held that position in Chicago until his present appointment.

The first railroad car to arrive in Southeast Alaska, as might be expected, had marking GM&O. The car is being pulled off a railroad barge from Puget Sound by a diesel electric locomotive which stays on the job at Ward Cove, pushing pulp cars onto ferries and pulling off chemical cars. This slip automatically rises and lowers with unusually high and low Alaska tides. (Photo courtesy Pulp & Paper Management and Production Magazine of the Industry.)
I. B. Tigrett Scholarship
Fund Is Established

Friends of the late I. B. Tigrett, Chairman of the Gulf, Mobile & Ohio Railroad, have established a scholarship fund in his memory at Vanderbilt University. Chancellor Harvie Branscomb announced recently. It is an endowed scholarship "for close relatives of employees of the Gulf, Mobile and Ohio Railroad."

Vanderbilt also announced that the first scholarship awarded under the terms of the gift was to Clifford L. Garrard, Jr., of Jackson, Tennessee, who began his freshman year this fall. He is the son of the GM&O district traffic manager, and was an "A" student, member of the football team, and a recognized leader of the student body at Jackson High School.

The initial scholarship amounted to $800 plus an additional $400 paid to the university on the ground that tuition does not cover the cost of a college education. (Continued on Page 8)

After A Million Miles
He'll Take It Easy

Emmett B. Farrell has traveled more than 1 million miles and has been in every state in the Union during 54 years as a railroad official, but when he retired November first it was to a new home at Perdido Bay, near Mobile. "We've finally found the ideal spot for a permanent home," the Gulf, Mobile and Ohio Traffic Manager averred.

A native of St. Louis, Mr. Farrell has known no profession other than the railroad business. All of his 54 years have been with the same company. He was hired as a clerk by the former Mobile and Ohio Railroad in 1900 and rose through various promotions to become Freight Traffic Manager, the position he held in 1940 when M&O and the Gulf, Mobile and Northern Railroad were merged to become the new GM&O system. With the consolidation, Mr. Farrell was elevated to the position of Traffic Manager with headquarters in Mobile. He had lived here previously in 1931-1934.

Practically all of his railroad career has been as a salesman of rail freight service. "Highway, air-way and waterway competition, the first two comparatively new in the transportation field and all three highly subsidized, makes the young railroad solicitor's job harder today than when I started out," Mr. Farrell believes.

The first car of freight he ever secured for his road was a car of feed at Meridian, Mississippi.

However, he says, working hours are shorter and travel conditions much better today. He remembers when he had the entire United States to cover for the Mobile & Ohio as a sort of trouble shooter working with field offices. "I left St. Louis every Sunday night and didn't return until Saturday night. There was no air-conditioning and we slept in upper berths because trains were crowded and the best accommodations naturally were reserved for paying passengers."

When he was working for the M&O he attended an average of three Traffic Club banquets a month in principal cities of the Nation. The president of a rival railroad once asked him, "Are you the only Mobile and Ohio representative who eats? Every time I go to a customer dinner, there you are."

Once, leaving Denver, he gave his seat on the observation platform of the train to a young lady. She later introduced herself as the silent screen star, Pola Negri.

The home at Perdido is the outcome of several years search of the entire Gulf Coast area. The Farrells had decided that they wanted to live on the waterfront, Mr. Farrell drew the plans for the new home. Early training at the hands of his father, who was an Irishman and an Oxford student, fitted him for the home building project.

He insisted that his son attend school in daytime and manual training classes at night. He wanted his son to be able to make a living with his hands should the occasion arise.

A retired naval admiral and a Waterman steamship captain are the Farrells' next door neighbors. The railroad man's only claim to nautical knowledge is a rumor started by wagshen members of the transportation fraternity, when the Bay house was purchased, to the effect that the silver-haired, six-footer, soon to retire, was an expert water skier. As of today, Farrell has received several attractive offers from purported manufactures, if he will endose this tricky pastime for retired railroad men.

Mr. and Mrs. Farrell were entertained at a dinner party by friends last Wednesday night. He leaves the industry confident that it will continue to be the backbone of the nation's transportation system, although concerned because the railroads are being prevented from competing with other forms of transportation on an equal basis.

On the last day at the office, Traffic Manager Farrell was presented with a number of gifts including a portable typewriter by the G M & O Employees Club of the Traffic Department. Inspecting cleverly designed stationary depicting his coming life of ease are Mr. Farrell, Asst. V. F. E. deVilliers, Personnel Manager W. A. Bollman, Club President E. B. deVilliers Jr., G M & O Vice President, Traffic L. A. Tibor, Gen. Freight Agt., H. E. Quairies, and Chief Clerk H. O. Austin.
Thomas Heads Traffic Club

Division Freight Traffic Manager Codie Thomas was elected on November 9th as president of the Mobile Traffic and Transportation Club. His election was announced at a meeting attended by several hundred traffic officials from the Gulf Coast area.

Members of the group cast ballots by mail during the past month.

Also elected on the new slate of officers for the club was Local Freight Agent C. G. Lang, who will be a member of the board of governors. Thomas had held this office previously.

GM&O Ad

Wins Recognition

At the 22nd annual exhibition of the Art Directors Club of Chicago one of GM&O’s "Helping Hands" advertisements was hung for display. The exhibition was held from October 29 to November 12.

The ad explaining the railroad’s desire to lend assistance in industry location, was one of a series of institutional advertisements appearing in line newspapers this year entitled "Helping Hands.”

It was selected as one of 387 pieces to hang in the show from among 2307 entries in advertising and editorial art.

A picture of the ad as viewed by a visitor at the exhibit appears below.

The Railroad is with Mr. Robison

A newspaper editor once said, "The railroad has been with Mr. Robison for a long time.” And the people up and down the line, who had long been friends of the indefatigable GM&O Industrial Commissioner knew exactly what the editor meant.

"His nation-wide contacts with management of industry," said GM&O Vice President, Industrial, T. T. Martin, with whom he had worked since 1942, "is his intimate knowledge of the potentialities of the areas served by our line, and the complete honesty of his appraisals have made him an outstanding figure in the industrial location field.”

Boarding trains at all hours of the day or night in the search for industry, Mr. E. L. Robison has worked tirelessly for the development of GM&O territory.

"It was hard for us to keep up with him," complained one factory site seeker, many years Mr. Robison’s junior. "But," he added, "he’s a great little guy, and you can always count on what he says.”

Mr. Robison was among the first to realize the vital importance of pay-roll industries to the economic stability of the community, and there is hardly a town along the line in which people are not working in industries located with his assistance.

On November first Mr. Robison retired from the railroad. He plans to continue his work of locating industries from his home at Booneville, Mississippi, where he and Mrs. Robison also operate a newspaper and printing business.

It is with regret that his GM&O friends see him leave active participation in railroad life, but since his home is on the line, they expect to see him on GM&O trains. And, no matter where he goes, the railroad will still “be with” Mr. Robison in whatever he does.

Traffic Problem Solved

Charlie Bluestone of the GM&O Railroad office here passes along this one: A Midwestern Judge was hearing a case in which a collision had occurred between two drivers who were "under the influence." "I’d like to commend you two drivers," said the Judge, "for running into each other and not an innocent party. I think we have the solution to a serious problem if we can only encourage this sort of thing.”

—St. Louis GLOBE DEMOCRAT

The world’s greatest concentrated total of freight cars, 1,760,694, is owned by the American railroads. Their combined capacity is 93,625,750 tons, exceeding by far any other freight-carrying combination on the globe.
GM&O PARTY FARES ATTRACT ILLINOIS GIRL SCOUTS

At Granite City, Illinois a GM&O educational tour to Springfield for Girl Scouts, proved so reasonable and attractive, said Tour Manager Hilda Schroeder, "that at the last minute we had to turn some down for lack of reservations for them." As it was, one hundred seventy-four Girl Scouts made a memorable trip via GM&O to the State Capital on November fourth.

"We generally expect school tours in the Spring," said GM&O Division Passenger Agent Roy Fischer, who accompanied the group. "But this is the third group we have handled this year to Springfield or Chicago."

GM&O last Spring instituted Special Party Educational Fares to Chicago and Springfield on the north end of the line and to Mobile in the Southern region. By the end of the school year, the railroad had handled more than 2,000 students on these tours. "We are hoping for a great many more this year," said Fischer. "Many schools put such a trip into the plans for a particular class or group at the beginning of the school term, and the students save or earn the money by year's end."

GM&O passenger representatives gladly make all sightseeing arrangements and hotel or restaurant reservations; plan the trip for its greatest educational benefit to the students; and accompany them on the trip.

The Granite City Scouts had a gala day. Filling three coaches of, appropriately enough, the Abraham Lincoln, the youngsters spent the day largely in the study of Lincoln lore. For about half, it was their first train ride. One little girl kept asking if she could "go back into the next train" to join her friends.

Visit Early Lincoln Home

On arrival in Springfield, the group was divided into two parts, alternating in visiting New Salem Park; visiting Lincoln's home in Springfield, the only home he ever owned and where three of his children were born; seeing Lincoln's tomb; taking a sightseeing tour of the State capitol; and visiting the Centennial Building which houses the Illinois State Museum.

At New Salem Park the life of the hundred villagers of New Salem in 1831 unfolded before the school children of 1954. It was here that Lincoln spent six years embarking on his law career, studied by lighted pine knots, and met and loved Ann Rutledge. The little village is reproduced in flawless authenticity, the diminutive log buildings furnished exactly as they appeared when Lincoln lived there. A guide explains each building and relates anecdotes about each. "Here lived Henry Onstott, the cooper. It was here that Lincoln clerked in a store... This was the home and office of the dentist. He charged twenty-five cents to pull a tooth, but fifty cents if the patient required a pain killer..."

In the afternoon the two groups of Girl Scouts met at Lincoln's tomb, where Phyllis Farley and Carol Hoelscher laid wreaths on behalf of the Granite City Girl Scouts.

Girl Scouts Meet Governor

At the Capitol building, Governor Stratton was on hand to greet most of the group, shaking each little girl's hand as she passed. A state guide conducted each group through the building, lecturing on functions of the legislative branches.

Accompanying the group for GM&O in addition to Passenger Agent Fischer was Miss Margaret Halbrook of the Hostess Department. From Granite City a number of mothers who serve as Scout Leaders also made the trip.

When the Abraham Lincoln left the station at Springfield that night returning three cars of weary little girls to Granite City, it was buzzing with conversation, most of which centered about the day's events and the question "When are we going back?"
NEWS AT A GLANCE

RADIO COMMUNICATIONS

GM&O has equipped all of its freight trains in principal service with front to rear radio communications. These units can also communicate with divisional headquarters while on the road.

Supervisory officers also have company automobiles with radio equipment for emergency or routine contacts with train and engine crews while in the field.

129 MILES AVERAGE HOURLY PAYROLL HAUL

In 1920, the railroads hauled 64 tons of freight one mile to take in enough money to pay the average railroad employee an hour’s wages. Last year, they hauled a ton of freight 129 miles to take in enough money to pay the hourly wage of the average employee.

NEW PULPWOOD CARS

Construction of 200 new freight cars for pulpwood traffic will be started in January. The building program will call for an expenditure of approximately $1,400,000 and will bring GM&O total ownership of this new type car up to 900. The cars are of a special design previously worked out by representatives of the various pulpwood user industries and the railroad.

WORK PROGRESSING ON INDUSTRIAL DISTRICTS

Surveying and planning on two sites recently purchased by the GM&O Land Co. for industrial expansion and warehouse concentration purposes, are being progressed rapidly. At both Mobile and Jackson, Tennessee, layouts of water, sewage, streets and railroad facilities are being mapped and actual work is expected to start within the near future.

The necessity for additional railroad locations for industrial growth prompted the decision to purchase acreage in these two important line communities.

GOVERNMENT POLICY TOWARD HIGHWAY PROGRAM

Highways should be self-supporting on the basis of user charges, with equitable and adequate payments required from heavy trucks that use highways as freeways, the Association of American Railroads advocated recently in a statement filed with the President’s Advisory Committee on a National Highway Program.

Stating that a major part of the nation’s highway problem lies in the continuing failure to charge heavy trucks with a proper share of highway costs, the A.A.R. said that these vehicles, artificially encouraged by low user charges, “multiply out of proportion to their true economic range, thus requiring still greater highway expenditures to be made in an effort to accommodate them.”

The statement pointed out that objective studies had proven motor fuel taxes an unsatisfactory method of applying user charges because consumption of fuel does not increase proportionally with increasing vehicle sizes and weights. As a result, it continued, “passenger automobiles have been made to bear extreme burdens of highway costs that should have been placed upon large and heavy freight vehicles.”

“What is needed,” it stated, “is a mileage form of tax, graduated by weight classes and directly variable with the actual use made of highway facilities in each particular state.”
Ladies In The News

NOTED PASSENGER — Although not unaccustomed to celebrities, the crew of the Abraham Lincoln nonetheless experienced a pleasant ripple of anticipation to learn that Cornelia Otis Skinner was to be aboard the Abraham Lincoln to Springfield recently. The famous actress and author (OUR HEARTS WERE YOUNG AND GAY) rode the train from St. Louis for an appearance at Springfield.

Conductor “King” Cole (above) is interviewed by Memphis COMMERCIAL APPEAL Writer George Sisler and Cartoonist Cal Alley aboard the Mississippi local.

Norman Nelson, Memphis Traffic Office, and Assistant Supt. Kelly of Jackson, Tennessee (below) accompanied newsmen on railroad trip.

WRITER AND CARTOONIST RIDE GM&O TRAIN
FOR ARTICLE IN COMMERCIAL APPEAL

Memphis Feature Writer George Sisler and Cartoonist Cal Alley got a little “local” freight train color from Conductor H. (King) Cole before doing an article on GM&O for the Sunday (Nov. 7) Commercial Appeal. The newsmen rode the Mississippi local from Tupelo to Jackson, Tennessee.

Sisler, who ran away to join the Navy at the age of fifteen, is a well known Korean war correspondent whose stories received wide attention in Scripps-Howard publications. He just recently returned to the States after having covered the Haiphong evacuation.

A native of West Virginia, he says he “came to the deep South early; fell in love with it, and will never leave.” He particularly likes working in the Memphis area because here “a newspaperman can be natural.” He came to the Commercial Appeal from the Associated Press in Baltimore. He served with the Navy during World War II.

Alley comes naturally by his artistic abilities. His father, J. P. Alley, created the philosophical “Hambone” and continued it for twenty years as a Commercial Appeal newspaper cartoonist. Upon his death, Mrs. Alley and his two sons, Cal and J. P. Jr., assumed the responsibility of keeping the very popular feature alive.

Cal says he has been drawing “as far back as I can remember.” He sold his first cartoon to the Commercial Appeal at the age of ten years. He has worked for the Kansas City Journal and the Nashville Banner. Just recently he originated a daily comic strip “The Ryatts” which has been nationally syndicated.

The GM&O article was the second appearing in the Commercial Appeal illustrated by sketch-board techniques instead of photographs, and writer Sisler and Cartoonist Alley like to work together as a team.

A good friend of the newsmen and of a member of GM&O’s Memphis freight office, Norman Nelson, accompanied them on the source gathering trip.

HAPPY BIRTHDAY to “Dodie” Stewart was wished by members of the Tariff Department in Mobile when they surprised her with a birthday cake recently.

The American railroads are among the nation’s biggest employers of labor — average employment on the railroads in 1933 was 1,226,665.
DECEASED

Engineer Francis Pindell, Bloomington, Illinois, on October 25, 1954. Mr. Pindell was born January 14, 1887 and entered the service as fireman on July 16, 1909. He was promoted to engineer on December 19, 1918. He is survived by his wife.

Retired Engineer John Lee Parham, Jackson, Tennessee, on October 18, 1954 at Jackson. Mr. Parham entered service of this company on June 23, 1902 and retired on December 11, 1942. He is survived by his wife, three sons and two daughters.

Mr. Frank L. Pierce, General Chairman, Brotherhood of Locomotive Engineers at St. Louis on October 16, 1904. Mr. Pierce entered the service of this company as fireman on November 5, 1904 and was promoted to engineer on September 5, 1909. He is survived by his wife, who lives at Normal, Illinois.

Yard Engineer E. W. Luck, Venice, Illinois, who entered service as a fireman on February 8, 1923, died at his home in St. Louis on November 7, 1954. Mr. Luck was promoted to yard engineer on January 21, 1942.

I. B. Tigrett Scholarships

(Continued from Page 3)

These amounts are for one year, and may be renewed from year to year.

The I. B. Tigrett Scholarships at Vanderbilt are awarded on a merit basis to persons recommended by a special committee consisting of the railroad chairman's widow, Mrs. I. B. Tigrett, of Jackson; E. E. Wilson, of Nashville; and Hugh W. Hicks, president of the First National Bank of Jackson. The terms of the gift to Vanderbilt specify that the president of the bank shall be chairman of the committee, which is otherwise self-perpetuating.

Interested GM&O applicants for this scholarship in future years are asked to apply to Director of Admissions, Vanderbilt University, Nashville, Tennessee. He will furnish forms, as well as information, necessary for scholastic eligibility and for presentation to the selection committee.

A smile should be easy to negotiate. It is standard equipment, even with the grouchest of us. It is almost never over used. It never wears out; indeed, it seems to grow brighter and more lovely with use.

—Cy Lance

THE WINDOW

YOU NEVER CAN REPLACE

Clipped from the Lackawanna Magazine

If I Have An Accident, It Reflects On All Of Us

(The following article was elected from SAFETY NEWS of the C&WI RR by F. E. McMullen of the Operating Department.)

With few exceptions, the person who hurts himself must realize that he has done something that is not much to his credit.

An accident reflects on the know-how of the worker who disables himself trying to perform useful work. An accident reflects on the know-how of the injured's supervisor, who is responsible for prescribing the way work is to be done and for satisfactory performance by making safety directions a part of every instruction, explanation, and order given.

An accident also reflects on the supervisor's superiors, whose activities differ from those of the direct supervisor chiefly in degree.

Directors Meet;

(Continued from Page 1)

Great Northern Railway Company, GM&O subsidiary line, also meeting in St. Louis declared interest payable on New Orleans Great Northern Railways Company 5% Income Debentures, 1¼% payable December 16 to holders of record December 11, 1954, in addition to 1% already declared payable on that date, and 1% payable June 13, to holders of record June 8, 1955.
ALONG THE LINE

Jackson, Tenn.—All three Kelleys were delighted when the new seven pound addition to the family was a little girl, whom they named Roblyn Louise. Commercial Agent Bob reports that the daughter was born on October 28th, and big brother proudly announces the arrival with “I have a new sister, her name is Robinhood and she’s a cute little sister.”

Mobile, Alabama — It was a son for the David Gwins of the Freight Receipts Department, born on October first and named Michael David.

Mobile, Alabama — The Freight Receipts Department is happy to have Arthur Rodwell and Charles Hubbard back from a stint with Uncle Sam.

Mobile, Alabama — Clerk Anne Brooks of the Station Accounting Bureau, was married to Mr. Walter G. Swan on October ninth.

Charlotte, N. C. — It is with deep regret that the many friends of Commercial Agent H. A. Talley learned that his son Hugh was killed in an airplane accident in Korea October 2. He was stationed in Japan, having left this country August 25.

Cairo, Illinois — Switchman O. O. Wilson retired from company service on October 13, 1954.

The marriage of Miss Alfreda Topping, Passenger Representative for GM&O in New York, to Mr. Otto Lowe of Washington was an event of late August of interest to a multitude of friends on Gulf, Mobile and Ohio. Mr. and Mrs. Lowe are seen leaving Lincoln Chapel of the New York Avenue Presbyterian Church where they were married. A reception was held following the ceremony by Mr. and Mrs. Leslie Bitle and Mr. and Mrs. Constantine de Stackelberg.

GM&O Yards at Venice, Illinois look like this from the Communications and Operating Tower at East St. Louis.

COMMENDATIONS

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

Brakeman W. H. Haley, Jr., Slater, Mo.
Brakeman S. M. Carr, Slater, Mo.
Brakeman J. M. Oyer, Tuscaloosa, Al.
Brakeman A. R. Betta, Meridian, Miss.
Fireman W. W. Austin, Slater, Mo.
Agent T. E. Usnick, Laddonia, Mo.
Engineer C. D. Lewis, Slater, Mo.
Brakeman W. W. Wenzel, Slater, Mo.

Switchman I. L. Francis, Venice, Illinois, detected a broken flange on train 32 and called it to the attention of the train crew and yardmaster.

When he saw that train 32 had dropped a journal as it passed, Relief Section Foreman J. W. Jones, Byram, Mississippi, stopped the train to notify the crew of this mishap.

While on duty, Mr. Carl Phillips of White Hall, Illinois, was listening to train 133 pass, when he heard an unusual noise. When he investigated, he found a broken rail, which he promptly reported to his foreman. The rail was immediately changed out.

For intelligent handling and cooperative attitude when their train developed trouble, Conductor J. J. Beck, Engineer R. J. Brown and Brakeman E. R. Wilson, all of Bloomington, were commended by Supt. Comerly.

Section Laborer Willie Wilson, Tupelo, Mississippi, of the Frisco Railroad discovered a broken rail on the GM&O main line and notified the operator, which gave an opportunity for the rail to be repaired without mishap.

While working as crew of a switcher in the Tuscaloosa Yard, Foreman C. E. Jankin, Helper Lafund Smith, Helper W. G. Jones, Engineer E. B. Thompson and Fireman F. C. Thompson, discovered a bridge burning about midway of the trestle. They promptly extinguished the fire, confining the damage to one tie. For their interest they were commended by Supt. St. John.

Three railroaders on other lines and one minister contributed to safe operation on GM&O during October.

Operator R. A. Judy of the AT&SF, Pequot, Ill. and Agent R. W. Walker of the Wabash, Clark, Missouri each discovered a hot box on a passing GM&O train.

Operator J. F. Ferkley of the CB&Q, Francis, Missouri, notified a GM&O crew that a brake beam was down on their train.

At Brooksville, Mississippi, Rev. Mr. J. B. Riley noticed one Sunday evening that a long piece of iron had fallen under a GM&O train and was sticking in the crossing. He went to the home of the GM&O agent to report this danger to trains and cars.
Commendations

Section Laborer Henry Smith, Gordo, Alabama was commended for discovering a broken rail and immediately notifying the agent and section foreman, and then helping to replace the rail.

For their ingenuity and interest in moving their train which had developed engine trouble, Engineer E. D. Maharry and Fireman J. M. Fikes were commended by Supt. St. John. The two worked on the engines and made emergency repairs, enabling the train to move and make connections in Montgomery.

On the morning of October 23, at about the time that train 233 arrived at Union, Mississippi fire broke out on the east side of the track and was rapidly spreading, endangering a nearby lumber yard. Engineer J. W. Winslett, Laurel, Mississippi, immediately removed two large fire extinguishers from 233’s engines, and making his way through briars and burning brush, managed to bring the fire under control until sectionmen and the Union fire truck could reach the scene. Through Mr. Winslett’s action, probable serious damage was prevented.

Switchman Earl Wheeler, Bloomington, Illinois, was returning to work from his lunch period when he noticed a car in train 33 leaving the Bloomington yard on which the wheels were sliding. He promptly notified the yardmaster, who arranged to stop the train, and Mr. Wheeler released the brakes on this car.

Agent F. L. Lakin, Auburn, Illinois, discovered two hot boxes on a passing train, and notified the dispatcher so that the cars could be set out.

Operator V. C. Woods, Springfield, Illinois, was commended by Supt. Conerly for discovering a brake shoe dragging on a passing train, and promptly notified the dispatcher, who was able to stop the train and have the car set out.

When engine trouble developed on train no. 2, Fireman L. L. Crutcher, Bloomington, Illinois, worked on this engine until he corrected the situation so that the train could be handled into St. Louis.

When the boiler room roof at South Joliet was discovered on fire, Switchman R. McCallum, Switchman Fred King, Engineer J. Zubaic and Fireman G. Anderson, all of Joliet, rendered valuable assistance to the roundhouse forces, and for their aid were commended by Supt. Conerly.

Mr. H. DeLong, Slater, Missouri, was conductor on train 97 out of Roodhouse, when he discovered truck side broken out on a car and arranged for the car to be set out at the next stop.

Operator L. A. Wollenman, Higginsville, Missouri, discovered brakes sticking on car of a passing train and notified the crew so that proper repairs could be made.

Interchange Clerk L. G. Clark, Mobile, Alabama, was passing through the yard when he saw two car seals lying inside an empty box car which had just been pulled from an industry. Upon investigation, he found that these two seals had never been used and they carried the name of one of our local industries. He took the seals to the industry, a good GM&O patron, and explained them to the importance of keeping car seals out of the hands of unauthorized persons.

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**OUR FREIGHT BUSINESS**

Revenue Car Loads Billed and Received On GM&O

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<td>59, 710</td>
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<td>47, 837</td>
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</tbody>
</table>

Comparison of the first 10 months of the years........

1953 | 530,297 |
1954 | 485,815 |

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