Survivor Annuities Must Report Additional Types of Employment

The Railroad Retirement Board is notifying widows, children, and parents who are receiving monthly survivor annuities under the Railroad Retirement Act that several additional types of employment covered by the Social Security Act beginning January 1, 1951, will affect the payment of these benefits. As a result, beneficiaries who are working on jobs not previously covered by the Social Security Act, but which are now covered, must notify the Board of their employment.

Any person receiving monthly survivor benefits must notify the Board if he should work—
(1) for an employer in the railroad industry; or
(2) in any employment for pay amount—
(Continued on Page 7)

Packing Company Located On GM&O At Columbus

Among the newest industries at Columbus, Miss., is the Stuart Packing Corporation, subsidiary of C. W. Stuart & Company, Newark, N. Y., which is located on the GM&O in that city.

The firm will pack and distribute various kinds of nursery stock from the Columbus plant, and employs 115 persons.

The plant is managed by Mr. John Hayden, of Newark.

According to Division Freight Traffic Manager Glenn Keen, the City of Columbus has recently voted a bond issue to cover the cost of building and land to be used by the Perfection Picture Frame Company of New York. This plant will also be served by the GM&O and is expected to employ approximately 60 persons. (Picture on Page 15).

Brownsville, Texas Band Chooses GM&O For Trip

When the Brownsville, Texas, High School Band was invited to appear at the Fourth Annual Mid-West Band Clinic in Chicago, GM&O was chosen for the St. Louis-Chicago portion of the trip.

This band, which is the National Championship Band of the nation, was the only high school band to appear at the clinic which was attended by 2500 high school, college and university band directors. The funds for the trip were contributed by the public spirited citizens of Brownsville and Mrs. Rufus Ransom, who was one of the chaperons on the trip.

Mr. James R. Murphy, director of the band, was in charge of the group and he was accompanied by Southwestern Passenger Agent Earl J. Marquette. Mr. Murphy is regarded as one of the nation's greatest band members, and during World War II he served as band director for the Air Force at Randolph Field, Texas. (Picture on Page 3)

Retired Employees Comment On New GM&O Rule Book

Because the railroad feels that its retired employees are just as interested in the operations of the Company now as they were when they were actually helping to keep the wheels turning, every effort is made to advise them of the latest developments in their particular occupational fields.

When General Superintendent P. B. Bridges and Rules Director Bob McKee completed their new Rule Book, Mr. Bridges sent copies to many of the trainmen and engineers whom he felt would be interested.

Mr. Bridges was pleased to have the comments and advice as expressed in letters from many of them. Excerpts of some of these letters follow.

H. W. Lewis, Normal, Ill., wrote: "I am more than pleased to get your new book of rules; now that we old fellows have retired from the service, some folks would think that we do not wish to keep in touch with the changes, but that is not

(Continued on Page 3)
The following letter was mailed to common stockholders with their Dividend Checks.

December 28, 1950
Mobile, Alabama

TO THE STOCKHOLDERS:

At a meeting held on November 27, 1950, at which a second Common Stock dividend of 50c per share payable this year was declared, your Directors gave serious thought to a year-end extra dividend. Your management recommended that the extra not be paid, and after extended discussion that recommendation was supported by unanimous vote of the Board of Directors.

It was not until January, 1948, that the Company paid its first Common Stock dividend. Notwithstanding this the stockholders have been exceedingly loyal through the years and we are deeply appreciative.

The present Gulf, Mobile and Ohio System is made up of what were formerly several separate railroads which had been relatively weak as independent lines. Every step of your Directors and management through years past has been aimed at correcting deficiencies and building and strengthening the corporate structure to the end that the stockholders could receive regular income on their investment.

The financial disasters of the predecessor companies left them run-down and obsolesque. In the process of rebuilding and strengthening, it has been necessary to buy an extraordinary amount of equipment. Between January, 1949, and the outbreak of the Korean War the Company purchased or had on order equipment costing almost $87,000,000 which was considered adequate for a normal volume of business. The national emergency, however, greatly enlarges our requirements and we have currently ordered an additional $8,000,000 of equipment. Furthermore, $16,500,000 has been spent for additions and betterments to roadway, making a total expenditure of more than $91,000,000 — all to the same ultimate purpose.

On October 31, 1950, the debt of your Company was $82,000,000, which included $29,600,000 contingent interest bonds. Of this, $32,500,000 (including $6,700,000 of collateral trust bonds) was for equipment. At present there remains to be financed through cash payments and/or equipment obligations a total of $14,100,000, including $2,300,000 now under temporary equipment financing.

Our financing has been on a sound basis and it is our considered judgment that the requirements in connection therewith can be met even under reasonably adverse conditions. Of course, uncertainties today preclude too definite a long-term view, and there is no more important factor from the ownership viewpoint than a strong current financial condition. The sizeable drain for our necessarily enlarged equipment requirements, therefore, would seem far to overshadow whatever justification there may have been for an additional dividend this year because of improved earnings.

Although we are sure of your belief that recommendations of your management and decisions of your Directors are made sincerely in your interest, the factual considerations are presented briefly herein to aid your understanding. Certainly, there is no defense for withholding dividends that should be paid, and you may be sure that if conditions in the future warrant an increase in dividends nothing could give us more genuine satisfaction and pleasure.

Yours very truly,

I. B. TIGRETT
President
Retired Employees Comment
(Continued from Page 1)

the case. I wish to thank you personally for this favor.

"On an invitation from Mr. McAplin, some time ago I attended a class of instruction and enjoyed the very capable manner the rules and instructions were explained," G. C. Brown, Slater, Mo., writes. "I thank you very much for the copy of the Rule Book which you sent."

H. J. Stephens, East St. Louis, Ill., replied, "I am glad to hear from you and you know I would like very much to be at the first rules class that is held in East St. Louis. I will never get that old but what I will still want to railroad."

J. B. Buckner, Tuscaloosa, Ala., wrote, "I appreciate the Rule Book very much. My associations with the GM&O are among my most pleasant memories."

J. B. McLeod, Laurel, Miss., replied, "I am glad to know that you haven't forgotten me and anything that I can do for you in the future please don't fail to call on me as I am always ready to help any member of the GM&O family in any way that I can.

H. M. Frese, Saulsbury, Tenn., said, "Many thanks for the Rule Book. It makes me think about old times. I would like to get with the boys more and see what they have to say."

Let Us Know

If you are a retired employee and do not regularly receive a copy of the News, or if you know of a retired employee who is not on the mailing list, please send the name and address to the GM&O News, Box 981, Mobile, Ala. It is our desire to send the News to every retired employee who wishes to receive it.

The News regrets to learn of the death of Agent A. M. Crow of Summit, Ill., on December 22, 1956. Mr. Crow entered the service of the company in 1918. He is survived by his wife and two sons.

Weddings of interest in the Receipts Department during the month of November are those of James L. Smiley and Miss Betty Midgett on November 3 and Charles J. Sheehan and Miss Grace Gandy on November 23. Mr. Smiley is a clerk, Mr. Sheehan is a rate clerk and Miss Gandy a Key punch operator.

Pullman laundries wash and iron every month some 1,867,000 sheets, 1,656,000 pillow slips, plus 2,280,000 towels and 1,020,000 other pieces.

You Figure the Odds

The Rail Oddities cartoon in the November issue of TRAVEL TALKS showed a picture of two freight cars of different railroads bearing identical numbers, which were spotted end to end on a siding in a Virginia town. Odds were a million to one that this would happen, so they said.

After seeing this, Brakeman W. D. Sawtell wrote us that in the winter of 1948, while checking his train before leaving Oakfield for Northern Maine Junction, he came across GM&O 22277 and SOU 22277 end to end in the train. The most peculiar part of it is that one of the cars in the Rail Oddities item and one of the cars in Brakeman Sawtell's train were both Gulf, Mobile and Ohio RR cars. Evidently these GM&O cars have an affinity for pairing up.
The passing report is received in the traffic statistical section. Mobile, by Miss Margarette White and Joe Askew and turned over to the typing section for the preparation of the traffic record slips.

Typing the record slips from the passing reports are (Left to Right), Miss Jean Stevens, Mrs. Dorothy Winner and Mrs. Nathalia Guthrie, all of Mobile.

**Statistical Section Keeps Traffic Department Informed Of Freight Movements**

A comparatively new section in the traffic department which is little-known outside the railroad organization is the Traffic Statistical section in Mobile.

Established during the war, this department simplified the record-keeping activities of the various outside agencies and proved itself so efficient that the system was continued after the war.

The section, headed by Joe Askew, receives passing reports from the agents at all junction points. These reports show a complete record of every car which passes this junction point, whether it is an originating car, an interchange car, or a terminating car. At present 78 junction points submit daily reports.

When these reports are received by the statistical section, traffic record slips are typed in quadruplet, showing the shipper, commodity, origin and destination of the car. Special coded slips are used for this information. One, a yellow slip, is prepared for the originating and consignor agency, while a white slip is prepared for the control agency.

“A control agency,” Mr. Askew explained, “is the agency which serves the territory in which the general traffic office of the shipper is located.”

In addition to these two copies, an additional copy, pink in color, is submitted to destination territory. A fourth copy is prepared for the use of the general office, and is used in compiling records for rate, the traffic agency in the consignee or and earnings studies.

When the local traffic agency receives its traffic record slips, that office tabulates them and prepares a monthly report, which shows the total number of cars handled during the month, their origin or destination and the shipper.

These monthly reports are submitted to the traffic statistical section, where they are posted in record books, according to the shipper’s name.

At the end of the year the record books are used in the preparation of an annual report, which shows a complete record on each shipper. These annual reports are then furnished to each local traffic agency for use during the succeeding year.

All records handled by the traffic statistical section are on a daily basis, so that at any time records are available for the use of solicitation and rate study personnel. Thus, close contact with the current business situation is always available to these executives.

Completed slips are sent to the local traffic agencies where they are compiled into monthly reports. Here, Chief Clerk Kenneth Litton, Mobile, works on his monthly report.

The completed monthly reports arrive in the statistical section. Mobile, where they are posted in the record books by Miss Emma Brown, Clarence McClure. Joe Askew (right) gives advice.

With the beginning of the new year, Mrs. Bertha Farmer and Miss Elizabeth Blodik begin the preparation of the 1950 annual traffic summary, which will later be supplied to local traffic agencies from the Mobile office.
Clippings From The Press

Evening Ledger, Mexico, Missouri — One of the outstanding historical occasions in Mexico's history was the day Mexico, Kansas City and Chicago were linked directly by railroad.

This occurred when the first passenger train between the two cities passed through Mexico on Sunday, May 10, 1879, and described in the following article in The Weekly Ledger of May 15 that year.

Here is the story with all the grandiose adjectives from the excited and civic minded pen of The Ledger's editor: LINKED AT LAST — Chicago, Mexico, Kansas City — The First Passenger Train — The Finest that ever left the City of Chicago. — Jimmie Graham, Conductor of the "Slickest" Train Ever in Missouri, . . .

The cars on this line are provided with Morton's patent ventilators, which exclude the dust and admit fresh air, rendering the journey enjoyable and healthy.

The new road is a big thing for Mexico, . . .

Railroad men are a great acquisition to a town, both to its business and society. We welcome them one and all and trust they will find pleasant and happy homes in our rising little city.“

——

Leader Call, Laurel, Miss. — The history of railroads and their importance in the economic life of the United States was the subject of a talk made to Laurel Kiwanians Wednesday by B. D. Casey, special agent, GM&O Railroad.

Mr. Casey reviewed the growth of railroads in the past 100 years. He said that in 1869 there were no railroads west of the Mississippi river and that a passenger had to ride over 12 different lines to travel 200 miles in New England. Now a passenger may go from coast to coast without changing cars. There are 250,000 miles of Class 1 railroads in the United States employing over one million people with a payroll of $4,500,000,000 and an annual supply bill of one billion eight hundred million dollars.

Courier, Lincoln, Ill. — "I am sure that you are anticipating a well-earned rest and I certainly hope that you will enjoy many years of good health and happiness," read a recent letter to L. P. Cledenzen of Lincoln from P. B. Bridges, of Meridian, Miss., general superintendent of the Gulf, Mobile and Ohio railroad, on the subject of the Lincoln man's retirement Nov. 4 after 50 years with the railroads in Illinois.

"Please accept our thanks and appreciation for the loyal service that you have rendered the Alton-GM&O all through the years."

It was a well worn cap that Mr. Cledenzen traded in for peace and quiet in his declining years. He had been a railroad man ever since Nov. 4, 1900 when his brother, Charlie, station agent at Auburn, persuaded him to take the baggage job there. Once started, his career took him to many places and many posts—from the vantage point of which he was able to witness the development of the railroad industry.

He began a 14 year stretch at Lincoln in 1920 when he took over the second trick operator and agent post. After holding a similar job at Lawndale 15 years, from 1934 to 1946, Mr. Cledenzen returned to Lincoln last year. . . .
GM&O Friends Along The Line Aid In Safe, Efficient Service

Four friends of the GM&O have recently been thanked for their interest and cooperation in connection with the operation of the GM&O. Those commended included Mr. W. B. Packett, Selmer, Tenn.; Mr. Leland C. Wheeler, Jr., Independence Mo.; Mr. W. W. Martin, Sultillo, Miss., and Mr. R. A. Moffat, Jr., Sparta, Ill.

Arriving on the scene shortly after a truck trailer had struck the overpass on Wilson Road in Independence, Mr. Wheeler noticed that the track had been knocked several inches out of line. Realizing that a train was due at Independence within the next few minutes, he promptly notified the dispatcher by telephone, enabling him to stop the train until repairs could be effected.

As he was making his rounds as City Night Watchman, Mr. Martin noticed a fire in a bale of cotton on the station platform. Mr. Martin extinguished the fire before any appreciable damage could be done.

Mr. Packett, who is manager of the Selmer Ice Company, discovered a broken rail just south of the station at Selmer. Although neither the agency force or section men were on duty, Mr. Packett contacted Superintendent W. H. Forlines, and repairs were made. In commenting on this action Mr. Forlines said, “It is very comforting to all of us when our friends play such an essential part in the successful operation of our property.”

Mr. Moffat was hunting along the GM&O right-of-way near Sparta when he noticed a broken rail. Mr. Moffat quickly called the agent at Sparta concerning this condition and the section foreman was contacted so that repairs could be made.

The News would also like to add its appreciation to these friends of the GM&O, who by their action, have shown that their interest in the railroad is as great as the interest of the GM&O in every community it serves.

FACTS NO AMERICAN SHOULD EVER FORGET

To Earn $10.00

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From the Missouri Pacific News Reel

Stage Coaches, Rail Construction Camps Give Names To Two GM&O Towns

The romance of the early stage coaches and the beginning of the construction of the GM&O still live in the names of at least two communities on the line, White Hall, Ill., and Vinegar Bend, Ala.

Probably the oldest of these two is White Hall, III., located near Roodhouse. According to Agent K. W. Vanderpool, the name was derived from the meeting place of the early stage coaches which furnished transportation along the old Lincoln Trail. The site of the meeting was a building known as “The Hall”, which was known throughout the territory for its excellent repair and the white exterior. In later years, when the community was incorporated, the name “White Hall” was selected.

Mr. Vanderpool points out that in recent years many people have come to write the name as “Whitehall”, whereas the name should be written as two words: “White Hall.”

Recalling the early days of the construction of the GM&O it is the community of Vinegar Bend, Ala., located just north of Citronelle.

When the early work crew first reached Vinegar Bend in 1848 it was just a wilderness at the bend of the Escatawpa river, according to Mr. Rhett Turner, long-time resident of the community.

In those days, part of the standard equipment of every construction train was the hogshead (large barrel) of molasses. Throughout the winter the molasses remained sweet, but with the warm weather of spring the contents of the barrel turned to vinegar. In disgust, members of the construction crew poured the vinegar into the river and facetiously named the site “Vinegar Bend.” In later years, the lumbering community which developed at the site of the early construction camp retained its early name.

The NEWS is interested in developing the history of the names of the various communities along the GM&O. If you know an interesting legend about the name of your town or community, please send it along with your name, address and occupation to the GM&O News, Mobile, Ala.
Train Hits Cow.  
It’s Cow’s Fault  
By United Press  

LITTLE ROCK, Ark.—It’s the animal’s fault if it gets hit by a train in Arkansas.

A recent decision of the Arkansas Supreme court was that a railroad engineer cannot be ruled negligent if a train kills an animal on the tracks.

A further ruling was that the blast of a train whistle is sufficient warning for animals to get out of the way of a train.

Railroad Facts

Approximately one-third of the freight cars owned or leased by Class I railroads are not more than 10 years old, compared with 14 per cent in 1949.

At the 1949 rate of production, 37 years would be required to replace the 70 million tons of steel rails in the country’s 400,000 miles of track.

Employee’s Cheer-Up Club Completes Third Year

On December 1, 1947, GM&O Railroad employees organized a Club known as “GM&O Freight Receipts and Passenger and Station Accounting Cheer-Up Club,” for the purpose of sending fruit and flowers to employees that are ill and to provide a radio for employees ill, while in the Missouri Pacific Hospital.

Since that date the Club has grown and now numbers a membership of 250. In addition to gifts for the sick, it also sends presents for weddings, retirement, disability and to men entering the Armed Forces. For deceased employees and members of their immediate families, the Club provides floral offerings. Cots and linen have also been secured to be used in the office in event an employee becomes ill while at work.

The Cheer-Up Club sponsors entertainment for the sick at the Mobile County Tuberculosis Sanitarium and each year gives a Christmas party and presents to the patients. This outside charitable work by the Club and donation to the “Lukemia Victim Fund”, has amounted to approximately $400.00.

The Officers and members of the Club sincerely hope during the New Year of 1951, to live up to its name, and bring cheer to the sick, not only GM&O employees, but to those who are confined in Hospitals, etc.

Well-Known Red Cap Guest  
On “Welcome Travelers” Show

Red Cap Jake Whyman, a familiar figure to GM&O travelers who pass through the St. Louis Union station, recently appeared on the NBC “Welcome Travelers” show in Chicago.

“Jake”, as he is known to most GM&O people, has been wrestling with bags in the St. Louis station for thirty years, and is nearly always on hand when the Rebel arrives in St. Louis.

Whyman’s experiences, as related on the show, won a number of prizes for himself and Mrs. Whyman. The experiences he related included everything from baby-sitting to keeping a 306-lb black bear.

Jake, although not a GM&O employe, has so identified himself with the railroad’s spirit of courtesy and service that many regard him as our staunchest supporter.

Survivor Annuitants Must Report  
(Continued from Page 1)

ing to $25 or more a month which is taxable under the Social Security Act.

The Board reminds such beneficiaries that since no annuity can be paid for any month in which they work in the type of employment described above, they should report their employment as promptly as possible to the Railroad Retirement Board, 444 North Rush Street, Chicago 11, Illinois.
Commendations

Engineer E. F. Storey, Roodhouse, Ill. by Supt. Bodie for discovering a broken rail and notifying the dispatcher so that precautions could be taken.

Operator J. A. Marland, Dwight, Ill. for twice discovering trouble on passing trains and signaling crews to stop so that defects could be remedied.

Conductor J. W. Johnson, by Supt. Fortines for the efficient reloading of lumber which had been disarranged and fallen off his train.

Brakeman W. F. Lipts, Venice, Ill. by Supt. Miller for his alertness in discovering a hot box under adverse conditions of snow and poor visibility and causing train to be stopped and car set out.

Brakeman K. L. Shaw, Roodhouse, Ill. for detecting a broken rail under his passing train.

Agent F. W. Read, Blackburn, Mo. for noticing the brakes sticking in a car of a passing train and signaling crew to stop for repairs.

This photo was taken by Mr. C. A. Emry, Oklahoma City, from the Alton Limited on a recent trip between Chicago and St. Louis. The picture, which shows the Mississippi river, was taken when the train stopped at Washington Avenue.

Chamber of Commerce Magazine

Lauds Kansas City Railroads

(Continued on Page 9)
Chamber Of Commerce
(Continued from Page 8)

The Union Station itself stands as a service institution and a tribute to the importance of both the railroads and Kansas City. It is the largest in the United States outside of New York and Chicago, completed in 1914 at a cost of six million dollars. With such additions as tracks, viaducts and escalators, the total investment is over 50 million dollars.

In reality the Union Station is an eight-stoey building housing the offices and much of the operating personnel of the Kansas City Terminal Railway, the Railway Express Agency, the Fred Harvey System, the Railroad Retirement Board, the Pullman Company, Western Weighing & Inspection Bureau, and operating departments of some railroads.

With its train shed the Union Station in Kansas City covers 15 acres. The train shed has some 499,000 square feet. The entire station has 834,150 square feet. The main waiting room, 440x108 feet in size, has an area of 32,000 square feet, and it has been estimated that in this waiting room alone 60,000 persons might stand comfortably and 75,000 persons might be crowded into it. Eight escalators, installed in 1947, operate between the track level train platforms and the lobby floor, and each has a capacity for handling 8,000 persons per hour. The station is one of the few in the country where trains can arrive and depart without backing, thus saving time and providing safer transportation.

Railroad’s Productive Capacity

Essential To National Defense

THE FORWARD EDGE of American Defense is the combat force on land and sea, and in the air.

Back of that force are the organized military services which provide arms, munitions and supplies to the fighting men.

Back of these services stands the productive power of the most richly productive economy the world has ever seen.

Basic in that economy is the American railroad, standing ready to move anything, in any quantity, for anybody, in any season of the year, in any part of the continent — and to do it with unequalled economy in manpower, fuel and materials, and money.

Association of
AMERICAN RAILROADS
Washington, D. C.

Of interest to many of the News readers will be the recent wedding of Miss Sally Tibor, daughter of Vice President L. A. Tibor, to James David McPhillips of Mobile. The young couple will reside in Mobile.

What Do You Know?
Test your knowledge of railroads and railroading. The answers will be found on page 10.

1. What is known as turn-around time — (1) the time between the placement of a freight car for loading and the placement for the next loading, (2) the time in which a freight car can be turned end to end, or (3) the time in which a freight car is unloaded and started for home?

2. In railway terms, what is a hostler — (1) a man who has charge of horses, (2) a man who operates locomotives at shops and terminals, or (3) a gun pocket used by railway police?

3. What is CTC — (1) conductor’s train consist, (2) carload transportation charge, or (3) centralized traffic control?

4. What is the common unit of measurement for railway passenger traffic — (1) passenger trains, (2) passenger-miles, or (3) passenger train-miles?

5. In railway terms, what is meant by roadbed — (1) the right of way, (2) the complete track structure, or (3) the foundation which supports the ballast and track structure?

6. What is F. O. B. — (1) free on board, (2) freight out-bound, or (3) first order of business?

7. What is a class rate — (1) a freight rate covering an article not covered by a commodity rate, (2) a passenger rate for different classes of travelers, or (3) a special rate on bulk shipments?

8. What is the weight of a 39-foot, 112-pound rail?

9. What is a bill of lading — (1) a waybill, (2) a detailed list of goods to be transported, (3) a carrier’s contract and receipt for merchandise to be transported, or (4) a bill for freight services?

10. What is the height of the floor of a boxcar above the rail — about 6 inches, 44 inches, or 48 inches?

ANSWERS ON PAGE 10
Answers To Questions

1. The time between the placement of a freight car for loading and the placement for the next loading.
2. A man who operates locomotives at shops and terminals.
3. Centralized traffic control.
5. The foundation which supports the ballast and track structure.
6. Free on board.
7. A freight rate covering an article not covered by a commodity rate.
8. Fourteen hundred and fifty-six pounds.
9. A carrier's contract and receipt for merchandise to be transported.
10. About 44 inches.

In The Service

The following employees have left the company to go into the service:

David W. Gwin, Jr., stenographer, Accounting Dept., Mobile, Ala.
Harold S. Daniels, Accounting Dept., Mobile.
Clyde V. Cook, stenographer, Mobile.
Arthur J. McClintock, Jr., Receipts Department, Mobile.
Harold S. Daniels, Receipts Department, Mobile.
Ledyard J. Crocker, Receipts Department, Mobile.
Arthur V. Rodwell, revision clerk, Receivings Dept., Mobile.
Hunter Read, clerk, Transportation Department, Mobile.
Robert James Cole, trucker, Jackson, Tennessee.
Robert Clay Neff, clerk, Memphis, Tenn.
James E. Leschon, Transportation Department, Mobile.
S. W. Crutchfield, Transportation Department, Mobile.
Wiley B. Long, Jr., Freight Receipts, Accounting Dept., Mobile.
Julian C. Smullwood, Passenger and Station Accounting Dept., Mobile.
G. E. Robison, Transportation Department, Mobile, Ala.
H. L. Lowell, Purchases & Stores Department, Mobile, Ala.
C. L. Till, Transportation Department, Mobile, Ala.
R. C. Bennett, Transportation Department, Mobile, Ala.
T. J. Widel, Mechanical Department, Venice, Ill.
D. J. Faletti, Roadway Department, Braidwood, Ill.
B. T. Pollard, Transportation Department, Mobile, Ala.
G. E. Tenley, Mechanical Department, Springhill, Ill.

Retirements

Telegrapher J. A. Church, of Kansas City, Missouri, retired from the service on November 21, 1959. He entered the service in 1915 as a telegrapher and has been employed on the first trick telegrapher's job in the Chief Dispatcher's office at Kansas City for the past several years.

Agent-Operator P. W. Maunin, Oak Grove, Missouri, retired on December 16, 1959. Mr. Maunin entered the service on May 11, 1939 as an agent operator.

Operator Loverman W. A. Lindner, South Pelet, Ill., on December 31, 1959. Mr. Lindner entered service as an operator in April 1955 and has been in continuous service since that time.

Engineer R. E. Locher, Sr., Roodhouse, Illinois. Mr. Locher was born on May 13, 1884 and entered service as yard fireman in January 1899. He was born July 24, 1885.

Fireman H. T. Radford, Bloomington, Illinois. Mr. Radford entered service as a yard fireman in January 1894. He was born July 24, 1859.

W. C. Carson, Roadway Department, South Joliet, Ill.
P. C. Jones, Transportation Department, Vandalia, Mo.
D. D. Williams, Mechanical Department, Venice, Ill.
P. R. Dillon, Mechanical Department, Corinth, Miss.
C. T. Fox, Roadway Department, Tuscola, Ala.
W. Saunders, Transportation Department, East St. Louis, Ill.
J. H. Coorden, Transportation Department, East St. Louis, Ill.
E. L. Byrnes, Mechanical Department, Bloomington, Ill.

This building houses the Stuart Packing Corporation which recently began its operation at Columbus, Miss. The plant is served by the GM&O. (Story on Page 1.)

Dear Mr. Tigrett:

Now that the season of "good-will toward men" is about to descend on us once more, I would like to tell you of some good-will that did not wait for Christmas.

During Thanksgiving week my husband was involved in a terrific automobile accident outside Lexington. A passerby kindly took him into the wonderful hospital you have in Jackson, where your own Dr. Baker Hubbard and Dr. Leland Johnson looked after him. Most fortunately my husband was not seriously injured, although he was hospitalized 5 days.

Of course I went down to him and that's where the GM&O enters the picture. I do not know the name of the conductor on my train, but through inquiries about taxi service at the station and ensuing conversation I told him about my husband. I had never been to Jackson before, but the conductor contacted your special agent, Mr. Stan- well, and I believe you should make mention of these two in your "commodations" section of your paper, for Mr. Stansell certainly acted "far beyond the point of duty". He was kindness and consideration itself.

Needless to say, the GM&O will always have a warm spot in our hearts and while we have always done a great deal of shipping over your road we will certainly divert all we can your way.

Sincerely Yours,

Mrs. Oscar L. Kuhn
Kimmswick, Mo.