ASSOCIATES HONOR STURDEVANT ON RETIREMENT

When Claim Agent B. A. Sturdevant, Springfield, Illinois, retired after forty years with GM&O, twenty of his friends and associates from Chicago to Mobile gathered for a testimonial luncheon in his honor at Springfield. General Counsel D. S. Wright, Mobile, presided at the luncheon, which was held on January 8th. A gold watch was presented to the guest of honor on behalf of the Legal and Claims Departments, and a fitted traveling case was given him by his associates.

Among the speeches honoring Mr. Sturdevant was that of General Claim Agent Fred L. Johnson, Mobile, who gave a history of the retiring man's career with the company, adding entertaining sidelights to forty years of being a claim agent. Following Mr. Johnson, Division Counsel Wayne Ely, St. Louis, and Division Counsel Louis Gillespie, Springfield, eulogized Mr. Sturdevant's work as a claim agent. Mr. Ely stated that he had never lost a case that Mr. Sturdevant investigated.

A letter delivered personally by General Counsel Wright to Mr. Sturdevant from President Hicks was read. Mr. Hicks congratulated him on his retirement, and on forty years of performance of duty “with the highest fidelity and competence.”

Mr. Sturdevant came to the service of the company on April 1, 1913 at Bloomington, Illinois. From there he was transferred to Springfield in 1928, where he has spent the remainder of his time with GM&O. Following his retirement, he plans to spend several months in Florida.

(See Picture, Page 9)

CORINTH MACHINERY COMPANY

Acquires New Jersey Plant

As a member of Mississippi's A. & L. Board, GM&O Assistant Vice President F. W. Johnson, Jackson, Mississippi, reported to the Board that the Corinth Machinery Co. of Corinth, Mississippi had recently acquired the American Saw Mill Machinery Company of Hackettstown, New Jersey. The Corinth Machinery Company with Jameson C. Jones as president is located on the GM&O at Corinth, and the acquisition of the Hackettstown plant virtually means a substantial new industry for Mississippi and the GM&O.

Beginning immediately, the complete line of saw mill machinery made since 1903 by the American Saw Mill Machinery Company will be manufactured at Corinth.

The Corinth Machinery Company has been since 1902 among the nation's most experienced manufacturers of circular saw machinery.

PASSINGER APPOINTED

Effective January 1st, Henry W. Passinger is appointed assistant to the treasurer, according to an announcement made by Treasurer W. J. Wall.

Mr. Passinger has been associated with company or an antecedent company for his entire business career. He was first employed in the general claim agent's office of the Chicago and Alton Railroad in 1917. He was shortly transferred to the treasurer's office, and later moved to the comptroller's office.

He has held the positions of custodian of records, head voucher clerk and head clerk payroll bureau. He served as paymaster of the Alton Railroad from 1939 until 1947. In 1947 he came to Mobile as assistant paymaster and later chief clerk.

Mr. Passinger is interested in rifle and (Continued on Page 3)
BROWNSVILLE BAND TRAVELS VIA GM&O

Looking forward to their trip back home the Brownsville, Texas High School band poses in the Union Station in Chicago before departure on the Ann Rutledge. The band was invited to appear before the National Band Directors' Clinic in Chicago, and it travelled via GM&O.

It's all aboard for Texas! Shown at left is James R. Murphy, director of the band, and center, District Passenger Agent E. J. Marquette, San Antonio, Texas.

For the second year the Brownsville, Texas High School band has been invited to appear before the National Band Directors' Clinic in Chicago—and has arrived via GM&O's Ann Rutledge for the appearance. The group of high school students, 107 strong, with their sponsors arrived in Chicago on December 17 to play before 2500 of the country's leading high school and university band directors. They were directed by Mr. James R. Murphy and assistants Wayne Coleman and Roy Norton.

The Band is of national reputation. In 1960 it appeared before the national Band Directors' Clinic and it has won the Grand Sweepstakes Award at the Enid, Oklahoma Music Festival. Director Murphy is an outstanding marching band and band pageantry showman. During World War II he served as band director at Randolph Field, the "West Point of the Air."

To send the 107 musicians from Brownsville to Chicago cost $12,000, a sum raised through the efforts of Mrs. Rufus G. Ransome and other public spirited citizens of Brownsville. Mrs. Ransome accompanied the group on the trip.

That fire wreaks great damage on our invaluable timber resources is demonstrated to a group of Tuscaloosa boys when they were shown fire-scarred tree. GM&O sponsors educational programs in timber conservation for boys in GM&O territory.

Educational Programs In Forestry Pay Off

The whole southland experienced the greatest fire hazard in many years in the late summer and early fall of 1962 due to extreme drought. Thousands of acres of timber were burned over. The total loss, however, in many areas was negligible to what it would have been but for the educational programs on proper management of timber-lands that have been in progress for some years under the guidance of the Agricultural Extension Service, the Vocational Agricultural Service, State Forestry Departments and other agencies.

As an example in Tennessee— the Henderson chapter of F. F. A. consisting of 160 members enlisted the help of 378 other people in plans for emergency fire warning and control. Chapter members spent seventy-seven hours fighting fires.

For many years now, the GM&O Railroad has been sponsoring programs for youth through these agencies. This company has also actively backed the effort to educate the grown-ups in this matter of conserving our timber resources. Several hundred boys have enrolled in the youth programs every year. Notable accomplishments have been observed from the efforts of both the white and the negro boys.

In a statement prepared by Professor Clifton Jones, vocational instructor of the Chester County High School of Henderson, Tennessee, the programs in forestry education sponsored by GM&O were given credit for being "invaluable in stimulating interest on the part of Future Farmers" in his section in West Tennessee. The Henderson chapter of F. F. A. won first prize three successive years in the GM&O forestry conservation and management contest in West Tennessee.
Chairman's Brother In Korea
(U.S. Army Press Release)

—Mr. A. K. Tigrett, 3000 Thirty-ninth st., NW, Washington, D.C., brother of GM&O Chairman, I. B. Tigrett, is now serving as an industrial consultant in Korea.

Mr. Tigrett, an ex-Air Force colonel, volunteered to work in Korea on the basis that he would accept no salary, and that there was no limit on his length of service.

In his present job, he is concerned with the status of war-damaged commerce and industry, and is acting in an advisory capacity to Republic of Korea officials and business leaders responsible for industrial rehabilitation and expansion.

In commenting on his current duties, Mr. Tigrett remarked, "In the short time that I have been here, I have become aware of the tremendous job facing the Korean government and the United Nations people who are assisting in relief and reconstruction."

During World War I he served with the Air Force overseas as a lieutenant, and in World War II as a major, he served at the Bengal Air Depot in Calcutta, India.

In 1943 Tigrett went to Europe and was assigned to the Intelligence section of the Air Force at General Spaatz's headquarters in London.

PASSENGER PROMOTED
(Continued from Page 1)

pistol shooting, and is a member of the Azalea City Rifle Club, which he has served as secretary. He admits, however, that his interest in this hobby has waned since his introduction to Mobile's camellias. Shortly after moving to Mobile, he and his wife had a new home built. In landscaping the yard they became interested in camellias, and now his interests have veered somewhat from the rifle range to Alba Plenae.

The newly installed president is Floyd Matthews, District Traffic Manager of the Pure Oil Company.

Gulf Transport Safety Awards
The following Gulf Transport Company bus and truck operators were presented safety awards for safe driving during the period of November, 1951, through November, 1952.

Bus Operators
A. G. Smith, 7 yr. award due 11/25/52
Robert Susenicht, 1yr. award due 11/6/52

Truck Operators
L. M. Andrews, 9 yr. award due 11/1/52
R. D. Burton, 2 yr. award due 11/28/52
T. C. Peterson, 8 yr. award due 11/29/52
Sam Quinby, 9 yr. award due 11/25/52
C. F. Sandifer, 9 yr. award due 11/28/52
Will Sellers, 11 yr. award due 11/1/52
T. E. Young, 7 yr. award due 11/1/52

Christmas Eve in the Engineering Department in Mobile was the occasion for a party. Gifts were exchanged with J. V. Johnston playing the part of Santa—beard and all.

Having refreshments at the party were, top left, Mary Sudeiba, Velma Massengill, Betty Bethea, Betty Sims and Mary Jeanette Harrison.

Top, right, is J. V. Johnston in the role of Santa.

Mrs. Bodie dropped by for the fun. She is shown, lower left picture with Chief Engineer B. V. Bodie and sons Bill and Freddy.


PEAKE ENDS YEAR AS CLUB PRESIDENT

Tom Peake, GM&O District Freight Agent at Tulsa, closed his year as President of the Traffic Club of Tulsa with an annual installation dinner dance in the Crystal Ball Room of the Mayo Hotel on the night of December 9th. A successful year was reported under Peake’s leadership, significant in which was his attendance at the St. Paul ATC Convention in October as official representative of the Tulsa Club.

The dinner dance to climax the closing events of the year was a gala affair with 350 in attendance. The meeting was highlighted with a humorous short talk including some thoughts to take home given by Oklahoma attorney Russel B. Holloway. Installation ceremonies were followed by dancing, bridge and canasta.
Meet the men who sell

TRAFFIC REPRESENTATIVES

NEW YORK.

F. E. McCANN, Dist. Frtl. Agent
Has twenty-five years railroad service. Married, wife's name Yula. Has five children, Gerald, Roger, Eileen, Eugene and Patricia.

Appointed Commercial agent of the M&O, New York, July 1, 1923; resident freight traffic manager at Washington, D. C. on August 1, 1940; and district freight traffic manager, New York, on August 1, 1941. Married Marjorie Howard June 22, 1921.

E. J. VOHS, Dist. Freight Agent
Joined Company in 1943 as eastern freight agent; appointed district agent June 1, 1947. Married, wife's name Gertrude, and has two sons, Ernest J. and Thomas R.

ALFREDA B. TOPPING, Passenger Representative
Joined company November 1936, then GM&N, as secretary to Mr. L. L. Laug; subsequently became secretary to Mr. R. F. Hobby. Became passenger representative in January, 1950.

F. G. PETERS, Com. Agent
Joined M&O March 1929, furloughed December 1931 and returned to service October, 1935. Married to Genevieve Jean Peters and has one child, Robert Gerard, age 15.

H. R. NEWMAN, Commercial Agent

ALBERT WARN, Foreign Freight Agent
Came to the Company in 1943 as general agent, New York, and was appointed foreign freight agent June 1, 1947. Unmarried.
NEWS AT A GLANCE

SEVEN HUNDRED NEW GM&O BOX CARS IN SERVICE

Within the month the last of an order of 700 GM&O Box Cars will have been placed in service on the Railroad. These new all steel, forty-foot cars have a capacity of 30 tons and with them in service 33% of this classification of equipment owned by the Railroad will be new since 1940.

During the year 100 new 70-ton covered hopper cars will also join the GM&O fleet, half of them scheduled for delivery in the first quarter. Also material is being assembled for construction in our own shops of 100 new pulp wood cars.

GROWING INTEREST OF PUBLIC IN PROBLEMS OF RAILROADS

The purpose of the work of the Public Relations Department of the Association of American Railroads is to secure a better public understanding and appreciation of railroad progress, achievement and problems. This end is sought through compiling and making available to the public facts about the essential service rendered, the progress made, the need for adequate revenues and the inequalities of the competitive conditions with which the railroad industry is confronted.

These facts were presented in a variety of ways—for instance AAR’s advertising program appeared in publications reaching 29,624,814 readers and as a partial measure of the growing interest in the railroad shown by the public there were approximately 145,000 personal inquiries or requests for information during 1952.

NEW CONGRESS SHOULD EXAMINE RAIL LEGISLATION

The railroads are in competition with many new forms of transportation. They are subject to Government restrictions which do not affect other facilities; restrictions which cost the railroads—and ultimately the passengers and freight customers—more money.

One of the first jobs of the new Congress ought to be to study the deadening effect of outmoded regulations and restrictions on the vital rail lines. The railroads are modernizing their equipment for the benefit of all users; it is time the Government modernized its methods of regulating them.

Philadelphia (Pa.) Inquirer, November 18, 1952.

FEDERAL BARGE LINES AGAIN OPERATE AT LOSS . . .

Operations of the Inland Waterways Corporation, a unit of the Commerce Department through which the federal government operates the Federal Barge Lines, in the fiscal year ended June 30, 1952, resulted in a loss of $325,167.50. W. G. Oliphant, president of the corporation, said in the annual report of the I.W.C. to Secretary of Commerce Charles Sawyer.

Total loss from river operations was $787,030.13 but a profit of $461,822.18 from operation from the railroad section of I.W.C. Warrior River district cut the net loss to $325,167.55.

M. P. News Reel
THE MAIL TRAIN

GM&O PROVIDED MOST COMFORTABLE TRIP

Mr. I. B. Tigrett:
As my wife and I were on trip from our home, Akron, Ohio, via Chicago, St. Louis, to points in Arkansas, New Mexico, Oklahoma, Kansas, Missouri, Iowa and Nebraska, the GM&O from Chicago to St. Louis, we think, provided us with our most comfortable ride and most enjoyable ride, may we say, as we so delightfully enjoyed the conversation most of the way, Chicago, St. Louis with your versatile crew dispatcher Mr. B. A. Vaughn, Glen Yards, Chicago, as he too was enroute Chicago to Union City, Tennessee on his vacation.

We cannot say too much for the comfortable transportation of the GM&O and the most excellent hospitality of its employees.

A. O. Gamble and wife
1192 4th Ave., Akron Ohio

GETS "KICK" OUT OF NEWS

GM&O News:
As I have not received the GM&O NEWS lately, thought you may have not got my present address. I am now with my daughter in Monroe, my address is now 201 Valencia Ave., Monroe, Louisiana.

I get a great kick out of the NEWS as I worked there so long—17 years with the old M&O, now GM&O.

Retired Conductor Cozie E. Davies

In January 1952, the NEWS received a letter from Miss Frances E. Heinz, connected with the American Potash and Chemical Corporation of Los Angeles, California. Miss Heinz had formerly been employed in the GM&O offices in Kansas City, and was enquiring about the family of Distinct Freight and Passenger Traffic Manager Herb Bell, who had also been located in Kansas City at the time.

Last month Mr. Bell visited the general offices in Mobile, and the NEWS photographer made this picture of him speaking with Miss Marian Inge, traffic department receptionist in Mobile. Mr. Bell is now located in Peoria, Illinois, and reports for our California correspondent that his family is well, with his daughter Patsy now fourteen and son Jimmy seventeen.

From New Orleans TIMES PICAYUNE

Deep in Dixie

When his cook asked him to give a sermon to Negro Methodists in Okolona, Miss., part-time preacher Frank DeLaBar of Meridian said sure. Everything should have worked out fine. Engineer DeLaBar’s train No 51 always had arrived late in Okolona on its run from Jackson, Tenn., to Meridian. Instead of waiting around to take over the train on its final lap he could put the time to good use preaching.

In the late afternoon of the date set for the sermon (1925) DeLaBar sauntered over to the dispatcher’s office to check on No. 51. As the story is told in the Christian Advocate, the telegraph operator, smiling with pride, said, “She left Jackson, Tenn., on time and she’ll arrive here on time.”

DeLaBar’s face dropped. He thought a few minutes, asked the dispatcher for a piece of paper and wrote the following message, to be wired to the trainmaster at Meridian:

“I have been requested to speak at the church in Okolona tonight. My run on No. 51 is due to leave at 7:20 p.m. If the train leaves on schedule of course I’ll not have time to fill this engagement. However, if you can see fit to hold this train for 20 or 30 minutes it will give me time to fill the appointment at the church as requested. Your consideration and reply will be much appreciated.”

The astonished dispatcher sent the message. Half an hour later DeLaBar had his reply: “Your wire at hand. I will hold No. 51 in Okolona until 8 p.m. for you and this cause. I.G.M., Trainmaster.”

That evening, while its engineer was telling a Negro congregation of God’s love for all, No. 51 waited in the Okolona yard with perishable produce as part of its cargo. The crew was baffled.

At 7:30, thirty minutes behind the scheduled departure, DeLaBar rushed to the yard, jumped aboard and pulled down the throttle. The long train headed for Meridian.

It made three stops on its 127-mile run, picking up more cars. At 1:30 a.m. it arrived in Meridian on time—some say with a little outside help in catching up the lost half hour.
HE'S ALLERGIC TO RAILROADIN'  

Bob Kincey sets railroad Hamilton by GM&O time.

Birmingham's Bob Kincey has three occupational diseases. Together they keep him in a constant fever, but he enjoys the symptoms.

As Industrial Editor of the Birmingham News he has an incurable journalistic germ contracted in his early youth. Spring brings an annual attack of circuititis and an allergy towards railroads in general sets up delightful complications.

Buys Railroad Watch in Mobile

Bob was in Mobile the other day doing a year end piece for his sheet on the operation of the Alabama State Docks. He walked too closely to a jewelry store window — saw a Hamilton railroad Special Watch and developed transportation palpitations. With the Antidote in the lower region of the right hand vest pocket, he was rapidly returning to normal respiration when he dropped by the GM&O Public Relations Office to get an official time comparison. Such self-prescribed cures might cause rising blood pressure in most hobbit households, but Wife Lottie Kincey hasn't raised an eye-brow since the day a local drayman left a complete caboose in the back yard.

But all of Bob's railroad afflictions have inoculated him with a reserve of information which is most helpful to the industry. In a railroad city noted principally for its steel manufacture and for railroad equipment construction, his understanding of all phases of the transportation problem is assurance of first-class, accurate reporting. The Railroads are lucky to have Bob Kincey.

School Teacher Wins Emerald Pin For Service

The ninth emerald lapel pin to be presented to volunteer 4-H Leaders in West Tennessee by GM&O went this year to Miss Sara Martin of Lauderdale County. The pin was presented by Director of Agriculture and Poultry S. A. Robert in ceremonies at a dinner for 4-H Club leaders held in Jackson by the Tennessee Extension Department on November 15. GM&O has, since 1946, supplied the pins to be awarded volunteer 4-H leaders in West Tennessee on milestones of service of five, ten, fifteen, twenty and twenty-five years. A total of 387 pins have been presented in the seven years — of silver for five years' service, gold for ten, pearl for fifteen, diamond for twenty and emerald for twenty-five. Forty-nine pins were presented in 1952, only one for twenty-five years' service going to Miss Martin.

Miss Martin is a teacher in the public schools of West Tennessee.

MINIATURE RAILROADERS

Holiday babies born into the homes of GM&O employees are: Marcia Ann Smith, daughter of Mr. and Mrs. Clyde Smith, of Passenger and Station Accounting; Mary Regina McGuire, daughter of Mr. and Mrs. James McGuire of Passenger and Station Accounting; Deborah Ann Young, daughter of Mr. and Mrs. Cecil Young of Freight Receipts; and Edna Marie Goodhue, daughter of the W. F. Goodhues of Freight Receipts.

The fourth grade at St. Mary's School won the Mobile Junior League's essay contest, "If I were a GM&O Engineer Where Would I Take My Train".

The railroad contest was one of a number which featured historic Mobile and the modern industries of today.

Prior to writing the railroad essay, the Junior League and Radio Station WABB made a broadcast from the Rebel in the Mobile station. Interviews were conducted with members of the train crew and other representatives of the railroad.

In the picture from left to right are, Radio Station WABB Program Director Carl Haug, Junior League Member Mrs. Richard Crawford Jr., John Sellers, Robert Casanas, Kenny Casanas, Paul Museat, Billy Wall (son of GM&O Treasurer Wall), and Junior League Member Mrs. James Ogden (wife of GM&O Attorney Ogden.)
Chicago Daily Tribune Tells—
A Story Of 11 Pretty Women Who Really Get Somewhere

By Ruth McKay, Chicago Daily Tribune

Eleven attractive train hostesses of the Gulf, Mobile and Ohio railroad make Chicago their headquarters between trips aboard the Abraham Lincoln, Ann Rutledge, and Alton Limited. These girls find it “easy to go places” in their jobs.

Since the railroad, in 1935, placed hostesses on the Rebel, the south’s first streamlined train, they have been on all major passenger trains of this road. Altogether only about half of these train hostesses are southerners; they are known around the Union station as the “you-all” girls.

Duties

Train hostesses have varied duties; they greet passengers; supply headache and toothache tablets; do a fair amount of “baby sitting”; keep infant formulas on ice until needed, and are alert for emergencies which require plain, common sense.

Requisites are a pleasant personality, intelligence, a college degree and some previous business experience. The girls are not supposed to accept gratuities at all; occasionally they are the recipients of unusual gifts such as a basket of potatoes, a case of spaghetti—enough for an Italian fiesta.

A Thin Dime

One other unusual gift has been a daily occurrence for almost ten years. A line employe, John Hanson of Bloomington, Ill., hands the hostess each morning a dime for her bus fare on arrival at St. Louis.

This little ceremony grew into a custom when Mr. Hanson’s daughter was a hostess on the Ann Rutledge. She complained to her father of the crowded bus conditions in St. Louis and lamented the fact she never had her bus fare ready.

Mr. Hanson solved the problem by passing her a wire hoop with the dime attached each time her train pulled by the station where he was working. When Miss Hanson married and left the service the custom was continued.

Finders Keepers

Recently the girls sharing living quarters in town decided to dispose of an accumulation of relics.

News From Railroadmen On Leave

PFC James A. Sokt, former signalman of GM&O from Delavan, Illinois, is now serving with the 1st Cavalry Division in Japan.

Hugh West of Mobile has been honorably discharged from the Army and is back on his old job as secretary in the Legal Department in Mobile. He was a member of the 31st Division of the National Guard and was stationed at Fort Jackson, South Carolina. At the time of his release he held the rating of Master Sergeant.

Harry Edgecomb of the Freight Receipts Department left on January 2nd for service in the Navy. He reported to Bainbridge, Md.

John Lawrence and Chester Feazin, now serving in the Armed Forces, were home for Christmas in Mobile. They are both on leave from the Freight Receipts Department.

New Orleans Fish Story

Henry Koberg of the New Orleans Traffic Department was one of a seven member fishing party which brought in a big catch just before Christmas at the oil rigs off Grand Isle, Louisiana.

The party aboard Capt. Jack Collins’ “Pan American” caught 53 pompano, 22 blue fish, 13 manoo snappers, two sheephead, 133 silver trout, and 114 spade fish. On board for the excitement were Joseph Moll Jr. of Sears, Roebuck and Co., Dr. I. Tedesco; Ryan Moreaux, Sr., Ryan Moreaux, Jr., Mark Rehaut and Dee Weidell, all of H. G. Hill Stores; and Koberg of GM&O.

It’s a ring on the right finger of the left hand for Miss Sylvia McLean center, of the statistical section of the Traffic Department, Mobile. She and the lucky boy, Charlie McMillan of the Merchandise Department, receive congratulations from the aunt of the bride-to-be, Miss Willie Mae McGrath, PBX operator at Mobile.
RETIREMENTS

Switchman Horner W. Dillow, Tamms, Illinois, retired effective December 31, 1952. Mr. Dillow has been in the service of the company since August 29, 1918.

W. A. Oehler, Venice, Illinois, retired in December after being in the service of the company since August 24, 1920.

Assistant General Freight Agent Clayton Anderson, Mobile, Alabama, retired on December 31st after forty-six years of continuous service with the company.

Warehouse Foreman M. W. Fitzgerald, Bloomington, Illinois, retired on January 1, 1933. Mr. Fitzgerald entered the service on October 1, 1911 and has been in continuous service since that date.

Engineer L. P. Foster, Jackson, Tenn., who came to work for the line as fireman on March 14, 1895, retired on December 31, 1952. Mr. Foster was promoted to engineer on June 15, 1899.

Engineer L. E. Foster, Jackson, Tenn., retired from railroad service on December 31, 1952. Mr. Foster was employed as fireman on July 3, 1907 and was promoted to engineer on May 22, 1913.

Engineer E. E. Backlund, Bloomington, Illinois, retired on November 14, 1952. Mr. Backlund entered service as a fireman in 1909 and was promoted to engineer in 1917.

Truckmen William Brandon, Okolona, Mississippi, retired on December 10, 1952 after being in the service of the company since April 7, 1913.

Engineer M. J. James, Tuscaloosa, Alabama, retired on December 29, 1952. Mr. James entered the service on June 25, 1917.

In attendance at the luncheon honoring Mr. Sturdevant on his retirement were seated, left to right: Div. Freight Traf. Man, E. H. Yerke, Springfield; Local Attorney George Gillespie; Claim Agent J. L. Bates, Bloomington; Local Attorney Fred H. Stone; Attorney Charles F. Turner, Mobile; Ticket Agent George Fleming, Springfield; Assistant Gen. Pass. Agent N. J. Souders, Springfield; Div. Counsel L. P. Gillespie, Springfield; Division Counsel Wayne Ely, St. Louis; and General Claim Agent Fred Johnson, Mobile.

Standing, left to right, were: Freight Agent C. J. Buscher, Springfield; Special Agent Eugene Harris, Springfield; Traveling Auditor R. H. Osing, Springfield; Claim Agent W. G. Norman, Springfield; Attorney Robert Ely, St. Louis; Assistant Gen. Claim Agent L. E. Grove, Chicago; Trainmaster C. J. Penzakker, Bloomington; Assistant Chief Special Agent W. B. Jess, Springfield; Yardmaster H. D. Felsten, Springfield, Sturdevant and General Counsel D. B. Wright, Mobile. (See story, page one.)

Scout Scholarships Presented

Jimmy Tipton of Brownsville, Tennessee, was the winner of the GM&O scholarship award for Explorer Scouts of the Western Tennessee Area Council. Theodore McCrady of Jackson, Tennessee, won the similar award for Negro Scouts. The awards of $100 each were presented in December to each of the winners to be applied to his advanced education.

The GM&O scholarships were offered with the thought of stimulating habits toward good citizenship on the part of the Scouts. The recipients were observed for the year by community leaders as to their development in community service and personal qualities.

During December the GM&O traffic office in Chicago held a Christmas party at the Como Inn on the near northwest side. Its huge success was acclaimed by all in attendance and it was planned to make it an annual affair. C. S. Setzer supplied the picture.
Commendations

As Operator M. E. Ash of Vandalia, Missouri, watched a car of poles in a GM&O train pass, he noticed the stakes broken on the car. He flagged the train down and it was found that these poles were badly leaning making it necessary to set the car out at Vandalia.

Brakeman H. L. Hawk was commended on two occasions for his alertness. On looking around his train at Rives, Tenn., he discovered a brake hanger pin missing and brake beam dragging. At a later date, while inspecting his train at Corinth he found a brake beam down and notified car men to have the brake beam removed.

Alertness and prompt action on the part of a GM&O train crew prevented several cars from burning when a fire broke out at the Walsh Brick Plant east of Farber, Missouri. The shed and the two cars were discovered to be on fire by the crew of GM&O Train No. 94. The crew promptly stopped their train and detached the engine thermostat, and pulled all cars except one to a safe distance from the fire to prevent them from burning. They also extinguished the fire which had broken out in one of the cars. Commendations are extended to this crew composed of Engineer W. J. Deines, Conductor E. F. Kruse, Fireman H. Dornstine, Brakeman F. F. Aason and Brakeman F. J. Baker.

Agent R. B. Brock, Rives, Tennessee, was commended by Supt. Forlines for his watchfulness in detecting two defective cars delivered to the GM&O at Rives from another line. One car had dangerously flat wheels, and the other had chipped places in the flange.

Yard Fireman C. L. Carr, Kansas City, Mo., was commended by Supt. Miller for finding a broken switch point which could have caused an accident had it not been discovered.

Conductor H. H. Howorker, Roadhouse, Illinois, in checking the bills for his train, discovered a car load of electric circuit breakers lined up in the car too high to clear under St. Louis Avenue Bridge at Kansas City. Conductor Howorker notified all concerned to have the car switched ahead at Slater to be set out at Lydia Avenue.

Operator A. H. Desorais, Union City, Tennessee, discovered a brake beam down on a passing banana train. He flagged the train and the car was set out.

On December 7th, No. 36 had a car derailed south of Humboldt due to a derail bar pulled out and falling on the track. Conductor G. A. Carver and Brakeman G. Rhodes, of No. 28, meeting No. 30 at Humboldt, “jumped in the ring” and helped clear the main track, not only with suggestions, but with hard work in getting it done.

Flagman J. W. Atchison, Tuscaloosa, Alabama, was commended by Supt. St. John for investigating a noise made by the passing of the train and finding it to be caused by a broken rail.

Yardman A. J. Meyers, Yardman C. Loll, Yardman J. DeCillo, Engineer F. Cucelio and Fireman J. A. Burton were commended for the assistance they rendered in extinguishing the fire in a diesel when a crank case exploded.

Railroading is a family business in the home of Agent H. A. McMackin at Canton, Tennessee. Mrs. McMackin as well as the agent likes to watch the GM&O cars go by.

One day in December while watching a train pass, she saw a blazing hot box on a car loaded with beans destined for Mobile. Mrs. McMackin promptly gave the crew on the caboose of the train the step sign. The train was stopped and the car set out at Canton.

Brakeman G. C. Croft, Venice, Illinois, discovered a broken rail and reported it to the dispatcher.

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<td>54,167</td>
</tr>
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<td>SEP</td>
<td>54,102</td>
<td>54,187</td>
</tr>
<tr>
<td>OCT</td>
<td>62,710</td>
<td>53,260</td>
</tr>
<tr>
<td>NOV</td>
<td>54,387</td>
<td>55,530</td>
</tr>
<tr>
<td>DEC</td>
<td>54,130</td>
<td>54,837</td>
</tr>
</tbody>
</table>

Comparison of the first 12 months of the years

1951 | 877,180 |
1952 | 640,750 |