University Professors And GM&O Heads Hold Transportation Seminar

Exchange Of Ideas Is Expected To Benefit
Alabama Students And Public Railroad Service

In an effort to develop an exchange of ideas and a closer relationship between those who teach transportation in our territory and those who operate the Gulf, Mobile and Ohio Railroad, a joint conference of University of Alabama professors and GM&O officers was held in the General Offices at Mobile on March 4-5-6.

Eleven Professors Attend

Eleven top faculty members, representing the School of Commerce and Business Administration (including Transportation) and the College of Engineering, attended from the University. All Departmental Heads and Executive officers were present for the Railroad.

At the opening session President I. B. Tigrett explained that the seminar was being held to generate new ideas of mutual benefit which he felt would enable the College and the Railroad to do a better job in their respective fields. He said that whatever was learned would redound to the “benefit of the students, now and in the future, and to the public, which it is our responsibility to serve.” He emphasized that all questions about the Railroad’s operation would be answered saying, “We have no secrets and there is nothing which we wish to withhold.”

Inspection

An inspection of the physical properties of the Railroad between Tuscaloosa and Mobile opened the program. Round table discussions were held, followed by a final tour of railroad installations in Mobile.

Departments Outlined

During the conference sessions, GM&O departmental heads outlined the various functions of their departments and general discussions followed. The University of Alabama Professors expressed their views on the subjects discussed, made suggestions and outlined the work being conducted at the University in related fields.

En route to Mobile by rail, the University delegation inspected the railroad’s physical properties and discussed the approaching seminar. (Left photo) Professors Holliday, Morley, Bonham and Chapman viewed railroad operations first hand. (Center Photo) As an active transportation professor, Dr. Whitman was particularly interested in the GM&O’s methods and problems. (Right photo) Professors Findley and Constantin took advantage of the opportunity to discuss legal aspects of the railroad industry.

Thumbs and Hot Rods

In an interesting summary of the ambitions and aims of the Business School graduate, Dean Bidgood said that never before has the student been so individualistic. He said that the majority wanted to go into business for themselves upon graduation. He said this stemmed from the fact that most were veterans—and consequently had (1) some money to put in a small business and (2) had confidence in their ability because most had had life and death decisions in the war.

He said that graduates who formerly had to go far afield to work for big industry, now were finding a market for their talents closer to home with the industrialization of the South. Of the Railroad business, he said, most took it for granted; were not too conversant of its problems and policies; were more interested in airplanes, racy automobiles and the “thumback” as means of public transportation.

From the Railroad’s point of view all agreed that the University Doctors were top flight thinkers in their profession... could teach business a few things, too, and that the first University Railroad Seminar was a complete success.
"MISTER HAT" DESCRIBES ADVANTAGES OF WEARING "CIGAR-CASE" HEAD GEAR

"Mister Hat" removed a cigar from his famed black headgear, paused in his conversation while he lighted it. "Yes," said J. R. Dugan, "I've been wearing this kind of hat for over 50 years. Bought my first one with the first four dollars I earned switching for the old M&O. Been wearing one ever since."

The hat in question is a black felt with a rounded crown, closely resembling a derby, but as Mr. Dugan indignantly informed the reporter, "it's a M&O."

The switchman, veteran of more than fifty years in the Beauregard Yards at Mobile, began work with the old M&O in 1899. As he points out, he's been there ever since except for a short time in running on a local freight. Freight service soon lost its appeal and Mr. Dugan returned to his yard job.

The "Mister Hat" title sprang from his wearing of the now-famed "head-gear," which is generally regarded as a derby, since the popularity of this type of hat declined some years ago. People along the waterfront, where the railroad formerly maintained an extensive dock system, came to know Mr. Dugan by his hat long before they learned his name and nick-named him "The Hat." As his reputation for being the most efficient switchman on the waterfront grew, the "mister" was added, and "Mister Hat" became one of the best-known figures in Mobile.

With the hat trademark established, Mr. Dugan continued to wear his hat, despite the increased popularity of caps, now commonly used by switchmen throughout the country.

"Never wore a cap," Mister Hat said, "this sheds water and my head never gets wet. I can work in any kind of weather with it. Besides, I carry my cigars in it so they won't get crushed.

"It's getting a little harder to find those hats than it used to be. Got my last one from New Orleans and the one before that in St. Louis," he added.

Today, at 73, Mr. Dugan is one of the most highly-regarded switchmen on the entire system. Associates at Beauregard say that he's "in the right place at the right time, all the time" and he is pointed out to newcomers as the model to emulate in learning their work.

When asked if he wore his hat when off duty, Mister Hat said, "No, I have a better one just like it I wear with my street clothes."

Easter Bunny Makes Fourth Trip On Rebel

The fluffy rabbit — the Easter Bunny — arrived in New Orleans aboard The Rebel for its fourth annual visit at D. H. Holmes in the Crescent City.

Though the bunny arrived early by calendar reckoning (March 3), scores of children who converged on Terminal station that morning seemed to feel that it wasn't a moment too soon. The bunny arrived in style with an escort arranged by the staff of the New Orleans department store, and will make his headquarters at Holmes' fourth floor toyland.

On Saturday afternoon following the bunny's arrival, radio station WDSU made a special broadcast of the trip from recordings which had been made en route.

Mobile, Alabama — Howard Q. Orr, former Receipts Department employee, now stationed at Alameda, Calif., visited at the general office in Mobile recently.

Laurel, Mississippi — Mr. W. F. Selph, Jr., son of Trainmaster W. F. Selph, was married on December 15 to Miss Ella Neville White of McComb, Mississippi. The bride is a member of the Delta Delta Delta sorority at the University of Mississippi where she will receive her degree in June. Mr. Selph is a second year student in Law at the University, but entered the service as a second lieutenant in February.

Kansas City, Mo. — Local Agent R. T. Kingman has been on the sick list for two weeks but is now back on the job and feeling fine.

Mobile, Alabama — Mr. and Mrs. Russell Gardner, Freight Receipts Dept., are being congratulated on the arrival of their son on Feb. 5.

Kansas City, Mo. — Friends of Roundhouse Foreman Larry Mohler will be happy to learn that he is back at work after being ill at St. Mary's Hospital for several weeks.

Professors Attending Railroad Seminar

LEE BIDGOOD, Dean of School of Commerce & Business Administration.

JAMES R. CUDWORTH, Dean of College of Engineering.

JAMES M. FAIRCLOTH, Professor of Civil Engineering.

MARCUS WHITMAN, Professor of Transportation.

JAMES A. CONSTANTIN, Assistant Professor of Transportation.

HARRY DWIGHT BONHAM, Professor of Marketing.

HERMAN HOLLIS CHAPMAN, Professor of Business Statistics and Director, Bureau of Business Research.

HERBERT LYMAN FINDLEY, Professor of Business Law.

SAMUEL PAUL GARNER, Professor of Accounting.

JAMES HOLLADAY, Professor of Finance.

BURTON RAYMOND MORLEY, Professor of Management & Director of Bureau of Personnel and Placement, School of Commerce and Business Administration.
in 1950

OUR PATRONS PAID US FOR

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling freight</td>
<td>$67,073,993</td>
</tr>
<tr>
<td>Carrying passengers</td>
<td>4,854,134</td>
</tr>
<tr>
<td>Hauling baggage, mail and express</td>
<td>2,606,630</td>
</tr>
<tr>
<td>Back railway mail pay, non-recurring</td>
<td>845,685</td>
</tr>
<tr>
<td>Other transportation services</td>
<td>2,713,888</td>
</tr>
<tr>
<td>Rents and miscellaneous income</td>
<td>1,063,305</td>
</tr>
<tr>
<td><strong>A total of</strong></td>
<td><strong>$79,097,795</strong></td>
</tr>
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WE PAID OUT FOR

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keeping roadbed and structures in repair</td>
<td>$11,182,106</td>
</tr>
<tr>
<td>Keeping locomotives, cars and other equipment in repair</td>
<td>14,138,610</td>
</tr>
<tr>
<td>Running the trains</td>
<td>23,573,981</td>
</tr>
<tr>
<td>Managing the business and keeping the records</td>
<td>2,790,337</td>
</tr>
<tr>
<td>Traffic expense</td>
<td>2,729,665</td>
</tr>
<tr>
<td>Equipment and joint facility rents paid out</td>
<td>3,602,888</td>
</tr>
<tr>
<td>Miscellaneous items and services</td>
<td>1,151,197</td>
</tr>
<tr>
<td>Interest on borrowed money</td>
<td>2,813,726</td>
</tr>
<tr>
<td>Payroll taxes</td>
<td>2,025,273</td>
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<tr>
<td>Local and state taxes</td>
<td>2,718,977</td>
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<tr>
<td>Federal income taxes</td>
<td>5,811,090</td>
</tr>
<tr>
<td><strong>A total of</strong></td>
<td><strong>$72,717,780</strong></td>
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OUR NET INCOME WAS

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<tr>
<th>Component</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plus depreciation and other items included in above expenditures which do not actually involve an out-of-pocket expenditure amounting to</td>
<td>$ 6,380,015</td>
</tr>
<tr>
<td>Plus inventory adjustments and adjustments of reserve accounts, non-recurring</td>
<td>1,642,809</td>
</tr>
<tr>
<td><strong>Thus from the year's operations we had cash available for improvements, payment of borrowed money and dividends</strong></td>
<td><strong>$12,022,824</strong></td>
</tr>
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</table>

OF THIS WE SPENT ON THE PROPERTY FOR

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<thead>
<tr>
<th>Expense</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>New improvements to roadbed and structures</td>
<td>$1,511,777</td>
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<tr>
<td>New Equipment</td>
<td>628,430</td>
</tr>
<tr>
<td>Repayment of money borrowed to buy equipment</td>
<td>4,422,764</td>
</tr>
<tr>
<td>Repayment of bonded debt</td>
<td>490,000</td>
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<tr>
<td><strong>A total of</strong></td>
<td><strong>$ 7,255,991</strong></td>
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WE HAD LEFT FOR THE OWNERS

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<tr>
<th>Amount</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ 5,401,854</td>
<td>6.83 %</td>
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</tbody>
</table>

OF THIS WE PAID OUT OR SET ASIDE

<table>
<thead>
<tr>
<th>Amount</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,417,191</td>
<td>2.95 %</td>
</tr>
<tr>
<td>$ 917,236</td>
<td></td>
</tr>
<tr>
<td><strong>A total of</strong></td>
<td><strong>$ 2,334,427</strong></td>
</tr>
</tbody>
</table>

WE HAD LEFT TO REINVEST IN BUSINESS

<table>
<thead>
<tr>
<th>Amount</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ 3,067,427</td>
<td>3.88 %</td>
</tr>
</tbody>
</table>
First Presidential Car
Used Over Alton
In Funeral Train

The funeral train of Abraham Lincoln, which traveled from Chicago to Springfield in 1865, brought recognition for the first time to George Pullman’s sleeping car, but it also marked another milestone in the rail progress of the nation.

The president’s body was transported to its final resting place aboard a private car, the first special presidential car in the nation’s history. In addition, this trip marked the first and only official use of this car.

The private car, built in the Alexandria shops of the Military Railroad of Virginia (now part of the Southern System), was first conceived in 1863. Actual construction was begun in November of that year and the car was completed in February, 1865.

However, due to the recent collapse of the Confederacy and the critical weeks that followed, the problems of victory occupied the President’s attention to the exclusion of all else. Faced with these problems, Mr. Lincoln never officially accepted the handsome railway car, and had not even set foot in it.

The car is described as, “handsome, with a handrubbed brown finish, freshly painted coat of arms, and luxurious interior.”

His reluctance to accept the car may have been a silent answer to the jeers with which anti-administration newspapers in New York greeted the idea of a palatial private car for the president’s use.

The car, which was accepted by Mrs. Lincoln, began its first journey carrying the body of the late president to Springfield, Ill., for burial.

On arrival in Chicago, Mrs. Lincoln was exhausted from her difficult trip from Washington, and gratefully accepted the offer of Pullman and the Chicago and Alton and used the over-sized sleeping car, in addition to the private car for the remainder of the journey to Springfield.

This car, named the “Pioneer”, had originally been an early Chicago & Alton day coach, which had been remodeled by Pullman in the C&A’s Bloomington shops. For some reason, this car had been built too wide to clear obstructions on the railroad of that day, so it was never used until President Lincoln’s body was being returned to Springfield.

Use of the car in the special train entailed many difficulties for the C&A, as station platforms had to be narrowed, bridges widened and other obstructions moved. However, all these alterations were made in record time, and the presidential special completed its journey on schedule, draped in black cloth fringed and starred with silver.

Ever-changing blankets of flowers draped the casket. Delegations of young women (thirty-six in number, for the thirty-six states of the Union) brought bouquets of flowers where the train halted and knelt weeping beside the track at innumerable points along the route.

At the completion of the trip, the “Pioneer” had become established as the latest in luxury travel while the presidential private car was stripped of its funeral trappings, and in late 1865 or early 1866 was sold to the Union Pacific, where it was used as a private car for the directors. Later, as the Colorado Central was absorbed by the larger road, the car returned to Union Pacific ownership. After it had outlived its usefulness as a construction car and a carpenter outfit car, it was sold to a private individual, and exhibited at the St. Louis Exposition in 1904.

The car was later placed on exhibit at Omaha, and in 1918 the wood parts were completely destroyed by a fire of undetermined origin. The only remaining relics of this famous car are some furnishings and silverware which are on exhibit in the Union Pacific’s museum at Omaha.
New Warehouse Locates
On GM&O At Mexico

Construction of the new Nowell-Wetterau warehouse on the GM&O opens a new industrial area for further development in Mexico, Mo. The area, taken into the city limits only a year ago, now is provided with fire and police protection, sewers and has utility services. Additional sites along the GM&O spur are available for further growth of the area.

The construction of the building, one of Mexico's largest structures, was assured following arrangements for sewer and utility services.

The Nowell-Wetterau plant has been one of Mexico's leading wholesale firms since 1928, and serves a radius of 150 miles.

Browning Rides The C & A
(From The Chicaco Tribune)

If Browning Societies still flourish anywhere in the land, there is exciting tidings for them in the New Colophon: A Book-Collector's miscellany, just published in its first annual issue. Collectors of Browning also will be interested in Richard D. Altick's surprising revelation, "Robert Browning Rides the Chicago and Alton". It was Browning's poems, however, not Robert himself, that rode the C & A.

The month was December and the year 1872 when travelers hurtling across Illinois at 36 miles an hour, on the old "Lightning Express", opened the first issue of the road's new time table on 16 pages of memorable poetry. The C & A, eager to supply its clientele with refined reading matter, had begun serial publication of the English poet's collected works. Probably we shall never know how many commercial travelers, west-bound immigrants, and legislators returning to Springfield were uplifted by the innovation.

This episode, then unique in the annals of American railroading, is entertainingly discussed by Mr. Altick for the first time in bibliographical history. Apparently James Charlton, general passenger agent of the Chicago and Alton, was responsible for the novelty, which was continued in later, monthly issues. Although the publication was a piracy, Browning is said to have been delighted when it was called to his attention.

Keep your eyes open for any of those old time tables. They are very rare.

Office Manager
T. O. Fennwalt (left) and Vice President and General Manager L. J. Torrence (second from right), both of the Nowell-Wetterau Company, pose with GM&O's Superintendent J. R. Conely and Commercial E. W. Meng. In the background is the new plant in Mexico, Mo.

WHAT IS JOB SECURITY?
By Fred G. Clark and Richard Stanton Rimanaczy

I
Let's put job security under the microscope of full-circle thinking and see what it is and how to get it.

First, we have to know what a job is. A job consists of being busy making something that somebody else (called a customer) is willing and able to buy.

Without customers there can be no jobs. Job security, therefore, requires customers.

II
Now, let's prove this by finding out the source of factory payroll. The manufacturer usually gets his income from the wholesalers who buy his goods. But the wholesaler gets his money from the retail stores to whom he sells the goods. The retailers, in turn, depend on customers: the people who walk into the store to spend their money.

III
As soon as the customer stops going into the store, jobs all along the line begin to dry up because of the money paid to all the workers in the store, the jobbing house and the factory comes from him. So the customer is the real employer. The "bosses" do decide who shall have jobs, but not how many or what their payroll shall be.

IV
Now let's find out how the employee can get job security. They can't get it from management unless money is coming in from customers. They can get job security only by helping management get customer security. Customer security comes only when the goods are of the right quality, design and price to make the customer willing and able to buy them.

In a free country no management can force customers to buy. Management must persuade the customer, and the employees' best protection is to help management do the persuading.

V
Even if management were completely selfish and looking only for dividend security, teamwork would still be absolutely necessary because dividend security comes from the same place as job security: namely, from customer security. This means that employees and managers are on the same team and win and lose together.

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Rural Youth, Corn And Soybean Winners Named By Railroad

Awards to six soybean and corn production winners and seven county Rural Youth organizations were made by the GM&O during Farm and Home Week at the University of Illinois.

The corn and soybean awards, presented for the highest yields on a ten-acre plot, were presented at the Illinois Crop Improvement Association’s annual banquet.

Top prize in the Ten-Acre Corn growing division went to the Lincoln State School and Colony Farm, Lincoln, Ill., for a yield of 154.60 bushels per acre and a score of 84.63. Second prize was awarded to Wayne Riley, Griggsville, Ill., for a score of 78.00, while the third award was won by Cinco Farms, Havana, Ill., with a score of 78.51.

First prize in the soybean division was won by L. Parker Kerbaugh, Stanford, Ill., with a yield of 44.72 bushels per acre, and a score of 84.68. Second and third place went to Oscar Anderson, Leland, Ill., and H. L. Stiegelmeier, Normal, Ill. Mr. Anderson’s score was 83.84, while Mr. Stiegelmeier scored 83.35.

A total of $2,200 in cash prizes was awarded to county Rural Youth organizations for community service achievement during 1959. Awards of $400 were made to the Pulaski-Alexander and the Marshall-Putnam organizations.

The Pulaski-Alexander organization won its award for work in maintaining the community youth center, road improvement, contributing to and organizing a blood bank and work on the community service center building.

The Marshall-Putnam award was presented for that group’s work in providing a lighted softball field, road improvement and conservation activities.

Awards of $300 were presented to the groups from Randolph, Jackson and St. Clair counties, while $250 awards were presented to Sangamon and Will counties.

The Rural Youth Community Service awards are presented to the county organizations and not to any individual. However, each organization selects a deserving individual and the award is used as a scholarship fund for that person’s schooling.

Sponsors of the program are shown as the $2,200 award check is presented to the University of Illinois. (Left to right) Miss Clara Walker, extension specialist in Rural Youth for the University of Illinois. Dean H. P. Rusk of the College of Agriculture and S. A. Roberts, director of agriculture and forestry for the GM&O.

Dean Rusk presented award certificates to the representatives of the seven winning counties. Show with Dean Rusk are Kenneth Taake, Pulaski-Alexander; James Klingenhofer, St. Clair County; Burnett Reimers, Will County; Lettie Tucker, Jackson
WARDS DURING FARM WEEK

The judges in the Rural Youth Contest study the county reports while youth leaders look on. Standing (left to right) A. F. Stephens, GM&O; Miss Clarita Walker, University of Illinois; and E. D. Lyons, director of youth activities of the Illinois Agricultural Association.

Seated are the three judges of the contest: Prairie Farmer Editor Paul Johnson; Mrs. A. R. Rahlffing, and Bloomington Pantagraph Editor H. Clay Tate.

Similar Projects Help Improve Living Conditions And Timber Preservation

Gulf, Mobile & Ohio's Department of Agriculture and Forestry is continually active in its efforts to promote agriculture, forestry and better living in rural areas. The contests mentioned on this page are typical of the projects conducted throughout the railroad's territory in accomplishing these aims.

Its principal work is carried on in close cooperation with such agencies as the Vocational Agricultural Service, The Veterans Farm Training Program, State Extension Departments, and State Forestry Services.

County: Ralph Weir, Marshall-Putnam County; Dorothy Wilson, Randolph County, and Francis Knepler, Sangamon County.

First prize in the Ten-Acre Corn Growing Contest went to the Lincoln State School and Colony Farm, Lincoln, Ill. Shown, left to right, are Dr. William W. Fox, superintendent of the farm; GM&O General Agricultural Agent A. F. Stephens; Lincoln State School and Colony Farm Manager Ben Courtwright; Illinois Crop Improvement Association President J. L. Trisler, and University of Illinois Professor J. C. Heckelman.

Last year more than twenty-five hundred white and colored people directly participated during the year in our Woodland Improvement, Happier Living, Rural Youth Achievement, and other programs and contests.

Enlisting the co-sponsorship of civic organizations in some communities has added much to the local interest and consequent effectiveness.

While it is true that these activities yield a small percentage of traffic, there is overwhelming evidence of improved living conditions, increased interest in timber preservation and better leadership of youth throughout the territory. The management of the railroad believes the good which these programs do goes far beyond the participants themselves. Whenever a benefit accrues to our territory, ultimately, some portion of it reaches us.

Chemurgic Digest Outlines Aid To Rail Territory By GM&O

A recent issue of the Chemurgic Digest, a magazine devoted to the development of the industrial use of farm-grown raw products, carried an article by Director of Agriculture and Forestry S. A. Robert outlining the GM&O's contributions to the development of the territory which it serves.

In commenting on the article, the editor of that publication said:

"This is the story of how one industry can help develop and maintain prosperity for others, with benefit to all... It is a story of human relations and Chemurgy."
Recently appointed Hostess Carlyn Clark arranges magazines in the lounge car of the Rebel before departure from St. Louis. She was accompanied on her first trip by Hostess Phyllis Shimkus (inset) who is leaving the line to become Mrs. Clement Hoffman.

OLD FRIENDS MEET, PART ON GM&O AS SCHOOLMATE RELIEVES SCHOOLMATE

To two GM&O hostesses, friends of long standing, March seventh marked the beginning of a new era. For Miss Phyllis Shimkus, it brought the end of a happy career as business girl, and the leaving of the railroad for the career of marriage; to Miss Carlyn Clark it introduced all the excitement of a first trip on the GM&O as hostess.

As the two young ladies left St. Louis for Mobile on the Rebel, one for her last trip in the service and the other for her first, they reviewed their years of friendship together. Meeting first at a women’s hotel in St. Louis where they had each come from a small town to study merchandising, they immediately found much in common. When both found positions in one of the city’s largest department stores, they exchanged notes on troubles and experiences. And when Miss Shimkus obtained her position as hostess on GM&O’s streamliners, Miss Clark joined her in her happiness.

At this point, Miss Clark left St. Louis to return to her home state, Arkansas, for further study. She did graduate work at the university, adding an M. S. to the B. S. degree she had already obtained. Railroads became one of her foremost interests as Miss Clark studied their origin, growth, and regulation in her course on transportation. After obtaining her master’s degree, Miss Clark remained at the University of Arkansas to teach for two years.

During her college career, she was selected for the Mortar Board, a national organization for senior women outstanding in leadership, scholarship and service. She was a member of the governing group for the women students, the glee club, and the YWCA. She appeared in “Who’s Who” among students in American Colleges and Universities.

When Miss Shimkus decided to leave the railroad to become the wife of Mr. Clement Hoffman, she found that her friend, Miss Clark had applied for a position as hostess, hoping to study at first hand the subject of railroads. Coincidence had it that she was selected to fill Miss Shimkus’ place. Consequently, good wishes were exchanged on The Rebel from one career girl to another, each very happy with her new calling.

ALONG THE LINE

Mobile, Alabama — Mr. and Mrs. J. O. Helton, Passenger and Station Accounting, are receiving congratulations on the arrival of their daughter, Laura Evelyn, on February 1.

Jackson, Tennessee — Miss Mary M. Robert daughter of Director of Agriculture and Forestry S. A. Robert, has recently been appointed National Director of Women’s Activities of the American Farm Bureau Federation.

Mobile, Alabama — Mr. Delbert B. Byrd, Station Accounting, and Miss Jackie Bryan, were married in Lucedale on February 2.

New Hostess Describes Important Things In Life

There are many intangible qualities which a hostess must have in order to be a good one. One of the written questions asked all applicants is what things in life are most important. Miss Clark’s answer seems so to typify the type of hostess that we want on our railroad that it is reproduced below.

“Being able to get along well with your fellow man, doing things for others, feeling a necessary part of life are all important. However, being a good Christian is the basis of being happy and I know that is what we want most out of life. An important thing in life is having friends and being a true friend. Another is good health, however, if we have a peace of mind and our soul is well, our physical health is not too important. Another important thing in life is being able to live in a self-governed country, a democratic nation where one can exercise certain freedoms but not freedom that hurts others. My family is important to me, and also the family I hope to some day raise.

“Our good books, good music, our associations, our friends, our family, all of our material things rightly used, and a lot of love for God and all his children should bring us the desired happiness.”
"THE DIRECT ROUTE"

Dear Sir:

The story of the first cross-county flight in 1811 as related by my friend George Callen and published in the G.M.&O. News dated February 16, 151 has caused me to reminisce a little. The Chicago and Alton Railroad (now the Alton Route, G.M.&O.) passes through the town, three miles west of Slater, Missouri, where I lived from 1880 to 1916 and I can remember well the flight made by Caleb P. Rodgers from the east to the west coast of our country.

The purpose of this letter is to tell of another "first" in the history of that part of the Chicago and Alton Railroad which passed through Slater, Missouri. I regret that I am unable to recall specific dates, but it seems that sometime prior to the cross country flight a man over 70 years of age (possibly in his 90's) made a cross country "hike" and used the Chicago and Alton as a guide. The name of the walker was Weston, and while I do not recall the number of days used in completing his journey, I suspect he did it nearly as quickly as Rodgers made the flight. This "hike" was also published in the papers, and at many of the towns (or cities) through which Weston passed, some of the local people walked along with him for a distance and probably returned to their homes by train. We, at my home, also had a "grandstand seat" for periphery.

Both the flight of Rodgers and the hike of Weston occurred many years ago and since that time I was employed in train service on the Chicago and Alton Railroad out of Slater for 22 years. I still hold rights there as a conductor-brake man although I have been employed by the U. S. Railroad Retirement Board since March 2, 1936. Therefore, even though I am not actually performing railroad service at the present time, I am dealing with the problems of railroad personnel, who in my opinion are the "best in the world."

You may use the information contained in this letter in any manner you see fit. May I state that I receive the G.M.&O. News regularly and enjoy every bit of it.

Very truly yours,

Holmes G. Dawes
Chicago, I11.

1950 GM&O LOSS & DAMAGE CLAIMS $864,911;
CAREFUL WORKER BEST ANTIDOTE

Protect America's production!

You might bear this slogan in mind during the coming months, for as the railroads play an increasingly vital part in America's rearmament program, the reduction of loss and damage to freight is going to be more important than ever.

The railroads carry the great bulk of the nation's military freight, in addition to the thousands of things we all use in our daily lives. Precious time, money and material go into the production of everything which moves by rail. And every dollar's worth of damage means that much loss to the nation, as well as to the railroad that pays your wages.

In 1950 we paid $864,911.00 in loss and damage claims. For all the railroads the bill is an estimated 90 million dollars. Railroad men are generally agreed that unless quick action is taken, the loss and damage problem is likely to get worse before it gets better. They base this prediction upon the expanded volume of freight moving by rail due to rearmament, the increased price level, and shortages of steel wrapping, wire and other materials essential to safe handling of freight.

WHERE DAMAGE OCCURS

There are plenty of clues as to where damage most frequently occurs. For example, studies undertaken by various railroads show that when two freight cars bump together at seven miles an hour, this impact can cause three times as much damage as when the cars couple at four miles an hour. It has also been demonstrated that sharp impacts of this sort are probably responsible for a lot of freight damage.

SHIPPERS CAN HELP TOO

Fortunately, there are several bright spots in the loss and damage picture. Intensified efforts among railroad workers have reduced loss and damage claims during the last few years. A growing number of shippers are coming to realize that improper packaging on their part is responsible for much damage to their merchandise. They are turning to box-testing laboratories and container manufacturers to find ways to improve packaging.

Railroads are spending millions of dollars in new and improved equipment and for research on methods of eliminating loss and damage. Committees composed of railroad men from all over the country are constantly at work to improve draft gear, brakes, wheels, trucks and other parts of freight cars. A new nerve center for all this research has been created in the railroads' million-dollar Central Research Laboratory in Chicago.

However, even more important to careful handling than improved equipment is the CAREFUL WORKER.

DECEASED

Mr. Harold Calvin, Freight Receipts Department, at Mobile, Alabama on Feb. 21. Mr. Calvin had been with the company for twenty-seven years.

Special Representative R. M. May, at Mobile, Ala. on March 1, 1951. Mr. May worked in the mechanical and dining car departments of the former M&O from May, 1910 until August, 1917. He returned to the GM&O on Sept. 15, 1942 as Supt. of Dining Car Service, which position he held until May 9, 1948, when he transferred to Mobile as Special Representative of the Traffic Dept.

Fireman O. A. Bartlow, St. Louis, Mo. on Sept. 7, 1951 in St. Louis. Mr. Bartlow had worked in some time on account of illness. He is survived by Mrs. Bartlow.

Fireman F. M. Taylor, Louisville, Mississippi on Feb. 18, 1951. Mr. Taylor was employed as fireman in 1918. He had been disabled since May 1946.

Retired Engineer R. W. Deal, Meridian, Miss. on Feb. 8, 1951 at Meridian. Mr. Deal was employed as fireman on Oct. 7, 1911 and promoted to engineer in 1920. He retired in March 1948. He had lived in Meridian for the past forty years.
Commendations

Brakemen H. Noe and I. D. Sturgeen, Bloomington, Ill., were commended by Supt. Bodie for expediting the movement of the train on which they were deadheading when it was necessary to set out a hot box.

Roundhouse Laborer Alfred White, Ridgely, Illinois was commended for discovering a brake beam down and promptly notifying the yardmaster.

Section Foreman J. L. Hainston, and Switchman G. D. Fikes, Artesia, Miss., were commended by Supt. Spencer for saving delay to trains involved in a derailment by taking down brake rigging on car and rerailing it.

Fireman R. R. Baskin was commended by Supt. Thomason for his alertness and interest in investigating an unusual noise to find one wheel of a car derailed. In addition to this, he also assisted in the rerailing.

Conductor W. W. Poole, Bogalusa, La., for discovering a broken rail and reporting it to the Chief Dispatcher.

Engine Foreman W. D. Tankersley, Ladin, Tenn., for discovering a broken flange while making up a train.

Operator E. O. Parrish, Jr., North Cairo, Illinois, for detecting a hot box on a passing train.

Operator Walter Stott, Pontiac, Illinois, for discovering a dragging brake beam and flagging train.

Operator A. R. Dozenia, Union City, Tennessee, for alertness in noticing a hot box on a passing train and notifying the conductor.

Agent, Operator D. E. Nicholson, Tinum, Illinois, for interest in the company's welfare. When riding his automobile, he discovered fire coming from a signal box and he returned to the office and reported the matter.

Brakeman E. D. Warlick, Jackson, Tenn., for discovering a broken rail while inspecting his train, and reporting the matter.

Fireman Sheldon Bates, Bloomington, Illinois for discovering a hot box and notifying the crew.

Switchman J. K. Talbot, Bogalusa, Louisiana, for discovering a broken rail while off duty and reporting the rail to the chief dispatcher to arrange for repairs.

RETIEMENTS

Mrs. Nettie A. Morgan, Bloomington, Illinois retired from the service on Feb. 1, 1951. Mrs. Morgan has been with the company since July 1917.

Conductor Herman Noe, Bloomington, Illinois retired on March 1, 1951. He has been with the company since 1918, holding the position of conductor since 1940.

Operator Leonard Ellis, Pinson, Tenn., retired on Jan. 9, 1951 after being in the company employ since Nov. 22, 1906.

Train Dispatcher Leslie Reeder Brooks, Jackson, Tenn., retired on Jan. 9, 1951. He entered the service on Nov. 9, 1903.

Switchman Preston Johnstone Conerly, Okolona, Mississippi, retired on Jan. 10, 1951 after being in the service since August 8, 1917.

Agent, Operator Shelby William Estes, Jackson, Tenn., retired on Feb. 27, 1951. He has been with the company since Feb. 14, 1906.

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OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

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<thead>
<tr>
<th></th>
<th>1950</th>
<th>1951</th>
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<tbody>
<tr>
<td>Jan.</td>
<td>41,001</td>
<td>40,606</td>
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<tr>
<td>Feb.</td>
<td>42,043</td>
<td>48,099</td>
</tr>
<tr>
<td>Mar.</td>
<td>51,809</td>
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<tr>
<td>April</td>
<td>47,650</td>
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<tr>
<td>May</td>
<td>51,962</td>
<td></td>
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<tr>
<td>June</td>
<td>49,976</td>
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<tr>
<td>July</td>
<td>52,590</td>
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<tr>
<td>Aug.</td>
<td>57,779</td>
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<tr>
<td>Sept.</td>
<td>54,370</td>
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<tr>
<td>Oct.</td>
<td>61,646</td>
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<tr>
<td>Nov.</td>
<td>57,359</td>
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<tr>
<td>Dec.</td>
<td>56,402</td>
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Comparison of the first 2 months of the years......

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