GM&O directors called on Governor White (third from left) with Assistant Vice-President Johnson (left rear) while in Jackson, Mississippi for the Newcomen dinner. Left to right: Johnson; Executive Vice-President F. M. Hicks; Governor White; GM&O Director Charles B. Stout; president of Dixie Portland Flour Co. of Memphis; Mr. Tigrett; NOGN Director Marvin W. Swain; first vice-president and general manager of Allen Box Board Co., Alton, Ill.; GM&O Director Eugene Holland, president of the Masonite Corporation, Chicago; NOGN Director James Parker Hickok, executive vice-president; First National Bank of St. Louis; GM&O Director H. A. Pharr, president; First National Bank of Mobile; GM&O Director Herbert Lorber, president; Rollins, Burdick Hunter Co., Chicago; NOGN Director Tillman R. Atchison, Gen. traffic manager, Baitston-Putina Co., St. Louis; GM&O Director A. Boyd Campbell, president of Mississippi School Supply Co. of Jackson and GM&O Director J. Finley McRae, president of Merchants National Bank of Mobile.

Mississippi Committee of Newcomen Society
Honors President Tigrett And Railroad

The Newcomen Society of Mississippi honored President I. B. Tigrett at its annual dinner in Jackson on February 20th. Approximately four hundred members and guests who Newcomen Chairman (Mississippi) Rex I. Brown said constituted the most representative group of business and civic leaders ever to be gathered at one time within the State, heard Mr. Tigrett recount incidents relating to the growth of the Gulf, Mobile and Ohio Railroad.

GM&O Director Boyd A. Campbell, President of the Mississippi School Supply Company of Jackson, introduced Mr. Tigrett and Mr. Brown, President of the Mississippi Power and Light Company, president. Charles Penrose, Ll. D., D. Eng., Litt. D., L.H.D., of Philadelphia and New York, was present as Senior Vice-President for North America, the Newcomen Society of England.

During the morning members of the Board of Directors of the GM&O and of its Subsidiary Company, The New Orleans Great Northern Railroad, who were in Jackson paid their respects to Governor

Increased Alumina Output
Predicted In Mobile

Four trainloads of alumina every three days will be produced by the Aluminum Ore Co. of Mobile after a one-third expansion next year. This proposed increased production was revealed this month by Alcoa President Allen B. Williams in Birmingham.

The Mobile plant is being enlarged at a cost of twelve million dollars to take care of a daily bauxite consumption of more than one-half a large steamship daily, he estimated, or about two million tons in 1953. A stockpile of bauxite will be kept in Alabama to secure continuous operations in the future.

The plant is now said to be producing about 30 carloads of alumina a day and our railroad participates in the regular movement of these cars.

Alumina is the material from which aluminum products are made.

GM&O In National News

Gulf, Mobile and Ohio received national attention in two broadcasts and one magazine article during February.

In a Columbia Broadcast—The People's Act—Tupelo, Mississippi's Rural Community Development Program was described and at the beginning of the 30-minute program The Rebel horn was heard and mention was made of the fact that the train afforded fine service for the city. The program is sponsored by the Ford Foundation.

The Esso Reporter heard over 54 stations across the nation, also mentioned GM&O, complimenting us for a "wonderful" transportation job.

In the national magazine field, Mademoiselle made mention of our Hostess Service and published a picture of Hostess Mary E. Justice.

Students Use G. T. Bus To Capital

A group of Mississippi High School students will leave Mathiston, Mississippi on March 29 via Gulf Transport bus for Washington where they will study the nation's capital first hand. Taking the "skyline drive" from Roanoke to Washington, the youngsters will see points of interest not only at the capital but also along the way.
Transloading Saves Shipper Time And Money

Multiple-load freight, shipped at carload rates, reaches its destination quickly and with minimum handling by GM&O's new operation of transloading at Jackson, Tennessee. Transloading is the reloading in transit, or transferring of freight destined for different points but loaded and shipped in the same car to a common, intermediate station. There the load is split, some being transferred to cars billed for different points, and the original car continuing with the bulk of the shipment.

A typical car, billed to New Orleans, with stopover in Memphis, Tennessee and Jackson, Mississippi, arrived in Jackson, Tennessee, on February 6th. The car was first stopped at Jackson, Tennessee, where the portions destined Memphis and New Orleans were transloaded for these points and the original car then was permitted to go forward to Jackson, Mississippi. As the Jackson, Mississippi, shipment was the largest single shipment in the car, the smaller consignments were transloaded to other cars.

Because of the special handling of the contents, the freight arrived at each destination on the following day, which would have been impossible had the original car been moved to all the various destinations for partial unloading.

The service is open to any shipper who may wish to avail himself of it. GM&O is the first railroad in the south to offer this innovation to the public.

Manager of Merchandise Traffic J. P. Cola in his office at Mobile checks performance of the transloading operation.

At Jackson, Tennessee, cars are spotted on separate tracks connected by a covered platform for transloading of multiple load freight in route. This transloading operation saves both time and money for the shipper. Freight Truckers C. H. Davis and L. B. Findley remove loads destined to Memphis and New Orleans from the car which will proceed to Jackson, Mississippi.

T. B. Peake Is Elected President Of Oklahoma Traffic Club

GM&O District Freight Agent T. B. Peake, Tulsa, Oklahoma, left, and District Traffic Manager F. A. Matthews of the Pure Oil Company congratulate each other. They were recently elected president and vice-president, respectively, of the Tulsa Traffic Club.

President Tigrett Honored

(cont'd from Page 1)

Hugh White, Mayor Allen C. Thompson, Speaker of the Mississippi House Walter Sillers and were introduced on the floor of the State Senate. The party was accompanied by Assistant Vice-President Fred Johnson of Jackson. (See picture on page 1).

In addition the following out-of-town members of the GM&O family present at the Newcomen dinner were: Vice President: S. A. Dobbs, (Chicago); T. T. Martin (Industrial); R. E. Stevenson, (St. Louis) and H. F. Warren (Purchases & Stores); Assistant to President and President Gulf Transport Company, C. B. Whitlow (Jackson, Tenn.); Treasurer: W. J. Wall; Secretary, K. D. Hocken; General Counsel, D. S. Wright; Assistant Vice-Presidents: E. B. DeVilliers (Traffic); P. D. Dorman (New Orleans); L. L. Lapp; (Kansas City); Agriculture and Forestry Director S. A. Robert (Jackson, Tenn.); F. J. Lott; Executive Assistant; and Publicity and Advertising Director, B. M. Sheridan; Retired Vice-President and General Counsel, J. N. Flowers, was at the speaker's table.

Also in the party were: Armstrong China, President of the Terminal Railroad Company of St. Louis and member of the St. Louis Newcomen Committee and John Burton Tigrett, President of Tigrett Enterprises, Jackson, Tennessee.

* Denotes Mobile.

Brakeman J. D. Walker, Jackson, Tennessee was commended for discovering broken angle bars and promptly reporting same.
The Editors Say:

Ike Tigrett — Man Of Faith
Frederick Sullens, Jackson Daily News

Nowhere in this nation, or elsewhere on earth, can be found a finer type of the rugged individualist than I. B. Tigrett, president of the Gulf, Mobile & Ohio Railway, who was honored with a banquet by the Newwomen Society in this city Wednesday night.

Many elements, of course, entered into the welding together of numerous short line railroads now known as the Gulf, Mobile & Ohio system, but the one big and important element was this: Ike Tigrett had faith.

He had the kind of faith that moves mountains. He believed in himself and he believed in the things he set out to do.

It was an old fashioned faith that moved Ike Tigrett—the kind of faith that inspired Saint Paul when he said: "Faith is the substance of things hoped for, the evidence of things not seen."

Ike Tigrett's faith was buttressed with vision—a vision of bands of steel binding a group of Southern states that would provide more prosperity and happiness for the people.

It was but natural that Ike Tigrett should have both faith and vision for he is a high-minded Christian gentleman with a simple and unquestioning belief in God.

A group of 400 of Mississippi's foremost business and professional men who have themselves scored exceptional success in many fields of endeavor, sat entranced in the Victory room as Ike Tigrett told the romantic story of the building of the Gulf, Mobile & Ohio Railway. There was not one touch of vanity, nor the slightest semblance of boasting, as the dapper little gentleman unfolded a thrilling narrative that was replete with deft touches of humor.

There is a grand fearlessness in faith such as that possessed by Ike Tigrett.

Glories is the heritage of a man who has faith of that sort—faith that is the backbone of the social and the foundation of our commercial fabric. Remove faith between man and man, and faith in God, and all that we have that is worth while will fall to pieces. There is not a happy home on earth today but stands on faith. Our heads are pillowed on it, we sleep at night in its arms with greater security for the safety of our lives, peace and prosperity than all the bolts and bars of steel can give.

Hats off to you, Ike Tigrett—true man of faith!

A Railroad Saga
James Skewes, Meridian Star

"We have never claimed perfection for the railroads."

"But, we shall continue to strive toward the end that our system will take its place in the community to make each area a better place in which to live."

These words were spoken by I. B. Tigrett . . .

"We have never claimed perfection for ourselves or the railroad industry. Of all our failures, it seems that the greatest lies in our effort to combat the competition of government subsidized water, highway and air transportation."

"We do not deny their rightful place, but our plea is that every agency be made to pay for government financed facilities in proportion to their cost have gone unseeded."

"Many would-be advocates of private enterprise have encouraged this situation for their personal advantage, and I dare say that as our Federal Government spreads itself they may be plagued by the same injustices which they have helped nurture."

Pres. Tigrett is to be hailed for his courage—for a stand he has taken openly on convictions which many persons have, but have kept hidden for reasons unknown to the public.

The GM&O, which serves Meridian and the area daily, is firmly entrenched as a local institution.

We are well aware of the excellent job it is doing. May it continue to be a pillar in foundation of the South.
Along The Line

Bloomington, Illinois—“Red” Blakeman, night chief train dispatcher, has some fancy new cards decorated with GM&O wings, which are creating a lot of favorable comment.

Mobile, Alabama—Letters arriving recently from Harold Daniels, Freight Receipts Department, now serving in the Navy, say that he is presently in Wonsan, Korea.

Mobile, Alabama—Two members of the Freight Receipts Department were wed on January 18, when Miss Jessie Moore became the bride of Cecil Young.

Springfield, Illinois—Yardmaster Jimmy Dunn is justly proud of his handsome teen age grandson. Mr. Dunn has a picture of the youngster with three other generations of the family. The great-grandfather is 91 years old.

Mobile, Alabama—Miss Helen Fay Brock and Mr. John T. Jones, Jr., both employees of the Transportation Department, were married on February 12.

Springfield, Illinois—Agent George Fleming, Assistant Ticket Agent Fred Bergman and Ticket Clerk Harry V. Booth have counted up 110 years of seniority among the three of them.

Mobile, Alabama—Attorney Charles Turner attended the Law-Science program at Tulane University in New Orleans this month. The program is co-sponsored by the College of Law and the School of Medicine. It includes lectures and discussions led by distinguished medical and legal experts. The course is designed to furnish to lawyers basic knowledge of modern medical science as it pertains to personal injury problems.

A Pat on the Back May Be a Boost Up the Ladder For You

Unselfishness in trying to help another, often brings results favorable to you, points out Store Crane Engineer R. V. Skelton of Meridian, Mississippi. He cites an incident where an M&O yardmaster, by his friendly cooperation, helped build not only a banana business for another, but increased early banana train movements on the GM&O.

WELL - L - L

Most of us who have had, this winter, first hand experience with doing a cold or one of its more devastating fellow-travellers with various nostrums with ominous names, will appreciate the story of Mrs. Dot Park of the Legal Department in Mobile.

Mrs. Park left her four-year-old Suzanne at home one day with two older brothers, all in various stages of colds. During the morning, the children left messages for their mother at the office, but her work prevented her from returning the calls until noon.

Small Suzanne answered the phone promptly with an impatient, “Mother, where in the world have you been?”

“I’ve been taking dictation, Suzanne, and could not call you.”

“Taking what?”

“Taking dictation.”

“Oh, mother,” moled Suzanne, “was it nasty?”

MEMBERS OF GM&O FAMILY STAR IN MOBILE MARDI GRAS COURT

Miss Mary Semple, daughter of Commercial Agent and Mrs. Eugene Kelly, was selected to be a lady-in-waiting in the Mardi Gras Court.

Frank Lott Jr., son of Executive Assistant and Mrs. Frank Lott, served as page to the Queen.

John Morissette, Traffic Dept., was Knight to the Carnival King and later was selected to be King of the Azaleas Trail Festival.
NEWS AT A GLANCE

PAYROLL SAVINGS BOND PLAN

The United States Treasury Department has recently released some interesting information about the number of railroad employees who are participating in the payroll Savings Bond Plan as of January.

On railroads with 5,000 or more employees, the national average of employees who are using the Plan is 24.1%. By comparison, our Railroad which is in this same class, has a participation of only 7.1%. This means that out of 10,264 GM&O workers only 754 are availing themselves of the payroll deduction plan to buy Government Bonds and save money.

The U. S. Treasury Department is asking the cooperation of every railroad employee in this very worthwhile program. Your GM&O Department Head has full information and the Company will gladly handle the deductions and the Bond deliveries upon your request.

THE RAILROAD FAMILY

Railway employees and members of their families comprise a group of approximately 4,500,000 persons — 1,300,000 wage earners and 3,200,000 dependents.

THE FUEL OIL SUPPLY

In these days of allotments of critical materials to the railroads by the government it is wise that railroad people particularly know about the amount of fuel oil used by diesel locomotives.

Actually if you shut down all of the railroads in the country you wouldn’t gain enough fuel oil to enable the average household to get enough more fuel oil to make any difference in whether his house was cold or not.

General Motors — Electro-Motive Division — is graphically picturing this in a series of national advertisements in which they show that one-fifth ounce of fuel oil hauls one ton of freight one mile.

Our Railroad was the first major railroad to switch completely to diesels — now more than fifty percent of all freight and passenger traffic moves under diesel power.

MODERN TOOL — MODERN IDEAS

A continuation in the immediate future of improvement projects in the railroad industry will be possible only because of economies that have already been effected through the prudent application of modern tools and modern ideas. Had not railroad facilities and methods been thus brought to top efficiency, operating costs today would be so much higher that the industry would be tottering on the brink of bankruptcy.

Donald V. Fraser
President, Missouri-Kansas-Texas Lines
St. Louis Office Honors Miss O'Dell

No one had thought of Miss Gertrude O'Dell retiring; even Miss O'Dell had not given it much consideration. For, although she had worked for the GM&O for forty-three straight years, wasn't she still among the most efficient and beloved of GM&O's St. Louis office?

"But then," said Miss O'Dell, "on a bleak, snowy day, someone assisted me off the bus and a policeman offered to help me across the street and I suddenly realized it was time for me to retire."

Disregarding the fact that she was alone in this belief, Miss O'Dell selected February 14 for her retirement date. Her last day of work at the GM&O office proved to be a full day's reception of expressions of appreciation by the St. Louis office force. To begin the day, the men in the Freight Traffic Department, Industrial Department and Vice President Stevenson presented her with a gold watch and a white orchid. Later in the day, Freight Traffic Agent Harry McHenry sent her an orchid corsage.

At the day's end, the women of the office honored her with a dinner, showering her with gifts. With every woman in the St. Louis office in attendance, Mrs. Hazel Murray, chief Statistician in the Freight Traffic Department, led the group in thanking "Gertie" for years of friendship and service. A letter, containing a check, from Mr. Tigrett climax ed the dinner. Her plans? "Well, I do love to travel and I've never used my pass on the Southern Division."

Deceased

Engineer-Fireman George E. McConnell at Marshall, Mo. on February 22. Mr. McConnell first entered the service as fireman on January 20, 1911.

Agent F. K. Smith, Shipman, Illinois, at St. Louis, Missouri on February 23, 1952. He entered the service as agent-operator on December 20, 1913. He is survived by his wife.

Fireman W. A. Vaughn, Slater, Missouri, on February 27 at St. Louis, Mo. He is survived by his wife and three children. He had been with the company since August 26, 1918.

Retired Switchman Edward Redman Hackins, Jackson, Tennessee, on February 29, 1952. Mr. Hackins was employed by the company on December 24, 1910 and retired September 5, 1939.

Retired Station Porter Will Hay, Jackson, Tennessee on January 8, 1952. He was employed in 1910 and retired in 1943.

Retired Locomotive Engineer John Frederick Hildon on February 8, 1952 at his home in Mobile, Alabama. Mr. Hildon entered the service of our railroad on March 9, 1903 as a fireman. He was promoted to engineer on August 11, 1903 and served in this capacity until he retired on November 1, 1936. Since his retirement Mr. Hildon made his home in Mobile.

Switchman L. E. Shelton at his home at Springfield, Illinois on February 9, 1952. Mr. Shelton entered the service as brakeman in 1912 and transferred to switchman at Springfield on May 1, 1920.

Retirements

General Yardmaster C. D. Bowsber, Glenn, Illinois, retired from company service on February 1, 1952.

Mr. Tilden Lament, St. Louis, Missouri, retired on February 1, 1952 after being with the company since December 11, 1922.

Mrs. Bertha Brememan, Cario, Illinois, retired on January 5, 1952 after more than thirty-eight years of railroad service.

Engineer James Earl Robbins, Jackson, Tennessee retired from the service of the company during January after being in the employ of the railroad since July 25, 1907.

Operator John Edgar Reynolds, Corinth, Miss., who entered the service of this company on September 20, 1908, retired on December 1, 1951.

Mr. William Thomas Rowsey, Jackson, Tenn., retired from the company on January 15, 1952. He entered the service as switchman on April 10, 1917.

Machinist Bead L. Wilson, Jackson, Tennessee, retired on February 14th after more than 33 years service with this railroad. Mr. Wilson was employed as machinist at Murphysboro, Illinois on December 13, 1899. He was transferred to the shops at Jackson in 1939. Two years ago he was presented with a golden fifty-year lifetime pass. His many friends and associates wish him many happy years of retirement.

Miss Gertrude O’Dell (center), was showered with gifts by the women of the St. Louis office on the day of her retirement. Mrs. Hazel Murray, left, chief statistician and Miss Hilda Kersten, secretary to the general freight agent, helped arrange a dinner in her honor.

Freight Traffic Department.

Over Six Hundred Fish

Henry Koberg of the New Orleans Traffic Office made history and the papers last month when he was a member of a party of seven men who caught more than 600 fish on one day. The event was so unusual that an account of it was carried in Val Planagan’s column of the New Orleans States.

Six employees of the H. G. Hill Stoves and Koberg braved rough seas one Sunday to fish the oil rigs off Grand Isle. They came back aboard Capt. Jack Collins’ tugboat with over 600 fish, most of them silver trout, but with a sprinkling of the other species usually taken around the rigs.

Wilson Thomas, Gordon McFae, Linton Phillips, W. M. P. Griev, Brian J. Mercauz, Sr. and Mark Richoux, with Koberg, formed the party.
IRON MEN OF "THE ROUNDHOUSE"

Soldier Railroaders Keep The Wheels Of War Turning

By Pfc. J. W. Benjamin, Jr.

The "Back Shop" in Korea, cluttered with locomotives, crisscrossed with railroad tracks, bustling with activity, is called "The Roundhouse." Operating the shop are big men, sweaty men, dirty men — they call them the "roundhouse boys."

Combine railroaders and old soldiers and you have a really special breed of citizen. And combine these men with the roundhouse and you have what the Army calls the 765th Railway Shop Battalion.

Like all other outfits in Korea, they work long hours. And when you see them mothering 90-ton engines around on cranes — that adds up to a lot of hours! The shops operate 24 hours a day. Beside on building is a softball diamond hopefully constructed last spring. It is covered with weeds now.

It's hot too! In the spring the temperature was hitting over 110 degrees in some of the shops. They don't bother to take the temperature anymore.

What have they done? In a 12-month period the railroaders made heavy repairs on many locomotives. Heavy repair" means taking the boiler off the engine, dis-assembling the works, making everything tick, and then putting it together again. They've made heavy repairs on thousands of freight cars, and hundreds of passenger cars. And, in addition, they've produced everything from stoves to a one-ton air hammer — strictly as a side line.

A recently completed job had the roundhouse boys turning out 1000 general service cars. The stars are larger than the usual insignia; these are now on jeeps and sedans belonging to generals throughout Korea.

The roundhouse area contains 16 large buildings including a saw-mill, a generator shop, and boiler shop. The sawmill shop cuts lumber for rebuilding cars. The paint shop brightens up all trains and accessories, such as hospital beds. The tin shop recently turned out two ice boxes for hospital trains. The foundry shop has a special problem in straightening flatcars bent by tanks. It is done with a hand jack. The heavy locomotive repair shop works on four engines at a time. The forge and foundry shops turn out brake shoes, valves, faucets — everything needed to keep trains in operating trim.

And that's quite a problem; for besides American and Korean trains, French, Belgian, Japanese, and Russian rolling stock is in operation. Each requires different size parts. One lucky break — the Korean railroads are standard gauge, same as American lines.

"Firsts" for the 765 include the renovation of the "peace train," the construction of the only Class "1" American style sleeper train in Korea (The Euskal Express), in addition to railroad wheels to trucks and buses for use as improvised hospital cars and switch engines, renovation of the Pusan ice factory, and last but not least — they built the rollers for the presses that print the Korea edition, Pacific Stars and Stripes.

In case you're wondering how the "roundhouse" got its name; long ago the roundhouse (railway locomotive repair building) was actually round. The tracks for running the engines in and out of the repair building were laid in spoke form, radiating from the center of the shop. Since then, with invention of the turntable, most roundhouses have become rectangular.

But the men of the 765th have developed a different idea concerning the origin of their moniker. "We keep the Korean war moving, and the war just keeps going round the round — and where she stops nobody knows."

Reminiscences Of A Former Employe

GM&O NEWS
Mobile, Alabama

Will you kindly place my name on your mailing list for the
GM&O News?

The Christmas issue fell into my hands thru an old friend, which was the first I knew of its existence. I saw pictures of familiar faces, and read about old friends — even relatives. I am sure that there is no one who would appreciate receiving this paper more than I.

I lived on the M&O most all of my life, and learned about railroading while helping my father who was agent for them for many years. I learned telegraphy and have handled many an order to Conductors and Engineers in the old "barrel-hop" age. Later worked as Cashier and Assistant Ticket Agent at Okolona, Miss., then clerk at East St. Louis, Illinois, where I married and quit railroading.

I was drafted back into service during the 2nd World War, and am still working for the above Railroad, small but a very alert railroad. I enjoy it very much, but I am still very much attached in mind and heart to the old M&O, now the GM&O, so if you will place me on the mailing list for this little paper, I shall be very grateful.

Mrs. Ruby Wren Ryan, Sand Springs, Oklahoma

WESTERN FARM GROUP ARRIVES IN MOBILE VIA REBEL

When Farm Editor Charley Stookley (rear, left, without hat) of St. Louis Radio Station KXOK planned a trip South for a group of representative farmers, their wives, and county agents, he selected the Rebel for the trip. The group is shown on arrival in Mobile where they were welcomed by GM&O Division Passenger Agent E. A. Chapman (extreme left).
Corn And Soybean Winners
Top Last Year's Record

Winners in GM&O's Soybean and Corn Growing Contest in Illinois last year took top places again this year. S. B. Stiegelmier of Normal, Illinois, third place winner in 1951 led in the soybean contest with a slight margin over L. Parke Kerbaugh of Stanford. The Lincoln State School and Colony Farm with Ben Courtwright as manager topped the efforts of Wayne Riley of Griggsville in the corn contest. Riley took second place for the second consecutive year.

A corn yield of 210.97 bushels per acre won first place for the Lincoln State School and Colony Farm against 194.66 last year. Stiegelmier's 48.97 bushels of soybeans per acre was also an increase over the first place winning 44.72 bushels per acre of last year.

Wayne Riley, who won second place in the corn contest is a member of one of GM&O's farm families.

Miss Dorothy Williams, secretary to Assistant General Passenger Agent Neal Sanders, right, at Springfield, shows her latest fan mail, about a yard in width.

Her Fan Mail Grows!

For the small fry of Springfield, Illinois, the conductor as the railroad ideal is being inched out of the picture by a clerk stenographer in the office of the Assistant General Passenger Agent. The admiration the youngsters have for this attractive brunette, Miss Dorothy Williams, is expressed by abundant, and sometimes unique fan mail.

This mail is a result of visits made to the station by school classes, of ages varying from twelve years down to kindergarten size.

Hardly a week goes by that some teacher in the Springfield area does not call on Miss Williams to conduct a group of eager potential engineers and hostesses over the railroad property at the station. To the youngsters Miss Williams presents railroad history, as seen from the Springfield station, from the sale of tickets to the operation of the tower at the crossing nearby.

That she is a good teacher is evident from a group of pictures that she recently received, drawn by the students of the evening kindergarten class. Each of these thirty-five pictures depicted a crayoned scene of some activity about the station.

The morning class, not to be outdone, prepared a yard square letter, with words several inches high, reading, "Dear Miss Williams; Thank you for showing us around the train station. It was fun watching the trains come."

Miss Williams says it is fun watching the children come too.

Railroad Son Honored
At Jackson, Tennessee

The "Outstanding Young Man of 1951" at Jackson, Tennessee is George Thomas Smith, son of G. T. Smith, retired GM&O boiler maker at Jackson. Mr. Smith's other son, Dr. Walter R. Smith, was also signal honored recently by being awarded a post-doctoral fellowship valued at $9,500 (see December's News.)

Mr. Smith is serving as director of youth work, choir director, Sunday School teacher and a member of the board of stewards of his church; he is a member of the Exchange Club and was in 1951 the editor of the club's weekly publication; he is also a member of the board of directors of the county chapter of the American Red Cross; he directed a chorale which took part in the 1951 Farm Bureau Community Sing contest; he takes active part in various clubs and Fraternities.


A. F. Stephens, General Agricultual Agent, GM&O Railroad; Ben Courtwright, Farm Manager, Lincoln State School and Colony Farm; and Dr. Wm. W. Fox, Superintendent inspect a sample of corn from the winning field in GM&O's corn growing contest.
Commendations

Yard Clerk J. P. Holland, New Albany, Miss., was commended by Supt. Moore for discovering a broken rail and notifying the conductor of an oncoming train and also the superintendent’s office.

For intelligent handling of a situation involving both potential property damage and personal injury, Section Laborer Charles Skelton, Roodhouse, Illinois was commended by both Chief Engineer B. V. Bodie and Supt. Conolly.

When Skelton passed the scene of an automobile accident in which the railroad track had been knocked out of line, he drove to a near-by community to get a section foreman there on the job. He was unable to locate him, and called the depot at Roodhouse to report the accident and protect trains. In order to be sure that trains were protected, he drove to Roodhouse, and upon finding the supervisor and sectionmen ready to leave for the scene of the accident, he went along with them and assisted in repairing the track.

“A Railroad Man’s Prayer”

By W. A. Robbins, Freight Car Inspector Okolona, Miss.

The story is told of a railroad man who was converted and was asked to lead in a public prayer. He hesitated a moment, and then with a clear, resounding voice, said, with greatest reverence:

“O Lord, now that I have flung Thee, lift up my feet from the rough road of life and plant them safely on the dock of the train of salvation. Let me use the safety lamp known as Prudence and make all the couplings in the train with the strong link of love, and let my hand lamp be the Bible. And, heavenly Father keep all switches closed that lead off on the sidings, especially those with a blind ending.

O Lord, if it be Thy pleasure, have every semaphore block along the line show the white light of hope, that I may make the run of life without stopping. And, Lord give us the Ten Commandments for the schedule, and when I have finished the run on scheduled time, and have pulled into the great dark station of death, may the Superintendent of the Universe say, “Well done, thou good and faithful servant, come and sign the payroll and receive your check for eternal happiness.”

Engineer W. T. Cochran and Fireman L. M. Shaffer, East St. Louis, Illinois displayed initiative and ability in keeping a disabled train going without delay or reduction of tonnage. They discovered the cause of the trouble and had it corrected when they were confronted with diesel trouble.

Fireman J. F. Fleming and Brakeman M. W. Bendaumen, East St. Louis, were commended for initiative in helping correct the trouble of a disabled train.

Section Foreman R. D. Sherwood and all his gang were commended by Supt. Thomasen for alertness in discovering a brake beam down on a train passing the point at which they were working.

Fireman - Engineer E. C. Houchens, Bloomington, Illinois displayed exceptional interest in the welfare of the company when, after doubling over at the Union Station, he noticed a train line hose caught in the points of switch, and removed the hose, preventing trouble.

Foreman H. E. Wright, Kansas City, Missouri, was commended by Supt. Miller for observing two broken angle bars and reporting them promptly to the chief dispatcher so that repairs could be made.

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**OUR FREIGHT BUSINESS**

Revenue Car Loads Billed And Received On GM&O

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<td>56,999</td>
<td>57,999</td>
<td>56,499</td>
<td>52,199</td>
<td>57,168</td>
<td>58,044</td>
<td>57,124</td>
<td>62,794</td>
<td>57,320</td>
<td>57,130</td>
</tr>
</tbody>
</table>

Comparison of the first 2 months of the years………..

1951 108,185

1952 112,906

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9
The four stars in the service flag held by the GM&O freight office force during the First World War represent Jim Poole, Roy Bledsoe, Farris Jones and another unidentified GM&O employe at the time. In the picture are, first row, Martin V. Poole, Edwin H. Geyer, B. B. Tolson and Marvin Love. Second row: Chas. C. Cox, Claude Daniel, Ralph Murphy, Ernest Billingsley (see picture, right, below) B. Throckmorton, Rob McComas and W. H. Polesgrove. The lady was Mrs. Leona Nash McNally, stenographer.

Mr. and Mrs. George Morett of the Chicago office think that to have two babies is just twice as good as having one. The twins, Michael Kevin and Patricia Susan, were born on December 31, 1961.

If you want to know when the fish are biting, contact Chief Clerk Pickett Reasonover of the Jackson, Tenn. freight office. Mr. Reasonover has, for several years, written a column for the Jackson SUN called "Buckshakes" which gives hints for sportmen.

Rate Clerk E. A. Billingsley, left, and Agent A. E. Coltrain of Jackson, Tennessee. Mr. Billingsley is the fourth man in the second row of the First World War picture above, left.

When the Murphy High School Freshman Class at Mobile, Alabama divided into groups to study preferred vocations, five chose railroading and came to the GM&O office building for a first hand view of it. Office Building Manager Kretton Hardy (third from left) took them on a tour of the various offices where the youngesters studied at first hand the operation of the different departments of the general office. Prospective railroaders are: Ruby Glover, Jane Folk, Dolores Craft, Eric Dickms and Ronald Harris.

Dean H. P. Rusk, University of Illinois, presents Illinois Rural Youth Community Service Award Scholarships provided by the GM&O to officers of the winning County Rural Youth Groups. Left to right: Leo Tjelle, Grundy County; Henry Schaars, Pulaski-Alexander County; James Kerkhovker, Randolph County; Dean H. P. Rusk; Charles Fairchild, Sangamon County; Miss Marilyn Mehr, Macoupin County; Al Longman, Marshall-Putnam County; S. A. Robert, Director, Agriculture and Forestry, GM&O Railroad; Sam Butler, Morgan County.