To Our Employees:

Since the beginning of time there has lived only one Perfect Man. Every other human has been afflicted with his own peculiar faults and frailties, and the best any of us can do is to struggle to minimize them.

On our Railroad I hear many compliments about our service and our employees, and I must say there is nothing which gives me more satisfaction. We are known and judged, in fact, by our daily contact with the public. We are rewarded or penalized in accordance with the impressions which these groups create.

It is noteworthy that in an Association of American Railroads’ poll on the public’s opinion of the railroads recently, more courtesy was urged by many people. There is no quality in service which costs so little and means so much.

In extending appreciation for all of our fine work, may I express the hope that everyone will take the time to review his own personal attitude. I am sure we all have associates or acquaintances who are widely known for their friendly and interested manner and who are worthy of watching and imitating. And I am sure that none of us would knowingly reflect upon this Company anything but the best of intentions.

J. B. TIGRETT
President

Industrial Department Releases
Columbus Survey Report

The latest survey report to be released by the GM&O Industrial Department lists complete data on Columbus, Miss., for the use of prospective business firms.

The report, one of a series on various communities along the GM&O, describes all power, communications and transportation facilities and describes potential industrial sites.

This survey is available to interested firms on request from either the Industrial Department or local traffic representatives.

Passenger Department Schedules
“Family Meeting” In St. Louis

Methods of further improving GM&O’s passenger service will be the subject of discussion at the “family meeting” of the GM&O Passenger Department in St. Louis on January 17th and 18th, according to Passenger Traffic Manager R. A. Pearce.

Scheduled to attend the meeting are representatives from both on-line and off-line offices. The two-day session will be the department’s second since the GM&O-Alton merger.

Each Spring, countless visitors arrive in Mobile and New Orleans on the GM&O’s REBELS to participate in the annual Mardi Gras celebrations, and to view the famous Mobile Azaleas Trail. Both daylight and night parades (left photo) highlight the festivities of the carnival season which reaches its climax on Shrove Tuesday. In late February and early March, a blanket of vari-colored azaleas brings beauty and charm to historic Bienville Square in downtown Mobile.
Mechanical Department Changes Announced

Two changes in the Mechanical Department, effective January 3, have been announced. Master Mechanic E. A. Johnson, St. Louis, will have jurisdiction over the St. Louis, East St. Louis Terminal Area, including Tolson, Venice, and Alton. Master Mechanic H. R. Kinney, Chicago, will assume jurisdiction over the Western Slater and Kansas City, in addition to Chicago Terminals, Joliet, Dwight, Peoria, and Springfield.

E. W. Goslee Recalls First Day With The GM&O

Freight Traffic Manager E. W. Goslee, Los Angeles, completed his twenty-fifth year with the GM&O on January 1, while visiting in Mobile. "I don’t have much trouble recalling my first day with the GM&O," Mr. Goslee said, "because Traffic Manager E. L. Mounfort wired me to report for work on January 1. He’d forgotten it was a holiday, so I guess I’m the only man on the railroad who worked that day."

Mr. Goslee is at present time convalescing from an operation at the Missouri Pacific hospital in St. Louis.

Strong Transportation Policy Favoring Use Of Railroads Adopted By Westinghouse

The Westinghouse Electric Corporation is one of the first large companies to publicly adopt favoring railroads over motor highway carriers in the movement of freight shipments. This information was contained in a recent letter to President Tuggett from an official of Westinghouse, which annually pays a freight bill of approximately forty million dollars.

All Departments of the Electric Corporation have been instructed to give “every reasonable consideration” to the railroads with regard to handling the Company’s transportation business. Westinghouse Vice-President A. H. Phelps says that because motor carriers are subsidized from general tax funds through the use at very nominal costs of public highway facilities and because they are permitted to be selective in the class of freight which they haul, the existence of the railroads as a private enterprise is threatened. He says that this, in turn, is a threat to American industry generally.

Gulf Mobile & Ohio Railroad.

Last week I had occasion to make a rather hurried trip to Mobile. After I had returned, I was conscious of a pleasant reaction. First, the assistance of your people here in securing my Pullman accommodations; second, the attitude of the train crew including the hostesses; third, the very kindly assistance of Mr. Chapman at Mobile; and fourth, the assistance of the conductor on the train (the Alton) entering Chicago so that I could make a connection.

I happened to speak of it to our attorney and stated that it made me feel somewhat as I did years ago when I first began traveling in Canada on the Canadian Pacific, to a degree I was their guest, I had the feeling they would take care of me. I had the same feeling on the Gulf, Mobile and Ohio.

Sincerely yours,
E. J. Phillips
PHILLIPS & COMPANY.
Chicago, Ill.

Gulf Transport has been operating into the Mississippi capital since October 13, under intrastate rights granted by the Mississippi Public Service Commission. Accompanying scenes were taken along the southern route into Jackson. The photo at the left shows the state capitol, with the newly-completed state office building in the background.

This new office building, built at a cost of $4,000,000, has over 200,000 square feet of space and will be used to house 28 of the state’s administrative offices. Most of the elective officers, including the governor and his staff, will maintain their offices in the present capitol building (foreground), which was built in 1865 at a cost of approximately $1,000,000.

The photos below show (left) a view of the Greyhound Terminal, from which Gulf Transport buses operate in Jackson as seen through the windshield of the bus. Agent and Mrs. Claude Shuttleworth, Forest, (center photo) greet Gulf passengers to their newly completed bus station. Start of the southern operation is shown (right photo) at Laurel, where the northbound bus meets a Mobile-bound Rebelliner.
Venice Yard Modernized To Increase Efficiency, Speed Service To Freight Shippers

Another step in GM&O's modernization program was completed last month with the addition of lighting and the latest type of communications at the Venice terminal.

Coincident with the consolidation of the three yards in the immediate East St. Louis area, an 84-foot tower was constructed to provide control and operation of the entire yard from one vantage point. Atop the tower structure, giant floodlights provide night illumination, enabling the yard crews to perform their duties under conditions approaching daylight.

In his office, located 54 feet above the ground, the yardmaster has an unobstructed view of the entire yard. Instead of the telephones previously used, he will communicate with personnel through the modern communications system. The new system consists of 36 intercommunication speakers, located throughout the yard, and nine paging speakers. Operation of the yard, including conversations with switch crews, can be carried out by the yardmaster through this system.

According to Superintendent S. G. Thomason, in charge of the Venice terminal, the new system is expected to eliminate terminal detention of freight traffic and to provide safer and more economical handling. A similar system is in operation at the GM&O's Glenn Yards, outside Chicago.

"Why Hobble the Railroads?"

The railroads do not live on passenger business. They rest on a foundation of freight. In this field they compete with trucks, boats and planes. This year various branches of government will spend about half a billion on highways. There is a subsidy for one competitor. They will spend about a quarter of a billion on aviation facilities. There is a subsidy for another competitor. They may spend as much as $100,000,000 on waterways and harbors. There is a subsidy for the third.

But no branch of government will buy so much as a peck of oats for the iron horse. In fact, government will continue to hobble her with all the anti-monopoly restraints that were justified half a century ago and are kept on today when railroads have changed from a transportation monopoly to a much harried competitor. Because government thinking about railroads has not changed is a primary reason why the roads made only 3.41 per cent on net investment in the boom year, 1947.

Boston (Mass.) Traveler.

Gulf Transport Presents Eleven Safety Awards

Eleven Gulf Bus and Truck Operators were presented safety awards during the month of December, 1948. The awards were as follows:

Six-Year Award—Truck Operator Q. M. Fair; Five-Year Award—Truck Operator Hobson Glass; Three-Year Award—Truck Operator Wilson Cox; Two-Year Award—Bus Operator H. J. Lewis; and One-Year Awards—Bus Operator J. W. Collins, Bus Operator Rupert Wingerter.

President and Mrs. Tigrett:

I thank you for that red, red rose
That in your garden grew.
I found a vase within my heart
And placed it there. For—
I caught your Christmas Message
I knew.
Such roses, few men send.
I deposited it in my treasure bank
As GM&O's extra dividend.

(Mrs.) Margaret M. Tramley
47 DeKoven Court.
Brooklyn 30, N. Y.

"No other improvement that reason will justify us in hoping for can equal in utility the railroad.... "Upon the railroad the regular progress of commercial intercourse is not interrupted by either high or low water, or freezing weather...."
M. C. Stallworth, Jr., host with other members of his family on a recent deer hunt on the preserve of the Stallworth Fine Products Company at Vinegar Bend on the GM&O, hasn’t clipped a full shirt-tail for a missed shot since the day he severed the one worn by his son, only to find some hours later that it was his own.

“A Hunting We Will Go”—But Poor Marksmen Should Leave Their Best Shirts At Home

If you are fortunate enough to be invited on a deer hunt by any one of several large timberland owners in the South Alabama delta country, be sure to go... but not in your best hunting shirt.

For in this rugged sport of nincompoops where the game must be flushed from cane-break and bog past the stands of hunters outside, local people look with distinct disfavor upon anyone who should let 200 pounds of anteloid arson escape through the firing lines.

In fact, they secretly think that the extraction of an ear as a permanent mark of the misdemeanor would be appropriate, but in the interest of law and order do settle for a severed shirt-tail. While the physical pain naturally isn’t as great, Jim Cole, Merchandise Traffic Manager of Mobile, who has experienced this humiliation of trying to tuck a tail-less shirt into a frosty morning, says the suffering is equally as acute.

You would think that in a forest of some 1,000 acres a stray shot here and there would go unnoticed. But the investigation that begins, when the hunting horns have proclaimed the end of the drive, would put the New York homicide squad to shame. For every shot there must be a dead buck on the ground...

or a shirt tail. Should there be any hesitancy on the part of an erring marksman to walk up and admit his having pulled the trigger, gun barrels are inspected for fresh powder signs and as target practice on such less evasive game as sparrows and rabbits is always outlawed on drive days, this plausible excuse is thereby eliminated. A recent inspection of guns revealed ceb-webs in the barrel of one rimrod who had entertained his friends for hours the night before with tales of his recent kills.

So if you get invited on a South Alabama Deer Hunt and are afraid of your marksmanship, be sure to go... but sneak the host’s extra shirt if you have a chance at it the night before.

A. F. Stephens Addresses Missouri Dairy Club

General Agricultural Agent A. F. Stephens was the guest speaker at the annual banquet of the Dairy Club of the University of Missouri on December 3. Addressing a group of 136 students and faculty members, Mr. Stephens discussed agricultural development along the GM&O.

Prior to his appearance at the banquet, Mr. Stephens served as Jersey cattle judge in the Annual Student Dairy Judging contest, in which 76 students participated.

St. Louis—Freight Traffic Manager R. F. Tallman is convalescing in the Missouri Pacific hospital following an operation.

Not so considerate is Congressman Frank Boykin (right) of Mobile who is shown here amputating practically all of Jim Cole’s new shirt. Others in the picture are Mrs. Joe Thornton of Tampa, Florida and Sam Andrews of Citronelle (GM&O).

But they do hit them every now and then. Mobile Press-Register Editor C. E. Tipton Mathews shown with B. M. McBee of Waynesboro, Miss. (on GM&O) with two of the 11 bucks bagged during five days of hunting. (Press-Register photo).
"Let Each Pay Own Way" Says Dallas Morning News

It looks as if it's going to take a whale of a lot more of our tax money to keep the nation's highways and streets up to par. L. S. Tuttle of the Federal Bureau of Roads says we must spend sixty billion more dollars. He says forty-seven of these billions will be needed in the next fifteen years to build new roads and rebuild worn-out ones. An even better-known technician, Federal Road Commissioner Thomas H. McDonald, said some time ago that our national network, which cost $35,000,000,000, will soon have to be replaced entirely. National defense needs alone, in his opinion, will force us to replace and add most of this system.

Whether we like it or not, we most likely will dig up this sum out of our pockets. Motor car makers and others now assure us that there will be sixty millions of us whizzing along in as many vehicles of some sort in a few short years.

And sixty million voters are not to be sneezed at when they want something. The disturbing fact about this prospect is that we may take care of our highway needs but let another equally important one go to the dogs. That, of course, is our nationwide network of railroads. Nobody, apparently, is worrying about how to keep our rail lines up to par except a few forthright managers and owners. Yet if we do not soon work out an overall transportation policy—one that is fair to railroads as well as highways, airways and water routes and let each pay its own way—we will wake up some day to find the steel carriers dumped into our laps.

Do you know what it would cost to rebuild the railroads, if we were forced to take them over? Another cool seventy billion dollars.

That, too, may be something worth thinking about.

—The Dallas Morning News.
Contest to Create Better "Eye Appeal" From Train Windows Ends Year

Idea Born In Directors' Discussion About Importance Of Visitors First Impressions

Several members of Gulf, Mobile and Ohio's Board of Directors, on route home from the Spring meeting in St. Louis, were chatting in President Tigrett's wide-windowed business car attached to the rear of the streamlined Rebel as the train sped out the last remaining miles in Mississippi and neared its destination at Mobile.

How to secure more industries on the Line was the general topic of conversation, for new factories mean additional freight revenue and their payrolls also make for healthier business conditions in Line towns. From the standpoint of industry, GM&O territory has much to offer, too . . . centralized location to markets and raw materials, access to all types of transportation and healthy labor conditions.

Mississippi Director Speaks

GM&O's Mississippi Director Boyd Campbell, looking at the fleeting landscape beside the tracks, remarked to his associates, "Isn't it too bad from an advertising standpoint that railroads always seem to enter through the 'back door' the communities which they serve." He went on to explain what he meant. That visitors or industrial prospects, for instance, on their first inspection trip always saw the worst side of a state or community before observing its many outnumbering show places of business and civic interest.

This situation is true, of course, and in the early days of rail transportation hotels advertised with pride their location close to depots. Businesses settled close to the rails. City homes and farms alike faced their fronts to the predominance of travel, the railroads. With the changing years and the coming of paved highways and motor vehicles, the business sections of cities grew further and further away from the tracks and rural homes and towns turned their faces to the busy strip of concrete ahead.

The Solution

"But surely there is some solution," President Tigrett suggested to the gathering on the car. "Can't we at least clean up our own premises and perhaps encourage others who live beside the right-of-way to do so too?"

From this meeting on Business Car 50 evolved the first step in the program. . . . A BETTER FARM HOMES CONTEST in Mississippi (almost one-third of GM&O's mileage is within the State.)

Conducted by the Mississippi State College Extension Service and sponsored by the GM&O, the contest was launched in the 34 counties through which the railroad runs and just recently winners

1691 Contestants Entered Better Farm Homes Project: To Be Conducted Again

The Mississippi Better Farm Home Contest conducted by the Mississippi Extension Service and sponsored by the Gulf, Mobile and Ohio Railroad has completed its first year with 30 winners named. There were 1691 entrants from 34 counties through which GM&O operates in Mississippi. So successful was the project that S. A. Robert, GM&O Agricultural and Forestry Agent, has announced that it will be conducted again this year with several additional awards.

Jones County (Laurel) was this year adjudged the county to have best accomplished the project on an overall basis and the Home Demonstration Council there has received special recognition. Prizes in the 20 counties totaled $3560.

The story of one of the 30 winners, Mrs. Mildred King of Buena Vista, is published on the opposite page and a complete story of the project is contained in the columns at the left of this story.

Jackson, Tenn. Force Complimented By Shipper

In a recent letter to Superintendent W. H. Forlines, L. L. Bethany, president of the Prestious Manufacturing Company, Boonville, Miss., complimented Mr. McCullar, Mr. Kemp, and the members of the Jackson force for their cooperation in the movement of one of his shipments. In part Mr. Bethany's letter said:

"The excellent service rendered from the above parties has enabled us to fulfill our obligation to our customer in a very satisfactory manner, and we do want to convey to you our appreciation for a job well done on the part of the Gulf, Mobile & Ohio Railroad."

accomplish generally:

1. Improvement in outward appearances of farm house itself.
2. Improvement of outbuildings and immediate surroundings.
3. Improvements inside the house.
4. Planting and arrangement of grounds.

The biographical sketch of one of the winning contests is shown in accompanying columns. We believe this stirring story is sufficient to say of the accomplishments of the project.
By Mrs. Mildred King

Life is not a success story, I fear I have too far to go before I can consider myself successful, but already today, we have come a long way.

We moved to my husband’s farm near Bonita Vista in Chickasaw County on December 8, 1947 into a four-room tenant house. At that time electricity was the only redeeming feature of the house. We moved our few household goods through the muddy pasture over a wagon trail into a house whose tin roof leaked over every room. I might say that there were two other more desirable houses on the place, situated far more conveniently, for social living and much better houses, but my husband felt that this particular location had more future possibilities, economically speaking. Our house is located on the top of a hill, overlooking and surrounded by the majority of his pasture land and the surrounding grounds have proper natural drainage for dairying—in which his chief interest lies. Too, the view from this site is unusual. From the back yard I can see as far as Prairie and on bright nights one can distinguish the reflection of lights in both Oklahoma and Tegus.

On moving here twenty-two months ago, we used the small amount wall, installed Butane gas, an electric pump, both kitchen and bathroom plumbing and included a hot water tank and a sink in the kitchen and a bath tub, lavatory and commode in the bathroom. In 1948 we added five wall receptacles, wired the bathroom and installed an automatic washer. By July, 1949, the supervisor had graded a driveway leading to the road up to the house. During this time my husband had built a well house and had begun the construction of a barn, which is yet under construction, progressing as rapidly (or as slowly) as time, labor, and money will permit.

By October 19, 1948, we felt we were getting a start. Our baby was then six months old and I was beginning to dread another long, hard winter in a cold house. Our first step toward remedying this was to cover all the old warped windows and turn screens from the house and replaced them with new ones throughout the entire house. We also installed the attic with rock wool and built a group of small shelves in a corner of the kitchen for my canned goods. I fell sure these were no use to attempt pegging the walls or covering them with sheet rock until the leaky roof was replaced or at least satisfactorily repaired, and at the same time there was no money available for that purpose.

At this point I began directing my thoughts to the kitchen. On nine days I worked on my law—a task which seemed endless. I had no fence to protect it from cattle, pigs, and stock, but I did accomplish removing an amazing amount of trash from the yard and from under the building. During itselldom weather I stayed inside and worked on my hooked rug and dreaming of what I would accomplish in 1949. Well, I’ve realized a few of my dreams anyhow. In February I succeeded in getting both a yard and chicken yard fence, the drive to the house gravled, and a modern brooder house built... In March also, my husband built a tractor shed, under which also was room for oil and gasoline tank, thus enabling these cars to be moved from the porch.

By April 1st, 1949, both the front and back porches had been replaced with new larger ones, thereby giving the house an appearance of complete renovation. The front porch, 8’ x 24’, screened, replaced a 6’ x 16’ shed porch. The back porch is 12’ x 15’, the entire width of the house, four feet of which is shut off as a closet. This porch is screened with nancy cloth, (plastic filled screen wire, wind and rain proof) which in reality adds another all purpose room to the house. On one end of it I have a bed, chest of drawers, window seat, and a clothes rack and on the other end a breakfast table. One end of the closet is lined with shelves for fruit jars, storage, etc., in the other end is a clothes rack. I also have a table, a typewriter and a chair in this closet. This back porch replaced a 6’ x 8’ shed porch. Since the closet is in the north end and the porch is protected by sunny cloth, the kitchen and bedroom will be sheltered from the cold northern and eastern winds this winter. Later we intend to seal and to enclose this porch with windows, and to seal the front porch but a lack of funds prohibited that at this time.

In April also, we replaced the iron door in the living room with a “windowed” door thus admitting more light and brightening the room somewhat.

A great deal of our effort has been directed toward jobs that needed to be done but which do not add to the attractiveness of the place. The switch box was moved from the living room to the kitchen and those electric wires changed from the front to the back of the house. Until this time the main range of electricity ran from the south side of the house, through the attic, to the wall house. In this event of fire would have cut off our water supply immediately and probably wood would have meant complete disaster. This was changed by setting an auburn pole on the north side of the house. Also the entire outside surface of the house and the porch were painted and treated with the preservative to prevent decay.

During August we accomplished the removal of the old barn. The old chicken house was removed immediately after the new one was completed. We finished moving the old yard fence posts, fenced in and made initial soil preparation for a new garden spot, and began painting the house white. Three more new wall receptacles, and two wall switches were added, and the two porches and the new closet were wired. Two switch boxes were installed on the back porch, thus enabling both the chicken house and barn pole lights (set up in house) to be turned on from the house. The position of the kitchen light was changed to the center of the kitchen and replaced by a fluorescent light. As incredible as it sounds, these new electrical additions made the difference in lighting almost as great as a change from lamp light to electricity. Now I have convenient receptacles for bed lights, lighting and my electric food mixer and churn.

On our anniversary we added a new cabinet in the kitchen, located conveniently for dishes. We put up a shelf over the kitchen work table for the canister set which contains flour, meal, sugar, soda, baking powder and salt.

About this time the circular drive was built in front of the house and gravled. The clothes line was changed from the back yard running north and south on the south side of the house running east and west. Unless your home is situated with a hill top vista and no wind blowing, I do not see how another location makes. Now at least a part of my laundry is protected somewhat from the strong whipping north winds.

In the last week of September we had nearly completed painting the house and the wood (Continued On Page 8)
Along the Line

Chicago, Ill.—Assistant Foreign Freight Traffic Manager C. J. Kuera has been named vice president of the Railroad Foreign Agents Association of Chicago.

Louisville, Miss.—General Industrial Agent E. L. Robinson addressed the Rotary Club and discussed the importance of attracting new industries and pointing out the necessity for protecting woodlands and enlarging the dairying industry.

East St. Louis, Ill.—Miss Patty Ann Reuel, daughter of Mr. and Mrs. George J. Reuel was named “Most Beautiful 15-Year-Old Girl” in St. Louis and vicinity in a recent contest sponsored by a major soap company. Mr. Reuel is employed in the Claim Department of the East St. Louis freight office.

Mobile, Ala.—Mr. and Mrs. J. T. Parker are the parents of a baby girl, born December 7. Mr. Parker is employed in the Passenger Reprints Department.

Mr. and Mrs. J. O. Helton are the parents of a girl, Deborah Louise, born November 30. Mr. Helton is employed in the Freight Reprints Department.

Commercial Agent Bob Reynolds, New Orleans, and Ethyl Corporation Assistant General Manager Tom J. Devis pose returning from a successful hunt in Cameron Parish, La. Both hunters bagged their limit in the two-day hunt.

Kansas City, Mo.—Commercial Agent L. H. Poetgien has been elected president of the National Defense Transportation Association, Kansas City chapter. This organization was originally known as the Army Transportation Association.

Kansas City, Mo.—Freight & Passenger Traffic Agent James F. Brown has been elected president of the Transportation Club of Kansas City.

Kansas City, Mo.—Assistant General Freight Agent A. C. Garrott was appointed chairman of the railroad committee of the Chamber of Commerce.

Mobile, Ala.—The News regrets to learn of the death of Mr. James D. Terrill, who passed away December 20. Mr. Terrill, who was employed in the Freight Reprints Department had retired in 1947, after 23 years service.

Mobile, Ala.—Mr. and Mrs. C. F. Chason are the parents of a girl, Deborah Annette, born January 8. The father is employed in the Freight Reprint Department.

A Pioneer Woman

(Continued From Page 7)

trimming of the children's house. Every floor in the house as been painted, the window frames, door facings and mantel also, and the doors have been cleared and are ready for a new coat of varnish. Nicely painted floors not only add to the attractiveness of the inside, but they facilitate the task of house cleaning as well. Mr. idea for painting the woodwork was to get through with all the painting at one time and to be ready to put sheet rock on the walls when the time for that presents itself. We added two new chairs, and made slip covers for them, a new table, a table lamp and a floor lamp in the living room. Chromium plating was added around the tub in the bathroom thereby giving it a permanent finishing. We also added two new chairs and a flower pot stand on the front porch. We purchased an electric heater for the kitchen, thus providing every room in the house with sufficient heat for the winter. Last, but not least, the leaks in the roof have finally been repaired.

In telling the story of my house and living improvements, perhaps I have led you to believe that our entire time and efforts have been devoted to this. No, while we've tried to take advantage of every opportunity for making improvements, we've managed with very little outside help and a minimum of expense. The construction of the broader house, two porches, wire for the yard fence, and the electrical material were the big expense items netting around $1,000.00. We exchanged labor for most of the wiring and we already had most of the paint on hand. During the year, my husband has raised, milked twice daily (by hand) 15 cows, harvested a large crop of hay (a neighbor helped); and attended a small herd of beef cattle. From my garden and truck patches, I managed to run around 200 jars of vegetables, jellies and preserves, and to prepare for the locker over 200 pounds of vegetables, fruits, and dryers. I replenished several pieces of old furniture and tended the baby. I also raised 26 turkeys for market and over 200 pullets for full layers. Too, during the year we've looked forward to and enjoyed a large number of house guests.

The year 1910 has brought about many changes in our living conditions, but our plans for 1911 include even more, namely: the construction of a Grade A dairy barn, a shed to protect all the farm machinery from the weather, a new house roof of shingles, lining all the inside house walls with sheet rock, enlarging the chicken yard, constructing permanent nests in the chicken house and building concrete walks from the house to the front gate and to the chicken house. Also, I want to add more division this fall and to prepare new flower beds for annual and perennial flowers. I'd like to acquire a couple of good pictures for the living room and refinish a few more pieces of furniture.

As a result of the efforts of General Industrial Agent L. E. Robison, Mr. Robison, whose job it is to find and locate industries together with other members of our industrial staff, keeps in close touch with the people in his territory, and is constantly alert to help them in the development of their towns.

As a newspaper on the line expressed it, "The Railroad has been with Mr. Robison a long time." He first went to work for the railroad from a machine company job because he liked to travel and to know people. He has been traveling and talking to people ever since and the energetic, purposeful but quiet man is known and respected for his ability throughout the entire territory. His efforts on behalf of factory payrolls for the smaller communities have been unusually successful and numerous shoe, garment, dairy and kindred type plants bear his imprint.

Besides his serious vocation as Industrial Agent Mr. Robison is a student of note. He has written various studies of Biblical times, with particular reference to the chronology of the Bible. A favorite expression of his is, "When you deal with religion, you must be strictly on the level"—a practice that he follows not only in religion but in railroading.
Deceased

Conductor J. E. Abbott (retired), Berkeley, Calif., died at his home on December 23, 1949. Mr. Abbott, who retired in 1944, entered the service of the GM&O as a brakeman in 1906. He was 70 at the time of his death. He is survived by his wife, Mrs. J. E. Abbott, Berkeley.

Fireman L. E. Haney, Jackson, Tenn., died at his home on the night of December 3. Mr. Haney entered the service as a fireman on the I&NW in 1923. He was 43 years of age.

Conductor O. S. Arnett, died at St. John's Hospital, Springfield, on December 8. Mr. Arnett entered the service as a brakeman in 1912 and was promoted to freight conductor in 1920. He is survived by his wife, who resides in Springfield.

Rate Clerk A. M. (Jack) Key, Meadville, died on December 9, from a heart attack. Mr. Key, who entered the GM&O service in 1917 was 51 years old at the time of his death. He is survived by his wife, his children, one brother and one sister.

Fireman E. G. Breece, Meadville, Ill., died at his home on December 9. Mr. Breece, who entered the service in 1916, is survived by his wife.

Conductor C. A. Gipson (retired) died at the Old Soldiers and Soldiers home at Quincy, Ill., on December 20. Mr. Gipson entered the service in 1905 and was promoted to conductor in 1906. He was 77 at the time of his death.

Chester J. Corson (retired), Freight Receipts Department passed away on November 20. He had retired in June, 1946 after 43 years railroad service.

Agent Bigham Cochran, Columbus, Miss., died of a heart attack on January 4. Mr. Cochran, who is survived by four children, had been employed by the railroad since 1918.

"Hats Off To The Past—
Costs Off To The Future"

In a recent letter to all supervisors in the Maintenance of Way Department, Chief Engineer W. W. Groener complimented the members of this department on their fine safety record during 1949 and urged them to make every effort to improve this record in 1950. In his letter he said:

"Hats off to the past—costs off to the future—and I don't care if you roll up your sleeves, because we are going to work on this subject and we are not going to let up for one minute."

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THE STORY OF
TEN LITTLE FREE WORKERS

THESE ARE THE WORKERS

REDDY DOCTOR RAILROADMAN MINER STEELWORKER FARMER LAWYER GROCER SALESCLERK REPORTER

Ten little free workers in this country time and fair.
But if you cherish your freedom—worker have a care.
Ten little free workers—Readdy was doing fine
Until the socialists got him—then there were nine.

Nine little free workers laughed at Reddy's fate
Along came federal medicine—then there were eight.

Eight little free workers thought this country heaven
But the government took over the railroads, then there were seven.

Seven little free workers—all the miners got in a fix.
Uncle said coals essential and took over leaving six.

Six little free workers 'til the day did arrive
The steel mills too were nationalized—then there were five.

Five little free workers—but the lambs are free no more
The farms have been collectivized—that leaves only four.

Four little free workers tell the government did decree
All must have free legal advice—then there were three.

Three little free workers—the number is getting few,
But with government groceries selling food—then there were two.

Two little free workers—our story's almost done,
With clerks at work in federal stores—that leaves only one.

One little free worker—the reporter made a scan
Mustn't criticize government—so now there are none.

Ten little workers—but they are no longer free
They work when and where ordered, and at a fixed rate you see.
And it all could have been prevented if they'd only seen fit to agree
And work together instead of saying 'it never can happen to me.'

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Potomac Edison News
Commendations

Agent J. R. Miling, Vanilla, Miss., has been commended by Superintendent J. H. Currie for his interest and cooperation in the prevention of freight loss.

Conductor F. M. Kitchen, Meridian, has been commended by Superintendent L. C. Spencer for his alertness in the discovery of a hotbox in his train.

Conductor B. B. Gossett, Jackson, Miss., has been commended by Superintendent J. H. Currie for his discovery of a burning car of wood. Following his discovery, Mr. Gossett notified the section crew so that the fire was extinguished without appreciable damage.

Fireman J. A. Lewis, Jackson, Tenn., was commended by Superintendent W. H. Forelines for his efforts in effecting emergency repairs on the heater in the control cab of his locomotive. In his letter, Mr. Forelines said, “Your interest in Diesel operation has been outstanding, and has attracted the attention of the division officers, for which we are very grateful.”

Engineer R. K. Blackwood, Jackson, Tenn., for his ingenuity in making temporary repairs to his engine. Through Mr. Blackwood’s efforts, his train was able to proceed from Louisvile to Jackson with a minimum delay.

Engineer E. K. Hill and Fireman R. P. Vermillion, both of Bloomington, have been commended by Road Foreman of Engines J. J. Siegfried for their alertness and prompt action in preventing severe damage to an engine when the piston retainer wall failed.

Section Laborer Jake Henderson, Enterprise, Miss., has been commended by Chief Engineer W. W. Greiner for his assistance in restoring the line after service had been disrupted by a fallen tree. Although off duty at the time, Jake immediately went to the scene of trouble and assisted in clearing the tree from the main line. Following clearance of the line, he called the dispatcher and reported the line back in service.

Trackmaster N. P. Denardo, Bloomington, has been commended by Superintendent B. V. Bodie for his alertness in the discovery of a hotbox in a passing train.

Brakeman E. G. Lingle, Telson, has been commended by Superintendent J. C. Miller for his observance and quick action in the discovery of a broken rail, thus preventing a serious accident.

Brakeman S. Winstead, Telson, for his discovery of a broken drawhead on a car in his train. Following his discovery the car was set out, thus preventing delays to the train.

Retirements

Brakeman F. H. Knowles, Jackson, Tenn., retired last month after 36 years service, according to an announcement by Superintendent W. R. Moore. Mr. Knowles entered the service in 1923 as a brakeman on the old B&NW.

Engineer W. C. Gueffroy, Bloomington, Ill., retired December 6 at the age of 79. Mr. Gueffroy entered the service in 1906, according to Superintendent B. V. Bodie, and was promoted to Engineer in 1910. He will make his home in Bloomington.

Retiring on December 18, Conductor H. M. Akers had completed 47 years of rail service. Entering the service as a brakeman in 1902, Mr. Akers was promoted to freight conductor in 1906 and in 1929 was named passenger conductor. He will make his home in Bloomington.

Yardmaster W. E. Flynn, Slater, retired January 1 after 45 years service, according to an announcement by Superintendent J. R. Corley. Mr. Flynn entered the service as agent-telegrapher in 1914 and was promoted to Yardmaster in 1918.