GM&O Declares Dividend: Elects New Director

Gulf, Mobile & Ohio directors authorized purchase of 450 new freight cars, declared dividends and elected a new corporate director at their first meeting of the year in St. Louis on Feb. 26.

The new equipment will cost approximately $2,650,000 and will consist of 50 covered hopper cars for use in the increasing movement of bulk commodities which must be protected from the weather and 400 gondolas for general service. The hoppers will be built by Pullman Standard at Michigan City, Ind., and the gondolas at St. Louis by American Car & Foundry Co.

The dividend payments aggregate one dollar per share on 917,333 shares of common stock and $3.50 per share on 283,438 shares of preferred stock.

Elected to the directorate to fill the vacancy created by the death of A. B. Paterson of New Orleans, was Chicagoan John M. Coates, 46-year-old president of Masonite Corp.

Car Loadings Down

GM&O's 1952 net income was $7,785,093, Chairman Tigrett told the board. He said, however, carloadings were down 1.5 per cent under 1951 and that railway operating expenses increased $1,373,747 during the same periods. Passenger revenues were off approximately a half million dollars, Tigrett said.

The common stock dividends of fifty cents each will be payable March 31 to stockholders of record March 11, 1953, and June 30 to stockholders of record.

(Continued on Page 2)

Masonite President Named

GM&O Director

John M. Coates, president of Masonite Corporation, was elected to the directorate of Gulf, Mobile and Ohio at the board meeting held in St. Louis on February 26. He fills a vacancy created by the death of A. B. Paterson of New Orleans.

Mr. Coates became president of Masonite Corporation Aug. 27, 1952. He has been associated with the company, the world's largest producer of hardboards, since 1939. He served as legal counsel until 1947, when he was made vice-president of operations, the position he held when elevated to the presidency.

GM&O's new director was born in Wausau, Wis. He was graduated from the Wausau High School in 1923 and then entered the Virginia Military Institute. He transferred to the University of Wisconsin and graduated in 1927. He started out in business with The Employers Mutual Liability Company claim department in Wausau, later being transferred to De-

(Continued on Page 2)
GM&O Received Community Chest Citation

Ralph H. Blanchard, executive director of Community Chest and Councils of America, (left) presents Chest citation of GM&O Railroad to GM&O Treasurer W. J. Wall. The citation was in recognition of GM&O's outstanding national service to Community Chests and Councils in America.

The Community Chest of America presented a special citation to Gulf, Mobile and Ohio Railroad recently in Nashville for recognition of outstanding national service to the United Red Feather Campaign. The Distinguished Service Award was signed by National Chairman H. J. Heinz II and was received by GM&O Treasurer W. J. Wall, who is Treasurer of the Mobile Community Chest.

The citation was awarded the Railroad for its voluntary Company contributions to all organized chest campaigns in the seven-state territory which it serves. Occasion for the presentation was the Southeast Regional Conference of Community Chest Councils and in receiving the award Mr. Wall acknowledged the honor bestowed upon GM&O and explained that the Management is constantly striving to increase the measure of the Company's citizenship by participating in civic enterprises to the fullest extent and by assuming a proportionate share of the community load.

Attending the conference were Tennessee Governor Frank Clement, Nashville Mayor Ben West and past President of International Rotary S. Kendrick Guernsey. Besides Mr. Wall, there were from Mobile Executive Secretary Bill Kaufman and Directors Alfred Delchamps and Bob Adams of the Mobile County Chest.

Executive Vice President G. F. Brock is 1953 campaign director for the Mobile Chest and Assistant to the President P. J. Lott is budget director.

GM&O Declares Dividends

(Continued from Page 1)

June 10, 1953. The preferred stock dividends of $1.25 each are payable on Sept. 14 to stockholders of record Aug. 25, 1953, and Dec. 15 to stockholders of record Nov. 25, 1953, for the first two quarters of 1953. Similar dividends have already been declared payable March 31, June 30, 1953, for the last two quarters of 1952.

As a prerequisite to the payment of the above dividends, the board provided for payment on April 1, 1954, of interest on its general mortgage income bonds amounting to $1,205,200, being 5 per cent on such bonds of Series A and 4 per cent on bonds of Series B, for the calendar year 1953.

Following the GM&O board meeting, directors of the company's subsidiary line, the New Orleans Great Northern Railway Co., convened and declared interest payable on that company's 5 per cent mortgage debentures due 2022, and 1½ per cent on Sept. 14, 1953, and 1¾ per cent on March 31, 1953, in addition to the 1½ per cent heretofore declared payable on March 31, 1953; also 1¼ per cent on Dec. 13, 1953, and 1¼ per cent on June 30, 1953, in addition to 1 per cent heretofore declared payable on June 30, 1953.

Masonite President Named GM&O Director

(Continued from Page 1)

I. B. and Appleton. While serving as branch claim manager at these posts he became interested in legal work. Subsequently, he entered the Harvard Law School, graduating in 1933.

He became associated with the Chicago law firm, Bicks and Polonie, and later joined the general counsel staff of the New York Central Railroad. Then, in 1938, the late Ben Alexander, who was then president of Masonite Corporation, employed him as one of the company's counsel. Two years later he was made general counsel and in 1941 became a member of the board of directors. In 1946 he was made assistant to the president and in 1947 was elected vice-president in charge of all operations.

Mr. Coates is well known in the building material industry in this country and in some foreign countries. Masonite has licensees in Canada, Australia, South Africa, Italy and Sweden so his business relationships are international in scope.

He is also president and director of Marsh Wall Products, Inc., a subsidiary of Masonite Corporation, and vice-president and director of Masonite Company of Canada Ltd.


GM&O has been closely associated with the Masonite Corporation since it began operations at Laurel, Mississippi, in 1925. The Laurel plant has been served constantly by our line since that time.

Alaska Girl Is Hostess

Newest Hostess Jane Woodruff hails from Anniston, Alabama. She attended Mary Baldwin College and the University of Alabama, where she was a member of the Delta Delta Delta Sorority, on the staff of the university paper, active in Church work, and a member of various college clubs. Before coming to work for GM&O, she worked on the Anniston STAR.
GT Buses in Picture Section

Gulf Transport's Highway Post Office buses served to illustrate a picture story in the Sunday rotoscope of the St. Louis Post Dispatch for March 8th. The feature depicted the new type mail service in which Gulf Transport pioneered.

Pictures trace the route of a Gulf Transport bus after it picks up sacked mail at the St. Louis Union Station shed and starts for Jackson, Tennessee. Clerks are shown sorting mail in the highway post office to be dropped off at the thirty-eight intermediate points.

Gulf Transport, GM&O's highway subsidiary, was the first company to inaugurate the mail bus.

New Industry Begins Operations In Territory

A new seven million dollar shell plant at Holt, Alabama went into operation during the month of February, according to the Tuscaloosa News. The plant is operated by the Central Foundry Company. It will be served by GM&O, and the GM&O Industrial Department cooperated in its location.

Under construction for eighteen months, the new industry will employ four hundred people when it reaches full production. As the method of producing the shells is completely new, each piece of machinery had to be made to order. The building itself was also especially designed for its purpose.

LOUISVILLE, Miss. (U.P.)—When the Doolittle family brags it's "Been Working on the Railroad", it means it. There has been a Doolittle with the Gulf, Mobile and Ohio Railroad since Horace E. Doolittle joined the line in 1906. He was followed by three brothers, two nephews and his twin sons. A total of their years of service on the railroad adds up to 221.

Sam Wolfe Elected Clerks' Head

When chief clerks of railroads in Birmingham, Alabama organized a club to promote closer business and social acquaintance, GM&O Chief Clerk Sam I. Wolfe was elected president. George F. Harris, Union Pacific, is vice president and Miss Mary Lou Stanfield, Chesapeake and Ohio, is secretary-treasurer.

Members are restricted to local traffic clerks, assistant chief clerks and clerks. All original members are to be charter members and the first meeting of the organization will be announced soon, according to the new president.


On February 26 associates of newly-appointed Passenger Traffic Manager R. B. Weaver gathered at a St. Louis hotel for a dinner in his honor. All members of the Passenger Department in St. Louis attended.

Seated at the speaker's table were Vice President R. E. Severson, St. Louis Assistant General Passenger Agent B. C. Pate, St. Louis; Weaver; and Traffic Manager E. B. Farrell of Mobile. B. C. Pate served as master of ceremonies. Besides Mr. Farrell, Assistant General Passenger Agent N. J. Souders of Springfield was the only out of town guest.

Inspirational five minute messages were brought by Vice President Severson and Mr. Farrell, followed by a warm tribute to the new passenger traffic manager by General Agent C. B. Bluestone.

On behalf of the assembly, General D. G. Barnard presented Mr. Weaver with a gold desk clock as token of esteem and good wishes.

Weaver assumed his new duties on February 1st.

Bluestone's Tribute to Pass. Traf. Manager

"Just as in the intricacies and workings of railroad operations the tracks weave and cross and intersect into a smooth-running and well-patterned network, so has Bert the Weaver handled the component parts of his life and character into a pattern that's an example to all of us.

The threads of this pattern are perfect threads—no ravel, no knots. They are binding threads of loyalty—loyalty to his associates and to his employers; the bright thread of sincerity, which denotes his sincere service and sincere words of helpfulness to others; the golden thread of friendship, which attracts and retains friendships for himself and our organization."
RETIREMENTS

Section Foreman J. D. Taylor, Crawford, Mississippi, retired on January 31, 1953, removing from active service "one of our most valued section foremen after 29 years of loyalty and efficiency," according to a letter from Chief Engineer B. V. Boles. Mr. Taylor was first employed July 23, 1914 and was promoted to section foreman in 1917.

First Track Yard Clerk Y. D. Balston, Rockhouse, Illinois, retired from service on December 31, 1952. He entered service as clerk on October 1, 1912.

Flagman C. W. Weeks, Meridian, Mississippi, retired on February 18, 1953. He entered the service in January, 1911, and worked as conductor and flagman.

Agent Roe Barton, Mexico, Missouri, retired on February 13, 1953. Mr. Barton entered the service as agent-telgrapher on March 14, 1909.

Conductor J. R. Woods, Slater, Missouri, retired on February 20, 1953. He was first employed as a brakeman on July 11, 1906, was promoted to conductor on February 15, 1911 and promoted to passenger conductor on July 27, 1942.

Engineer R. W. Tipple, Bloomington, Illinois, retired on February 14th after being with the company since October 25, 1908, when he entered the service as fireman. He was promoted to engineer in 1917.

Engineer W. J. Bailey, Slater, Missouri, retired on February 4, 1953. He entered the service as fireman in 1916 and was promoted to engineer in 1917.

After half a century as a railroad man, Engineer W. L. Ferguson, Mexico, Missouri retired on February 1, 1953. Mr. Ferguson entered the service as brakeman in 1903 and was promoted to conductor in 1908.

Mrs. Helena P. Walker, Payroll Clerk in the Disbursement Department, retired from the service of the company on March 1st, 1953, after having completed thirty-four years of continued service.

Mrs. Walker entered the service of the former Mobile and Ohio Railroad Company on October 1st, 1918, and since that time has held various clerical positions in the Accounting Department.

In honor of this occasion, Helena, who was loved by all who knew her, was presented a beautiful chair and ottoman by her fellow employees. She also received many other lovely gifts from numerous "well-wishers."

I. N. Herrington is Supt. Mobile Terminals

When Ike Herrington was appointed Supt. of Terminals in Mobile on March first, it culminated forty years of railroad experience. To congratulations on his promotion, he quietly answered that "perhaps he had done pretty well for a bare-foot country boy with very little to recommend him except a desire to do right."

Born in Pensacola, Florida, the new GM&O superintendent began his railroad career at the age of fifteen years when he left school to help support his family. He worked, said Herrington, as night office boy for the L&N Railroad—seven nights a week, twelve hours a night. His paycheck totaled three dollars a week.

After eight weeks he was promoted to day office boy with a raise in salary to four and a half dollars a week.

Just before his sixteenth birthday the job of night clerk in the office became vacant. Night work not being popular, no one else wanted the job, so the day office boy was allowed to fill the job temporarily. After his birthday, he officially received the night clerk's job, which he held for three years, when he started switching.

Once in the operating department, Mr. Herrington acquired several years of service with that and another line. In June 1922 he came to Mobile to work for the former GM&O as chief clerk to the terminal trainmaster at Frascati, and he has been with this company since that time. In 1938 he was appointed assistant trainmaster on the Alabama Division, in 1942 he became terminal trainmaster and in 1945 he was promoted to assistant superintendent of terminals.

Herrington is married and has five sons, one of whom, Hal Herrington, is yard clerk at Frascati. All of his family, said Mr. Herrington, touching a vase of flowers sent from his wife, were proud of his new appointment. Also, were many GM&O customers and fellow employees who hold him in high regard.

Incident to the appointment of I. N. Herrington as Supt. of Terminals, Mobile, W. B. Killough (second from right) was appointed Asst. Supt. of Mobile Terminals.

Shortly after their arrival, Supt. Herrington showed them over Terminal Yards where they met some of their new associates. Shown in picture, left to right, are Switchman J. C. Price, Fireman J. C. Cowan, Switchman A. J. Turegano, Engine Foreman Amos Everett, Engineer G. D. Owen, Supt. of Terminals Herrington, Asst. Supt. of Terminals Killough and Assist. Trainmaster Harris.
NEWS AT A GLANCE

PASSenger TRAIN BUSINESS DECLINES

Revenue from our passenger train operations last year decreased a half million dollars under 1951 . . . attributed largely to the decreased movement of military personnel.

The operation of dining and buffet cars resulted in a loss of $145,921. For each dollar received from this service, the Company spent 64.8 cents for wages and 42.3 cents for food, in addition to other dining car costs.

For the first eleven months of 1952 (latest figures available) we handled 925,439 passengers and the average distance each passenger traveled was 192.26 miles. The average amount received from each passenger per mile was approximately 2½ cents.

BIG TRUCKERS FIGHT TO LAST DITCH TO DUCK TAXES

The actions of the large commerce freighters in Illinois, Oregon and New York state don't square with their claims that they are not opposed to paying their fair share of highway costs.

In each of these states they resorted to court action or a referendum to prevent enforcement of new truck laws. While they lost their suits in Illinois and New York, and lost their referendum in Oregon, they succeeded meanwhile in depriving these states of much-needed revenues for the construction and maintenance of the highways they use.

In Illinois, for instance, the truckers owe the state $13,118,000 in unpaid 1952 license fees. The Illinois legislature in 1951 passed a new truck license measure designed to raise an additional $20,000,000 for highway purposes. Only $7,600,000 was paid. The U. S. Supreme Court recently declared the new rates legal, but as the CHICAGO TRIBUNE observed, "The job is to get the rest."

Meanwhile the railroads paid a tax bill last year that averaged $3.383 per mile of line—all of which went for general support of government.

Actually there is only a small segment of the trucks in the Country responsible for the problems confronting the public, as well as the railroads. The heavy highway freighters in the U. S. today number 500,000, 5% of all the trucks in the country and less than 1% of all the vehicles in Nation.

GM&O EMPLOYEES RECEIVED $42,196,127 IN 1952

The average number of employees on the Railroad last year was 10,245 and they received $42,196,127 in wages. As a comparison there was an average of 8,000 stockholders of record for the same period and they received last year a total of $3,291,662.

The Company paid $5.00 in preferred dividends and $2.00 in common dividends during the year and the rate of return on the Company's net investment was 5.04%.

PRESERVATION OF PRIVATE FREE ENTERPRISE

It is my deepest conviction that as a nation, as a government, as a business community, as individuals we have one goal to which everything else must subordinate, and that is the preservation of our system of private free enterprise capitalism. What we call private free enterprise capitalism is not merely a business system; it is the economic aspect of our free society, and as essential to its preservation as political freedom. We have lived through a period in which, in one nation after another, both political and economic freedom have submerged, and we have seen how the loss of either one ultimately brings about the loss of the other.—Fred G. Hurley, President, Sante Fe Railroad
Supervisor Invents as Hobby

Road Supervisor John McMillan, Springfield, Illinois, found this month that inventing as a hobby can be profitable. But although his latest invention, the Hayco Track Lining Scope, promises to be successful, McMillan still insists that his business is railroading. Inventing is a hobby—interesting only because his inventions facilitate railroading.

The Hayco Track Lining Scope, McMillan's latest invention, was developed for use on his own section of track on GM &O's Northern Division. Found to be practical, the lining scope was used on other sections of the line (see last month's NEWS). Patented by McMillan and turned over to the Erie Hayes Co. for manufacture, the new instrument is now in use on thirty-one railroad tracks, each of which gives a favorable report of its performance.

McMillan has spent all his life on the railroad. His father and grandfather were both connected with track laying and maintenance. When, at fifteen, he started out with the maintenance of way department of the former Chicago and Alton, McMillan saw a need for more modern tools on railroads. When he became supervisor, he began to try devices to facilitate the work of his men.

His first invention was an adjustable stake for hopper cars for use when unloading ballast along the track. Although he has used this invention, it has never been widely adopted. His track shifter was his first invention to be patented. He reports that it is in use today in Canada, South Africa, and France, as well as in the States. Among his other inventions are a tie nipper, a motor car trailer, a surfacing scope which adapts a magnet to track use, and an automatic electric gauge to determine track gauge.

The only gadget he has invented not connected with railroads was for Mrs. McMillan. He made points to be adapted to pliers for household use, such as opening bottles.

McMillan has a secondary hobby of painting, and when asked if he now plans to rest on his laurels at inventing and devote his spare time to water colors, he answers in the negative. He has a few other inventions "cooking", he says, but can't mention them for fear of competition.

★ IN THE SERVICE ★

Samuel P. Dunn, Clerk, Mobile, Alabama.


Donald Ray Lender, Switchman, Kansas City, Mo.

W. J. Kropke, Special Apprentice, Bloomington, Illinois.

Floyd Winford Davidson, Machinist Helper, Venice, Illinois.

Robert Stanley Babbs, Section Laborer, Minier, Illinois.

Conductor McDonnell Retires

Joseph John McDonnell is an Irishman by birth and a Southerner by preference. When he retires on March 31st as conductor for the Pullman Company, the hardest part of retirement, says McDonnell, will be leaving the turnip greens and grits that he considers synonymous with GM&O. He has been with the Pullman Company since 1912 and retires on reaching his seventieth birthday this month.

Mr. McDonnell is the third of nine children, born in the district formerly known as the "Kerry Patch" in St. Louis.

His first assignment as conductor for the Pullman Company was on the former M&O, and although he spent twenty-five years on other lines, he was always, says McDonnell, looking forward to returning to the home of Southern cooking. He and GM&O were mutually pleased at his return to service on the Rebel in 1941.

With a hobby of fishing, the Pullman Conductor was ever ready to match fish stories with vacancies passengers or company personnel. His passengers received extra attention, even to notifying them of articles left on the train. So when John Joseph McDonnell leaves GM&O on March 31 with "pleasant memories"—but a wistful look—his GM&O friends will feel the same as he.

Cub Scouts Ride GM&O

—Macoupin County Enquirer

A group of Carlinville Cub Scouts were taken on a trip to Springfield on the GM &O Saturday afternoon where they were taken on a tour of the railroad installations. Their guide in Springfield was Barney Harris of the railroad.

The boys, who went up on the 1:12 streamliner, visited the Springfield station, including the baggage depot. They also went in the signal tower and the round house. The trip was most enjoyable, and of course, educational.
Along the Line

Roadhouse, Illinois—Retired Car Inspector Lee L. Sitton and Mrs. Sitton celebrated their golden wedding anniversary on February 26th. Congratulations to Mr. and Mrs. Sitton.

Mobile, Alabama—Accountant Henry Alexander in the Valuation Department is celebrating the birth of a baby daughter born February 27. The young lady is named for her Great Aunt Geneva Conners.

Springfield, Illinois—It’s a railroad romance on the north end of the line when Miss Dorothy Williams of Springfield moves to Bloomington as Mrs. Dean Ed- win Elliott. Miss Williams is secretary in the passenger office at Springfield and Mrs. Elliott is in the Operating Department at Bloomington, where they plan to make their home after their marriage late in March.

Mobile, Alabama—The Freight Receipts Department has added to the cradle age roster the names of Cheryl Camille Tillman, daughter of J. P. Tillman, and Sarah Virginia Rossman, daughter of Mrs. Evelyn Rossman.

Mobile, Alabama—Mr. John W. Adams, Jr. of the Mobile Legal Staff attended a forum in Chicago the latter part of Feb- ruary for a discussion of subjects dealing with the proper presentation to the Interstate Commerce Commission of Motor Carrier Cases.

Their Counties Won Scholarships

With the opening of the fall session of University of Illinois, twenty-three students will attend who have been assisted by G M & O scholarships won for outstanding rural youth achievement by their home counties. Asst. Dean C. D. Smith and Miss Clare Walker, right, of the University, with Dir. of Ag. and Forestry Robert Zanter, center, present this year’s award to George Murphy of Sangamon County and Mary Ann Travers of Pulaski Alexander County.

Judges in the contest were Messrs. Paul Johnson, left, editor of the PRAIRIE FARMER and H. Clay Tate, editor of the Bloomington PANTAGRAPH.

A Silly Alibi

Jackson, Miss., DAILY NEWS

The American Trucking Association is publishing an advertisement in weekly and monthly magazines saying “the modern truck doesn’t damage roads.”

Well, who does it, is doing all the damage to our highways?

Is it possible that it is being done by rabbits hopping the roads on moonlight nights?

The alibi offered by trucking industry, as set forth in advertisements in as follows: “Design of all trucks is based on the same weight-dis- tribution principles. These modern trucks are designed to more than meet road standards of weight distribution. It’s the old snow shoe principle—you sink down in overshoes but not when you wear snow shoes—applied to truck weight engineering.

So remember when you see those big modern trucks rolling along with necessities for you, that they’re not hurting the roads.”

Oh, yeah?

But if that guy wearing snow shoes toed 60,000,000 pounds and moved along the road at sixty miles per hour, he surely would be doing damage, and a beluga lot of it, to the roadway.

The fact remains that trucks are pounding our expensive paved roads to pieces and paying little for the privilege of doing. The alibi above offered is as thin as soup served in a county poorhouse.

“The Railroad Man”

Gerald G. Williams
Switchman, G M & O.

Here’s to the life of the open road.

Be safe. Not sorry, is this Man’s code.

With his hand on the throttle and his eye on the track, he may go to Mobile or to St. Louis and back.

The switchman, the fireman, are all part of the team.

To be railroad man may be your boy’s dream.

In rain, sleet or snow, no weather is too tough.

To the railroad man no run is too tough.

To the carman, the clerks and the machinist also.

They all work for the GM&O.

To the bosses on “The Rebel”, seven gun salute.

They’re kind and courteous and ever so cute.

They’re loyal to their company, their duties won’t shrink.

Good luck or bad luck, all part of their work.

Age and experience give way to the youth.

Heed well his advice for he’s telling the truth.

Watch the man beside you all thru the day.

Knowledge gained by experience is the kind that will pay.

The years roll by, you reach the end of the run.

Each has been pleasant, a lifetime of fun.

When their life’s work is over and they make their last run, St. Peter will smile and say, “Welcome, my son”.

Everyone to his own and do the best you can.

Not everyone can be a railroad man.
Sons and daughters of GM&O families continue to make news by their outstanding achievements.

FRED SMALLWOOD NAMED OUTSTANDING FRESHMAN

An 18-year-old Laurel boy, the son of a veteran GM&O fireman-engineer, a few days ago was named as the most outstanding Freshman at Mississippi Southern College.

He is Fred Smallwood, son of Mr. and Mrs. John P. Smallwood, 1310 First Avenue, this city, and the college honors accorded him are in keeping with his scholastic achievements at the Laurel High School.

The 105 pound youngster in addition to being an all-time great in Laurel High athletic sports won every other honor afforded by the school.

Upon graduation last June he was president of the entire Laurel High student body and was named as the school's most outstanding student.

That honor brought him the coveted Laurel Rogers Memorial Trophy annually accorded to the Laurel High graduating senior whose scholastic achievements outstrip those of any other student.

The student body also named Fred Smallwood Mr. Laurel High, the top honor that can be accorded by the students of the school.

He was president of the "L" Club, the school's athletic group, and during his entire high school career was an outstanding athlete, starring in baseball, track, basketball and football.

He was one of the finest defensive backs ever to wear Laurel High colors, and that great ability won him a scholarship at Mississippi Southern.

There, in his first year, he won the high regard of his coaches and a berth on the 1952 grid combat team of Southerners.

But not only is Fred Smallwood a great athlete and splendid student. He also is a fine Christian boy, a fact that will be attested to by the Rev. James H. Street, his pastor at the Laurel Second Avenue Baptist church.

Fred's entire life has been spent in a railroad family, his father for the past 27 years being employed by the GM&O.

HERMON HIGHT LEADER IN TENNESSEE

Jackson, Tennessee—Hermon Hight, son of Mr. and Mrs. A. H. Hight, was featured in the February issue of the Jackson High School paper for his outstanding record. His father is chief clerk in the office of Supt. Parlier.

Hermon, who is a Science major, has been outstanding throughout his whole career. In his sophomore year, he was president of the Class and of his home room. He belonged to the Science Club. In his junior year he served again as president of his class.

He joined the National Honor Society in his Junior year, and also became a member of the track team. He served two years as business manager of the school paper.

In October he was selected by the faculty as Junior Rotarian and was honored by the school paper as Senior of the Month. The habit of electing him as leader remained with his fellow students, who named him president of his home room this year.

Hermon is an active member of the Hi-Y, and president of the National Honor Society. His average for the four high school years is 95.24.

MARY CLARE DeBRECHT WINS NURSES CONTEST

St. Louis, Mo.—Miss Mary Clare DeBrecht, daughter of Commercial Agent and Mrs. Frank R. DeBrecht, submitted last month the winning project on psychiatric care in a contest among St. Louis nursing students. Miss DeBrecht is a senior student at St. John's Hospital School of Nursing at St. Louis. The contest is a quarterly one sponsored by the St. Louis State Hospital for the best term project submitted on the care of psychiatric patients.

Seventy student nurses, representing nine different nursing schools, participated in the contest, and were permitted to select the topic of their term project from seven that were suggested. The subject of Miss DeBrecht's project was "Recreation and Exercise for the Mentally Ill." The writing of a term project by these student nurses is one of the requirements towards the completion of their 13 weeks' course at the St. Louis State Hospital.

By virtue of having been the winner, four bound copies of her project will be distributed, one each going to: the library of...
They Make Their GM&O Parents Proud

(Continued from Page 8)

her school, St. John’s Hospital School of Nursing; the library of the St. Louis State Hospital; her adviser at the latter school; and one to Miss DeBrocht.

CAROLYN THOMASON CHOSEN QUEEN OF HEARTS

Okolona, Miss.—Miss Carolyn Thomason, youthful brunette daughter of Trainmaster and Mrs. E. C. Thomason, was selected “Queen of Hearts” in a contest conducted in February by “The Chieftrain”, Okolona High School annual. She is the niece of Supt. G. Thomason at Murphyboro.

Fifty-two high and junior high girls participated in the colorful revue, which was staged in the high school auditorium. Each entrant was sponsored by a business firm of Okolona or Murphy, and out of town judges selected first, second and third place winners.

Miss Thomason, wearing yellow net over taffeta, was crowned by James Edward Edens Jr., business manager of the annual, who served as master of ceremonies.

THE MAIL TRAIN

BUT WE LIKE BABIES

Dear Sir:

Quite recently I rode your line from St. Louis to Meridian and everyone was certainly nice to us. The reason I am writing is because they all acted above and beyond the line of duty.

You see it was my wife: baby, five months; daughter, two and a half years; and son, three and a half years. Any person would have run the other direction. Your people are all above average.

Thanks a lot.

C. J. Lenahan

EXCHANGE STUDENTS REMEMBER GM&O

Gulf Mobile & Ohio Railroad Company
164 St. Francis Street
Mobile 13, Alabama

Gentlemen:

A number of our high school students have just returned from your city. Four of them spoke at our Kiwanis Club Luncheon this noon, and told of their experiences as exchange students at the Murphy High School in your city.

Among other things they mentioned the many courtesies your organization had extended to them on their visit.

As a member of our local Board of Education, I was quite gratifying to me to know that this student exchange program had been so well taken care of, and to learn from our students, first-hand, that your organization had helped to make their stay so pleasant and instructive. The Gulf Mobile & Ohio Railway Company has made a lot of young friends. Is there any better medium for good public relations?

Sincerely yours,

V. A. Bingham
Macwhitney Company
Kenosha, Wisconsin

Soybean Winner

Mr. Fred W. Bergmann, right, Teetonton, Illinois, was first place winner in GM&O’s soybean growing contest in Illinois, and second place winner in the corn growing contest. With Mrs. Bergmann, Mr. Bergmann receives congratulations from GM&O Agricultural Agent A. Stephens of St. Louis.

ENGINEER PREACHER REMINISCES

Editor of G. M. & O. News:

I have just received a copy of your journal under date of January 15, sent me by a friend of the Railroad.

I note on page 6 an article taken from the New Orleans Times Picayune, entitled “Deep in Dixie,” giving the story of an incident that happened many years ago on a train that happened to be the engineer. While some twenty-seven or twenty-eight years have elapsed, it is still as fresh and alert in my mind as if it only happened yesterday. I retired from active service as a locomotive engineer in the year of 1942, after 22 years of continuous service with the old M. & O., which is now our GM&O. I served 8 years in the old Whistler Shops as cabinet maker, then firing a locomotive for 4 years, and the last 40 years was that of running a locomotive. I have just recently passed my seventy-sixth mile post in life; am hale and hearty, enjoying good health, all of which I try to be grateful for.

I enjoy reading the GM&O News, and indeed thank you for sending me a copy. In conclusion, may I say, God bless our great railroad and its entire personnel from its highest ranking officer down to its most humble servant, and when the call of the great Universe shall call each of us to make the last and final run from earth to glory, may it be that we have so lived here that the semaphore light will show the clear signal and as we run through the terminal into the grand central depot in the skies we may have the approving smile of our great commander and master, sign with joy the payroll, receive our checks and have an eternal and indefinite lay-over with God and our loved ones who have gone on before, is the prayer of your humble servant.

Frank D. Delabar (Retired Engineer)
Meridian, Miss.

The story of how Engineer Delabar’s train was held a few minutes so that the engineer could complete a sermon was told in the January NEWS, which Mr. Delabar read. The preacher-engineer is shown here with his model of his engine.
Commendations

Yardman R. J. Tomlinson, Chicago Terminal, when preparing to pull a car from the yard of another line, discovered that the car was damaged and notified the proper authorities before moving the car, saving the GM&O from any participation in a claim for loss of contents.

Agent C. Vandevender, Scooba, Mississippi, detected a hot box on a passing train and signalled the crew on the caboose so that the hot box could be set out.

Fireman T. N. Rice, Jackson Tennessee was commended by Supt. Forlines for voluntarily assisting in repair to an engine so that the train departed with all engine working.

While working on train No. 29 at Virden, the crew discovered a hot box on train No. 4 passing Virden. They immediately signalled the crew of the passing train so that the car could be set out. The crew commended by Supt. Conroy was composed of Engineer A. D. Calvert, Fireman J. O. Houchins, Conductor J. J. Book.

Brakeman E. R. Wilburn, Brakeman R. B. Melton and G. W. Childers, Jr., all of Bloomington.

Car Clerk Paul V. Evelizer, Bloomington, was checking stock cars at Bloomington when he discovered two GM&O stock cars with the same number. His alertness in promptly reporting the error may have prevented serious consequences had the cars been loaded.

On a February afternoon a wind-whipped fire had made considerable headway in West Point, Mississippi when GM&O train No. 31 arrived there with crew composed of Engineer B. Mina, Conductor F. M. Kitchens, Fireman J. B. Beasley, Brakeman G. E. Williams and Brakeman H. B. Smith. The fire was approaching five loaded box cars of fertilizer and one tank car of fertilizer solution on tracks served by our line. The crew, seeing the danger of these cars being destroyed, went in on the tracks and pulled the cars away from the danger zone. For their quick thinking and action they were commended by Supt. St. John.

Conductor F. D. Bean, Flagman D. L. Ferguson and Baggage man M. W. Rendleman were commended by Supt. Thomasen for efficient performance of duties when it became necessary to set out a Pullman car due to a hot box. Fireman J. F. McLaugh, E. St. Louis, was commended for discovering the hot box.

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Runs Away by GM&O

Eleven-year-old Michael McNamara believed he was failing in school in San Mateo, California. He decided to run away from home.

With thirty-five cents in his pocket and no ticket, he boarded a Union Pacific S. R. train in Oakland, California Thursday. He changed in Chicago Saturday afternoon to a GM&O train and was discovered in Springfield Sunday.

He dodged conductors all the way by hiding in washrooms, he told police after they found him, pale and hungry, at a bus station. He said he had spent his last dime Friday on a candy bar.

When he arrived in Springfield he was advised to go to the police. Instead he went to the armory where Gene Autry was appearing in a benefit show. He stayed there, he said, because it was cold outside. He was given popcorn and candy by vendors when he told them he was hungry and broke.

Then he went to the bus depot where he was discovered by police. He was given haven by an uncle and aunt in Springfield. He told them, "I was afraid I was going to fail, so I ran away."