

Big Man, Little Car



—Times Staff Photo by George Hall.

JO CONN GUILD JR.

By CHARLES PENNINGTON

New interests add zest and pleasure to life at any age.

Josephus (he uses the diminutive Jo) Conn Guild Jr. can vouch for that.

At 70 he is one of Chattanooga's most enthusiastic sports car devotees.

His interest in automobiles goes back about 50 years, but his fascination with the small cars started about six years ago when he bought a Jaguar. Now he owns a Ferrari, a Frazer-Nash, a Lancia (which his wife drives) and a small British-made Metropolitan.

He has great admiration for the fast, rugged Ferrari, which he calls a "brutal" car to drive, but his eyes light up with pure devotion when he talks about his Frazer-Nash.

No relation to the American car of the same last name, the low-slung British car is designed and built by Archibald Frazer Nash.

"He only builds them on order and he turns out only 10 or 12 a year. But they're custom made for the buyer. I was measured for that car like I would be for a suit of clothes."

Leg-room on the driver's side has been extended to accommodate Guild's 6-foot, 2-inch frame; a shorter man can barely reach the pedals.

But for all their surging power and catlike maneuverability, the real thrill of driving sports cars is in their mastery and control, Guild says.

An expert driver himself, Guild likes to attend sports car races but he says he is too old to drive in competition.

To appreciate sports car racing you have to know what to look for.

"People who don't know about sports cars just see a lot of cars going by. But those drivers have to know what they're doing—you know what I mean?"

"They have to have a feeling for the car, like flying a plane by the seat of your pants back in the old days. They have to know exactly how to decelerate when going into a curve or turn. They don't use brakes; they slow it by shifting down into a lower gear. They slide into the turn almost sideways and if they have misjudged by a fraction they're in the ditch. And if they skip a gear shifting down they tear out the gear box. It's tricky driving. Takes a lot of nerve and skill."

Just driving a sports car around town requires special knowledge.

"If your engine operates most efficiently at 3,500 revolutions per minute, that's where you ought to keep it, no matter what gear you're in. I drive all over town a lot of times without ever getting above second gear."

Jo Conn Guild is president of Southern Coach Lines, which operates the city bus system, and chairman of the board of United Transit Co., which is composed of 10 subsidiaries, including Southern Coach. He was president of the Tennessee Electric Power Co. before it was sold to the Tennessee Valley Authority.

The old TEPPO operated the street transportation system here and when TVA took over its power facilities Guild stayed in the transport business and organized Southern Coach and organized Southern Coach. Shortly afterward he switched from electric-powered streetcars to gasoline-driven buses.

Somewhere he gives the impression of being bigger than his physical measurements and 220 pounds—like a huge but friendly bear. The thought of him inserting his bulk into a little sports car

is almost ludicrous until you see how easily he does it.

He has iron-gray hair and light blue eyes that look directly at you from under heavy black brows. The tip of his left brow quirks sharply upward and the right one downward. An arthritic hip gives him a slight limp and almost constant pain. He wrenched his leg when he stepped through a rotten board in the bottom of a duck blind about 10 years ago.

"The doctors advise against cortisone in my case and bravely let me suffer."

Guild takes pride in his pioneer Tennessee ancestry. Both sides of his family settled in the state in the early 1800s. His maternal great-great-grandfather, Dr. Samuel Mayes, bought a 320-acre farm near Columbia in 1807 and it has been in the family ever since. Guild still operates it for sentimental reasons. He raises hogs and cattle there and just before Christmas every year is hog-killing time. He has a smokehouse at his home on Lookout Mountain in which he cures delicious hams and sausage, using old recipes long in his family.

His mother's father, Robert Orr, came to Tennessee from North (Protestant) Ireland in 1860. When he tried to enlist in the Confederate Army along with his brothers who had preceded him here, an alert recruiting officer, finding Orr had a British passport, put him to work as an espionage agent. Moving about freely in the North, he passed along Yankee military information for two years. He became suspect and fled just ahead of the hangman to the relative safety of a Confederate uniform back home.

Jo Conn Guild Sr. and Mary Orr Guild moved to Chattanooga in the 1880s. Jo Conn Junior was born here in a house on Gilmer Street, now East 8th Street, on what is now the parking lot of Interstate Life & Accident Insurance Co., on Dec. 15, 1887. He was an only child.

His father, a civil engineer, traveled a lot during the boy's early life and he took his wife and son with him. He was tutored by his parents and never set foot in a school until he entered Baylor at the age of 10. Baylor then was on the present site of Centenary Methodist Church. Guild is now chairman of the board of trustees of Baylor.

He attended the University of Virginia and Vanderbilt, where he majored in civil engineering. He was later elected to full membership (as compared to a junior or associate membership) in the American Society of Civil Engineers.

Jo Conn Guild Sr. designed Hales Bar Dam, which Jo Junior says was the first dual capacity (hydroelectric and navigation) dam in the United States. A permit for its construction was granted in a special act of Congress. The elder Guild and C. H. James persuaded Anthony J. Brady, New York City financier, to put up the money. When the dam was finished the Army Engineers operated the lock for navigation, and the old Chattanooga & Tennessee River Power Co. generated electric power for Chattanooga.

The company later merged with several others supplying power to Tennessee counties and became the Tennessee Electric Power Co.

Guild has one daughter, Virginia (Mrs. Robert M. Colmore), by his first wife, the former Sarah Nichols of Savannah, Ga. He married May Bondurant Young of Mississippi in May, 1942.

CURREY, SUMMITT HIT ANCIENT LAWS

Doctor Contends State Is
Good Place to Get Away
With Murder

CORONER WRITES BILL
Would Set Up Examiner,
Staff, Lab in Nashville,
Tighten Autopsy Act

The assertion that Tennessee is a good state in which to get away with murder is true, in his view. Dr. Doyce Currey says on the program, "The Tennessee Point of View Sunday."

Dr. Currey, former Hamilton County medical examiner, and Robert M. Summitt were guests on the program, which is presented by the American Education Council on WDEF-TV.

Questioners were Martin Ogle, of the Times; John C. Tamm, and Richard Dilettos, attorneys. Mr. McMurtry, a reporter, was also a guest.

Summitt is a lawyer, but he is not a doctor. Dr. Currey serves as his medical witness.

Dr. Currey said he believes it is true that many murderers get away with their crime because of the antiquated nature of the state's code concerning criminal homicide.

The state code concerning homicide is not as strict as the federal code, he said.

Wide Territory

He said the state covers 500 square miles and has a population of nearly 5,000,000. It is difficult to investigate all murders and to apprehend all murderers in the county. The coroner agrees with Dr. Currey and adds that it is not always possible to get away with murder.

Summitt said doctors and lawyers are not as strict as they should be. He said his carefully maintained files show that 100 percent of the cases he has seen would be a doctor, Summitt said he is undecided.

He said he would be a doctor if he could get away with murder. "It is my civic duty to serve."

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**Savings Bond Sales
\$3,271,254 in 8 Months**

A total of \$3,271,254 was invested in savings bonds during the first eight months of the year.

Terrell H. Hamblen, County savings bonds chairman, reported.

The amount is approximately 10 percent above the bond purchases in the city during the same period last year.

"We hope to start 50,000 more savings bonds and add to regular savings this year," Carter said.

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A total of 18,132 was invested in savings bonds during the first eight months of the year.

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**92,000 Went to Fair,
More Than in 1957**

An estimated 92,000 persons attended the 1958 Hamilton County Interstate Fair, Mrs. Maude Alwood, reported.

"We had hoped to have a record high attendance of about 100,000, but when you consider that it was the 10th year of the fair, we were pleased," Mrs. Alwood said.

"The fair was a success, and we are very pleased with the results," Mrs. Alwood said.

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CHATTANOOGA MEN BAIL OUT OVER SEA

2. Air Force Pilots, Capt. Parratt, Lt. Trotter, Picked Up Unhurt

COTTER RESCUES PAIR
Fliers Forced to Land
When Jet Catches Fire
Over Atlantic

Two Air Force pilots, both passengers, were picked up unhurt after bailing out into the Atlantic Ocean Sunday when their plane suddenly burst into flames.

"They are Capt. E. F. Parratt, 30, of Atlanta, Lt. Col. L. E. Trotter, Jr., of 2009 Pinhook Ave., Atlanta, and Capt. Alfred Hardie & Caudle, 30, of 809 Market Street, 810 Broad Street.

Both "weekend" pilots are reserve officers commanding the 11th Fighter Wing.

Capt. Parratt, 30, is employed by the State of Georgia, and a graduate of General Postgraduate Course. He is a vice colonel in the Air National Guard.

Lt. Trotter, 22, is a son of Mr. and Mrs. G. Trotter, a graduate of the Georgia Tech Institute of Technology.

Both were flying a T-33 jet fighter plane when they were forced to land in the ocean about 10 miles off the coast of North Carolina.

The two fliers were bailed out of their plane by Capt. James E. Lewis, 21, of 1105 Elm St., Roswell, Ga., who was serving as a flight instructor.

Both fliers were uninjured when they were bailed out of their plane.

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FLORSHEIM HAND-STAINED CALFSKIN

Totally new, wonderfully dif-
ferent—a new look in leather
to wear with any fall outfit.

Brown at its newest!

Exclusively at

Hardie & Caudle

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