GM&O Net Decreases Despite Total Revenue Gain

Gulf, Mobile and Ohio Railroad reported net income of $6,638,579 for 1951 in its annual report to stockholders. This was a decrease of $1,364,244 over the previous year, despite an increase in total railway operating revenues of ten and a quarter million dollars. Operating expenses were up eight and one-half million dollars and tax accruals measured more than six hundred and fifty thousand dollars.

In his report to stockholders President I. B. Tigrett said that he foresaw less chance of a serious business dip in 1952 than appeared at the beginning of 1951, but added: "we find no satisfaction in the benefits materializing from necessary defense spending."

During 1951 the Company spent $13,197,654 for improvement to the property and on the purchase of new equipment, which he said was in accordance with a long-standing policy of "putting more into our property than is consumed from it so that benefits will accrue in the lean years to come."

Mr. Tigrett urged shareholders and employees to "rally to cause of conservative government spending and lending, even at the expense of some temporary personal or community gain."

(Continued on Page 3)

Vice-President Brock And Chief Engineer Bodie Participate In Career Day

At the annual "Career Day" held at Murphy High School in Mobile this month, Vice-President and General Manager G. P. Brock and Chief Engineer B. V. Bodie consulted with approximately one hundred students interested in railroading as a career.

At the hour long forum, Mr. Bodie outlined opportunities for a career on railroads, and Mr. Brock answered questions from the students. Divided about half and half between boys and girls, the group was interested in all phases of the railroad, with the girls leaning toward the hostess service.

Traffic Department Promotions

Effective April 1, three changes are announced in the Traffic Department by Traffic Manager E. B. Farrell. A. J. Engel, formerly commercial agent, has been appointed special representative at Atlanta, Georgia. C. W. Allen, formerly of Pittsburgh, Pa., is promoted to commercial agent at Atlanta, and W. G. Curry, Jr., is appointed commercial agent at Pittsburgh.

Mr. Engel was first employed by the company in 1923 as clerk at East St. Louis, Illinois. He became freight traffic representative in 1936 at Atlanta, Georgia and was promoted to commercial agent there in 1941.

Mr. Allen was employed by the Traffic Department in Mobile in 1934, although he had had previous experience in the Accounting Department. In 1947 he became freight traffic representative at Mobile. In 1948 he was sent to Pittsburgh as Commercial agent.

Mr. Curry came to the company in 1950 as utility clerk in Mobile. In 1951 he was promoted to freight traffic agent at Jackson, Mississippi, and later moved to Jackson, Tennessee with the same title.
Railway Women’s Club Honors Mr. and Mrs. Tigrett

President Tigrett was invited by the Mobile Railway Business Women’s Association to speak before their March meeting. Program Chairman Helen Palmes of the G M & O Accounting Department introduced Mr. Tigrett to the hundred guests.

Honor guest at the meeting with her husband was Mrs. Tigrett (left).

Visitors at the meeting were Mrs. R. E. DeNeefe, wife of Vice-President and Comp. DeNeefe, and Mrs. Bryan Snyder, Mr. DeNeefe’s sister. (Left to right.)

Out of town guests, Miss Nina Lee Howard (secretary to Mr. Tigrett) and Mrs. Vera Eilert (Director of Women Personnel) were with Chief Clerk Margaret Costello (Operating Dept.), Chief PBX Operator Janie Parker and Mrs. Lorilee Turner (secretary, Industrial Dept.) Reading from left to right.

Gulf Transport Makes Safety Awards

Gulf Transport drivers who earned safe-driving awards during the month of February are:

- Award
- Bus Operator R. L. Grayson: 7-year
- Bus Operator J. L. Long: 1-year
- Bus Operator H. J. Shea: 1-year
- Bus Operator Rupert Wingerter: 3-year
- Bus Operator J. H. Hurt: 2-year
- Bus Operator G. R. Schaeck: 7-year
- Truck Operator J. R. Langley: 8-year

Operator Hurt’s award covers nine consecutive years of safe driving. Operator Schaeck’s award also covers consecutive years of safe driving, from February 26, 1948 through February 26, 1952.

Vice-President Martin Speaks At Independence

"There is no reason why every part of the country cannot look forward to industrial growth," said Industrial Vice-President T. T. Martin at Independence, Mo., "as long as we have ingenuity and a growing population." Mr. Martin spoke at a meeting in Independence Industries, Inc., the Junior Chamber of Commerce and Real Estate Board, on March 19.

On the subject, "Securing New Industries," Mr. Martin said that teamwork is a wonderful help in locating industry, pointing to the cooperation of the people and organizations of Independence with the G&M&O in the development of an industrial tract in that city. He went on to stress the growth of population in the United States, which should necessitate industrial expansion.

The speaker was introduced by Harry Mack, president of Independence Industries. Visiting representatives of the G&M&O present were Assistant Vice-President Lapp of Kansas City, Industrial Engineer W. A. Riggs, Mobile; Industrial Engineer S. A. Cooper, Mobile; Industrial Engineer Bob Hellwig, Blossomgton; Commercial Agent and Mrs. Henry Garrison, Kansas City; and Freight Traffic Agent Frank Haight, Kansas City.

G. M. & O. Net Decreases (Continued from Page 1)

During the year the 2571 mile railroad had a return on investment of 4.50%, and earnings per share of common stock were $5.69. Ratio of expenses to revenues was 71.80. Long term obligations, other than equipment, were decreased $1,048,900.

Ninety-four locations of new industries and wholesale concerns on sites directly served by the railroad were reported for the year.

For additional information about the operation of your company in 1951 see chart on page 5.
District Storekeeper
T. S. Edgell Dies

T. S. Edgell, district storekeeper at Jackson, Tennessee, died unexpectedly in St. Louis on March 13. He is survived by his wife and three daughters.

Mr. Edgell was first employed by the former Mobile and Ohio as stock clerk at Jackson, Tennessee in 1913. He was transferred to Tuscaloosa, Alabama to serve as chief clerk in 1916 and was promoted to storekeeper at Tuscaloosa in 1917. He served as storekeeper in Tuscaloosa, Murphysboro and Jackson, Tennessee until 1942, when he was promoted to the position of district storekeeper at Jackson, Tennessee. He had lived at Jackson since 1894.

Mr. Edgell was born at Syracuse, Indiana, where burial was following funeral services at Jackson. Pallbearers were W. H. Forlines, E. K. Dawson, H. E. Warren, Kirby Jones, J. T. McHughes, G. M. Duck, R. T. McKenzie, J. N. Clements, H. L. Siler, and Biosco Scall. He is succeeded on the railroad by R. T. McKenzie.

GM&O Agent Has Newspaper
144 Years Old

A newspaper published in St. Louis when it was still a part of the Louisiana Territory is owned by Agent W. C. Stathen of Jerseyville, Illinois. With a date line of St. Louis, Louisiana, July 26, 1808, the 144 year old copy of the Missouri Gazette is remarkably well preserved. The paper has been in the Stathen family for many years, and owned by the agent himself for the past forty years.

Among the interesting items in the paper was the announcement that the government had permitted the Delaware, Shawnee, Kickapoo, etc. to go to war with the Osages. Listed in the household sale was "Best cognac brandy that has been in the cellar at this town more than 3 years."

R. T. McKenzie Is Named
District Storekeeper

Effective April 1, R. T. McKenzie is appointed district storekeeper at Jackson, Tennessee. Mr. McKenzie succeeds T. S. Edgell, deceased.

Widely known as "Nobby", Mr. McKenzie has been with the company for thirty-eight years. He was first employed in the shops at Jackson, Tennessee on February 1 1914. He has served as assistant storekeeper and storekeeper at various points along the line including St. Louis, Murphysboro and Louisville, Mississippi.

Prior to his present position, he was Reclamation and Scrap Foreman at Jackson, Tennessee.

GM&O Continues To Emphasize Scrap Drive

From the Reclamation Plant at Jackson, Tennessee 25 cars of scrap per month are shipped out. Diesel locomotive crane at left is loading cars for shipment.

"The railroads have performed an outstanding service (toward the defense mobilization effort) in the collection and delivery of scrap," said Robert Warner, Special Assistant in charge of Salvage Operation in the Defense Production Administration and National Production Authority. Mr. Warner, in a speech in Cleveland, Ohio on March 18, declared that the railroad industry supplies 14.3 percent of all scrap purchased by steel mills and foundries.

The GM&O has always been scrap conscious, but in recent months has intensified its efforts. The Company has two concentrating yards for processing scrap materials from all parts of the line, one of the yards being located at Bloomington, Illinois, and the other at Jackson, Tennessee, the operation at Jackson being the larger one for the reason a reclamation plant is operated in conjunction with the scrap operations.

At both plants, scrap is classified in accordance with the grades required by the consumers. In sorting the scrap, materials that can be reclaimed or repaired are set aside and put through the Reclamation Plant, and reconditioned for further use. The savings from this operation are appreciable.

The scrap processed and shipped from Jackson normally averages about 25 cars per month.

At Jackson between forty and fifty people are employed to dismantle equipment, and operate the Reclamation Plant and Scrap Yard.

A diesel locomotive crane with magnet is used in loading and unloading of cars, and moving metal from one point to another. The crane lifts approximately a ton of metal per lift.

The yard is under the jurisdiction of District Storekeeper R. T. McKenzie, and the direct supervision of reclamation of scrap by Foreman J. N. Clements.
THE MAIL TRAIN

World Traveler Likes Our Railroad
Mr. R. A. Pearce

I have just completed a speaking tour around the United States and am returning to France now in a few days. On two occasions I traveled on the Gulf, Mobile and Ohio Railroad and I wish to tell you that I found the most gracious and efficient welcome. I appreciated especially the service in the Dining Car under the aegis of the steward, Mr. Watts. The occasions when I am really satisfied with the service in any railroad or hotel are so rare in any country that I want to mark this one by telling you now.

J. J. Servan Schreiber
Foreign Editor, PARIS-PRESSE

Interested In GM&O Although Now With Air Lines
GM&O NEWS

I enjoy reading the GM&O NEWS very much. I am greatly interested in the progress of the GM&O as my father is Section Foreman at Cincinnatti, Alabama and I was employed by the GM&O for eleven years, before leaving the service in 1942 to become associated with the aircraft industry, which I have been in since.

I am now located in Miami, Florida with Eastern Air Lines. Will you please forward my copy of the NEWS here instead of Frudelle, Alabama.

Edward Loper

Happier Living Continues After Contest
Dear Mr. Robert:

I want to again thank you and your Company for the genuine interest you have shown in me and for the award that I have received. It is more money than I have ever owned before. I am planning to attend college and am keeping the $180 to help.

The contest has helped us all. My grandfather and Mother are helping me to complete the needed improvements in our home and we are all happier because of the improvements. New fences have been built since you were here. Additional shrubbery planted, our dining and living rooms have been papered.

The thing I am proud of most is the change in my grandfather. He is so willing to help me now. I am taking gardening and food preservation this year. Already he has bought a big freezer which means I will be able to can and freeze all the food we shall need. I will always be thankful to you for not only a nice room but a nice home and a changed family. Thanks and thanks again.

Marion Henderson
Warren County.
(District winner in GM&O's "Happier Living" Contest)

Employer's Courtesy Brings Business To Line
Mr. I. B. Tippett, President

Last Friday, our subsidiary company, Sunflower Stores, opened its third super-market in Louisville, Mississippi. While there for the opening, I had the pleasure of meeting Mr. W. S. Dodd who is connected with your railroad. Mr. Dodd offered every assistance to us and came around several times to see if there was anything that he could do to help us out.

I want you to know how very much we appreciated this kindness. Naturally, we discussed transportation and I told Mr. Dodd we would be happy to route as much of our freight as possible over your lines.

With kindest regards, I am

Celina H. Lewis, Vice-President
Lewis Grocer Co.
Indiana, Miss.

GM&O Starts Tractors On Their Way
Allis-Chalmers Manufacturing Company recently made a large shipment of Model D motor graders from the firm's Springfield, Illinois Works to Columbia, South Carolina for that state's highway department. It was one of the largest of this model to a single customer and GM&O started them on their way. They will be used for maintenance and improvement of roads throughout South Carolina.

The motor graders were sold by Van Lott, Inc., an Allis-Chalmers industrial equipment dealer at Columbia, South Carolina. Part of the shipment is shown near Springfield with one of our new road switchers handling the movement.

"Safe, Reliable And Courteous" Are Not Enough
Gulf Transport Bus Line

On Tuesday, March 5, I had the pleasure of riding on one of your buses north from Mobile with driver J. W. Collins. The plate above his seat said he was SAFE, RELIABLE, and COURTEOUS. After watching him perform I suggest that for this particular individual you should add: SYMPATHETIC, FRIENDLY, CONGENIAL, UNDERSTANDING, PATIENT, DEPENDABLE, CAUTIOUS, TRUSTWORTHY, and KIND.

It was a revelation to me how he exemplified interest in the things that build good will for an employer...

Louis W. Reps
For. Springfield, Missouri.
Chamber of Commerce

At car shops in Mobile, welder D. B. Johnson, Sr. and car oiler and packer Frank Jones help keep rolling stock in top condition.
### OUR PATRONS PAID US $89,395,118

| Service                        | Amount  
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling Freight</td>
<td>$76,944,704</td>
</tr>
<tr>
<td>Carrying Passengers</td>
<td>5,321,795</td>
</tr>
<tr>
<td>Hauling Baggage, Mail and Express</td>
<td>3,078,979</td>
</tr>
<tr>
<td>Other Transportation Services</td>
<td>3,106,931</td>
</tr>
<tr>
<td>Rents and Miscellaneous Income</td>
<td>1,050,709</td>
</tr>
</tbody>
</table>

### WE PAID OUT $82,756,539

| Service                                 | Amount  
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Keeping Roadbed and Structures in Repair</td>
<td>$14,430,049</td>
</tr>
<tr>
<td>Keeping Locomotives, Cars and Other Equipment in Repair</td>
<td>15,840,191</td>
</tr>
<tr>
<td>Running the Trains</td>
<td>26,194,757</td>
</tr>
<tr>
<td>Managing the Business and Keeping the Records</td>
<td>3,315,323</td>
</tr>
<tr>
<td>Traffic Expense</td>
<td>3,066,692</td>
</tr>
<tr>
<td>Equipment and Joint Facility Rents Paid Out</td>
<td>4,649,238</td>
</tr>
<tr>
<td>Miscellaneous Items and Services</td>
<td>1,209,425</td>
</tr>
<tr>
<td>Interest on Borrowed Money</td>
<td>2,815,825</td>
</tr>
<tr>
<td>Payroll Taxes</td>
<td>2,224,528</td>
</tr>
<tr>
<td>Local and State Taxes</td>
<td>2,970,511</td>
</tr>
<tr>
<td>Federal Income Taxes</td>
<td>6,046,600</td>
</tr>
</tbody>
</table>

### WE HAD AVAILABLE IN CASH $17,823,024

| Source                                                        | Amount  
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Net Income</td>
<td>$6,638,579</td>
</tr>
<tr>
<td>Depreciation and Other Items Included in Above Expenditures Which do Not Actually Involve an Out-of-Pocket Expenditure</td>
<td>4,466,663</td>
</tr>
<tr>
<td>Sale of Chicago Property</td>
<td>6,717,582</td>
</tr>
</tbody>
</table>

### OF THIS WE SPENT ON THE PROPERTY $13,197,654

| Purpose                                                    | Amount  
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>New Improvements to Roadbed and Structures</td>
<td>$1,838,602</td>
</tr>
<tr>
<td>New Equipment</td>
<td>3,343,877</td>
</tr>
<tr>
<td>Repayment of Money Borrowed to Buy Equipment</td>
<td>5,788,439</td>
</tr>
<tr>
<td>Repayment of Bonded Debt</td>
<td>1,051,000</td>
</tr>
<tr>
<td>Additional Stock of Materials and Supplies</td>
<td>1,195,638</td>
</tr>
</tbody>
</table>

### WE PAID TO THE SHAREHOLDERS $1,251,662

| Dividend Type                      | Amount  
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Preferred Stock Dividends</td>
<td>$1,417,191</td>
</tr>
<tr>
<td>Common Stock Dividends</td>
<td>1,034,471</td>
</tr>
</tbody>
</table>

### WE HAD LEFT FOR FUTURE USE ONLY $1,373,708
NEWS AT A GLANCE

I.C.C. APPROVES NEW ROUTE TO BIRMINGHAM

The Interstate Commerce Commission authorized GM&O to reroute its train service into Birmingham in a decision handed down March 13 on applications previously made by our railroad.

In approving the applications the Commission agreed that the new route would greatly reduce GM&O's use of foreign trackage (by 117 miles); cut operating expenses and improve service.

At present we use Southern and I.C. tracks. Under the new arrangement we would use L&N tracks between Tuscaloosa and Birmingham.

NEW "TOOLS" IMPOSE $20,500,207 OBLIGATION

When the average person must have a new stove, furniture or any of the other necessities for living and working — he buys on the installment plan and assumes an obligation to pay off the debt over a succeeding period of time.

Your Railroad operates much in the same way — and like you must earn money and manage wisely to pay off these debts.

During the next 12 years, for example, GM&O is obligated to pay back $20,500,207 for locomotives and rolling stock — the most important tools with which we do business. This debt represents equipment bought since 1940 in a planned program of equipment improvement.

Under this program 99% of our diesel road units are now since 1940 and 88% of our box cars are new or on order during the same period. Such improvements are necessary to do business, but at the same time they impose obligations which should be recognized by all who work for the Company.

FIVE MAJOR FORMS OF CONTACT BETWEEN RAILROAD AND PUBLIC

There are five major forms of contact between a railroad and the public, namely:

1. Contact through service to persons who ride the trains and who ship and receive goods by rail.
2. Contacts of the individual railroader, in railway stations, trains, offices; in the home, at the church, lodge, club; on the street, and elsewhere.
3. Contacts through correspondence.
4. Contacts through telephone conversations.
5. Contacts through advertising in newspapers and magazines, through radio programs, speeches, published articles and other forms of publicity.

It is through these five forms of contact that the public at large gains all of its impressions and forms all of its opinions of railroad service and railroad personnel.

It is not amiss for each of us to ask ourselves frankly and earnestly: "How well do I represent my railroad? Am I making friends or enemies for my company? Am I contributing to the company's reservoir of good will?" (A.A.R.)

NEW TYPE MENU FOR GM&O TRAVELERS

A new-type menu for our Diners which will afford a greater variety of selections and an economical use of A la Carte listings, has just been put into effect by the Dining Car Department of which W. H. Berghegger is Superintendent.

For example Broiled Lake Trout, Amandine on the Dinner sells for $2.50, but A la Carte, including one vegetable, salad, bread and butter costs only $1.75. The use of A la Carte listings to cover a basic dinner is unusual in the railroad diner field.
Bob Kelley Appointed Freight Traffic Agent

Newly appointed Freight Traffic Agent Bob Kelley, left, at Meridian, Miss., goes through a consist with Chief Clerk A. F. Ferris in the office of the Division Freight Traffic Mgr. Bob was with Gulf Transport Co. in Mobile prior to his new appointment, having been with the company since leaving the armed services in 1947.

Deceased

Operator C. E. Slaten of Wanne, Illinois, at St. Louis on March 10, 1952. Mr. Slaten has been with the company since 1916. He is survived by his wife, who lives at Wood River, Illinois.

Llewellyn Jenkins, Murphysboro, Illinois on March 12, 1952, of a virus infection. Mr. Jenkins was one of the oldest former employees of the line, having been born on May 1, 1871. L. L., as he was known among his fellow employees, came to Murphysboro at the age of one year. He began working for the Mobile and Ohio in 1889. He was shops foreman at Murphysboro until 1925 when he was transferred to Jackson, Tenn. He worked at Jackson until his retirement four years ago. He leaves a wife, one son and four daughters. Burial was in Murphysboro.

Chief Clerk J. M. Gillespie, Artesia, Mississippi on March 5, 1952. Mr. Gillespie was first employed as clerk in 1916. He is survived by his wife, one son and one daughter. Mr. Gillespie was mayor of the town of Artesia.

Engine Fireman W. B. Lummus, Artesia, Mississippi on March 1, 1952. Mr. Lummus had been with the company since 1914. He is survived by his wife and one daughter.

"Mr. Charlie" Has Represented GM&O For 55 Years

Fifty-five years in GM&O's Legal Department rolled by on April 1st for Claims Attorney Charles Wright of Meridian, Mississippi. To "Mr. Charlie" and the railroad, it marked a mutually pleasant anniversary.

"In 1896 I passed the bar examination," said Mr. Wright, "and on April 1st of the following year I went to work for the M&O (GM&O) Railroad." He has an unbroken record with the company since that time.

Mr. Wright is a native Mississippian, having been born in the state and spending practically all his life there. Prior to his entrance to the bar he taught school at Philadelphia, Mississippi, studying law at night during the four years of teaching. One of his first tasks as a lawyer was the abstracting of "every foot of railroad right-of-way around here."

Unwavering in his legal oath that a lawyer "owes to the court due faith and fidelity in all his transactions," Mr. Wright is accused by his friends of having his own private practice in order to help his clients. He is noted for talking himself out of business while talking his would-be clients out of divorce.

Stock answer when approached by a man about a divorce is, "All right. I'll represent your wife." Such representation generally brings husband and wife together for discussion with the lawyer, often resulting in a reconciliation. Mr. Wright, who celebrated his own golden wedding anniversary a few years ago, thinks that marriage should be permanent.

He finds time for numerous civic duties, including that of teaching a men's Bible class, besides his duties in connection with his practice or that of the GM&O. He thinks nothing of driving 300 miles a day in connection with his work. Associates say that if there were an accident involving the railroad, "he would beat the ambulance to the scene of the accident"—which is easy to believe, as you watch him hustle off with: "If you'll excuse me now, I've got to settle a lawsuit."

Retired Switchman Richard Wallace Smith, Corinth, Mississippi on March 20. He is survived by one son.

Engineer Harry Dennis, Bloomington, Illinois at St. Louis, Missouri on March 16, 1952. Mr. Dennis entered the service as fireman in 1906 and was promoted to engineer in 1910. He is survived by his wife.

Minuted Harris, waiter on the Ann Rutledge, on March 8, 1952. He had been in dining car service for twenty-six years, both on office cars and dining cars, having been employed by the company in 1926.

Retired Freight Conductor William Calhoun, Bloomington, Illinois, at St. Louis on March 23, 1952. Mr. Calhoun entered the service as brakeman on October 24, 1912 and was promoted to freight conductor in 1920. He retired on October 26, 1951. He is survived by his wife.

Retired Engineer Edwin P. Grady at Bloomington, Illinois on March 24, 1952. Mr. Grady entered the service as a yard fireman at Bloomington in 1905 and was promoted to yard engineer in 1910. He retired on January 26, 1952. He is survived by his wife, who lives in Bloomington.
Shades Of William Shakespeare!

BMC Girls Turn Tables on Men
Of Elizabethan Age

Great would be the amazement among the grizzled Desdemones and Julietas of Shakespeare's day, could they learn what is going on at Blue Mountain College in Mississippi. The heroines of the age when a woman dared not step upon the stage, leaving women's roles to be filled by men, would find the tables most pleasantly turned at this all-girl school. For there, in a yearly operetta, the taller song-stresses find themselves enveloped in cloak and buckin' to woe in song—however treble—their shorter sisters.

To the audiences in Mississippi to which the operetta plays each year, the innovation seems thoroughly satisfactory. For twenty years, the college has sent the production for a week of one-night stands at different cities. GM&O's highway subsidiary, Gulf Transport Co., has handled the tour since it began bus operation.

This year's presentation, "The Marriage of Nannette" had a complement of thirty-two young women, accompanied by the president of the school, Dr. Lawrence T. Lowrey. The troupe played at Webb, Meridian, Calhoun City, West Point, Mississippi State College, Ashland and Blue Mountain. Veteran Driver Johnny Long made the trip for Gulf Transport Co.

The trip went off without mishap except at Meridian when Long took the bus to be serviced with all make-up aboard. The catastrophe was remedied in time, however, for the evening's performance to go off as usual.

The seventh year for him to drive the group, operator Long does not consider the trip a hard one. He attends every one of the six nightly performances, becoming an enthusiastic critic. Only thing puzzling "Johnny", as his passengers refer to him, is "how they can sing all night and then sing all day too," for most of the time on the bus is spent in singing.

Center Picture: Gulf Transport Operator Johnny Long, rear left, and President Lawrence T. Lowrey of Blue Mountain College, Miss., right, are shown with the last of 22 college girls boarding Gulf Transport bus at Meridian on operetta tour. The girls are left to right: Charline Jennings, Martha Mae, Martha Edge, Evelyn Cruze, Barbara Birt, Miriam Stacy, and Jackie Marie Little.

Top: Each girl is responsible for safe transport of her own costumes, which meant for Estelle Kidd (right) keeping up with a large box of formal wear. Entering the bus is Jackie Marie Little.

Below: Bobby-soxers entrenched Meridian firmly in BMC hearts by asking autographs of the cast. Nancy Anderson, left, after the performance at the Junior College.

In The Service

John C. Lawrence, Transit Clerk, Mobile, Alabama.
Carl S. Chapman, Rate Clerk Trainee, Mobile, Alabama.
James E. Walker, Sorter, Mobile, Alabama.
Edward Bailey, Clerk, Mobile, Alabama.
Billy Lee Schulz, Electrician Apprentice, Bloomington, Illinois.
Jack Newton Parnell, Carman Apprentice, Mobile, Alabama.
Kenneth Charles Vester, Carman Apprentice, Jackson, Tennessee.
Murry Allen Purvis, Carman Apprentice, Meridian, Mississippi.
Lloyd Logan Connet, Section Laborer, Mason City, Illinois.
C. R. Rayfisld, Office Assistant, Mobile, Alabama.
Donald Eugene Vick, Night Rate Clerk, Cairo, Illinois.
Larry Sisk, Jr., Pipe Fitter, Jackson, Tennessee.
George William Richardson, Electrician Helper, Bloomington, Illinois.
Robert Donald Erhardt, Draftsman, Mobile, Alabama.
Martin Edward Kinsel, Section Laborer, Springfield, Illinois.
Howard Lloyd Allen, Mason Laborer, Eastern Division.
Maurice Leon Elmore, Bridge & Bldg. Carpenter, Eastern Division.
James W. Moore, Section Laborer, Mason City, Illinois.
Edward Dester Dent, Jr., File Clerk, Mobile, Ala.
Clay W. Stubbs Jr., Rate Clerk, Mobile, Ala.
Milton Earl Case, Telegraph Operator, Hardwell, Ky.
Carl F. Wunder, Machinist Apprentice, Bloomington, Ill.
Wayne Ralph Williams, Carman Apprentice, Bloomington, Ill.
Max Eugene Newman, Section Laborer, Bredwell, Ill.
Prayer Of West Tennessee Student

In his visiting colored schools in connection with his work, Director of Agriculture and Forestry S. A. Robert was so impressed with the fact that meetings were opened with a song and a prayer that he requested a copy of the prayer offered at one of the schools. It appears below—written by Dolores Faye Rhodes, a fifteen year old student in West Tennessee.

Gracious Father, we come to Thee this morning with bowed heads and humble hearts, seeking Thy divine guidance. We thank Thee, oh God, for food, clothing and shelter.

We pray that Thou would enable us to continue to learn of the earth and the many natural resources therein. As we learn of these may we learn to appreciate nature and give better care to these things Thou hast placed here for us.

As students, help us to be obedient, respectful and courteous. May we reflect wherever we go throughout this land, the training we receive in our homes, schools and in our churches.

As youth of today, help us to refrain from the many crimes that are shocking this land. We pray for Thy special blessing upon our parents, principals, faculty, members and student body, and our friends who have come a long way to encourage us in our many efforts.

May we accept these opportunities and make wide use of them.

These, and other blessings we ask in Thy Name. Amen.

Retirements

Conductor J. C. Nabors, Meridian, Mississippi, retired from the service on March 3rd after being with the company since January 26, 1910.

Agent W. R. Endicot, Tallula, Illinois, retired on February 29, having been with the company since June 4, 1910.

Engineer Will H., "Tupelo Will", Smith retired in February after fifty-two years of service with the company. He was employed as fireman in 1899 and promoted to engineer in 1904.

Fireman-Engineer E. W. Shockley, Kansas City, Missouri, retired from the service on March 8, 1912. Mr. Shockley entered the service as fireman in 1911 and was promoted to engineer in 1918.

Engineer H. J. Gabb, Slater, Missouri, retired effective March 1st. He was employed as fireman on November 23, 1910 and promoted to engineer on August 1, 1910.

Along The Line

Mobile, Alabama—Charles Kinsaul, who is now on leave from the Freight Receipts Department to serve with the army in Korea, has a fine son awaiting his return. The boy is named Michael David.

New Orleans, La.—Robert C. Eroth of the Freight Traffic Department and Mrs. Eroth are celebrating the arrival of Brenda Louise on March 15. The young lady weighed six pounds and thirteen ounces at birth.

Ripley, Mississippi.—(See picture above) Old timers will be glad to know that, although Ripley has changed a great deal, J. E. Haney and Claude McCollister at the GM&O station are just as you remember them.

Jacksonville, Florida.—Clerk Joe Laing is handing out cigars for the birth of Joseph Rivers Laing, Jr. on March 13.

Mobile, Alabama—The boys have it two to one in the Passenger and Station Accounting Department. Clerk and Mrs. T. E. Rushan have a son Richard Keith and Clerk and Mrs. Maxie D. Sims have a son, Barry Ray. Clerk and Mrs. Peter Brown are celebrating the arrival of a girl, Terry Lynn.

Chicago, Illinois—Route and Receiving Clerk D. F. Quane of the Chicago Freight House is looking forward to June 1, when he will have sixty-one years of service with the company.

Mobile, Alabama—The Receipts Department is extending congratulations to two of its former employees, Donald Gray and James E. Jones, who have recently received commissions as Lieutenants in the Army.

Mobile, Alabama—Miss Sarah Berry of the Freight Receipts Department, and Mr. Richard Wallace were married on March 29.

Mobile, Alabama—Rate Clerk Frank J. Kleischrodt and his wife are the parents of a fine son, Frank 3rd, born on March 22.

Mobile, Alabama—O. A. Dickey and Hudson Hamilton are being welcomed back to the Freight Receipts Department. Mr. Dickey has returned after a year’s sick leave and Mr. Hamilton has served for nearly two years in the armed forces.

GM&O Introduced To Newcomers At St. Louis

In the February issue of Newcomers’ News, a St. Louis publication issued in the interest of the newcomers to St. Louis, The GM&O was featured as a transportation facility in and out of the city.

Golden Gloves Champions Ride Abraham Lincoln

St. Louis’ championship Golden Gloves boxing team chose the GM&O’s Abraham Lincoln for their trip to Chicago for the midwest tournament. In the group from the left are: Team Director Paul Spica, Coaches Jim Whiteside and Pep Myles; Chester Martin, Andy Gasparovic, Bernard Dean, Stan Howlett, Kenny Silvers, Joe Reynolds, Pat Mayhew, and Coach Leo Forester.
**Commendations**

Yardmaster J. J. Dunn, Ridgeby, Illinois, was commended by Supt. Connelly for courtesy and unusual interest in the welfare of the company when, by his own solicitation, he secured a movement of cars for the line.

Operator J. L. Borden, Middleton, Tenn., Operator A. L. Reid, Corinth, Miss., and Operator J. R. Hopson, Union City, Tenn., were commended by Supt. Forhine for loyalty and interest which they displayed immediately following a series of tornadoes in Tennessee, which destroyed all wires of communication at or around Henderson.

Operator Reid at Corinth contacted Operator Borden at Middleton on the Southern Railway wires, who, in turn, contacted the third track dispatcher at Jackson, Tennessee, all of whom got in contact with Operator Hopson then working at Rustler Jct. By this means of communication from Jackson, Tenn. through Middleton, Tenn. to Corinth, Miss. and Rustler Jct., the three men stayed on the telephone, checking train orders and other matters, relaying some messages and enabling Dispatcher Richardson to keep several northbound trains moving with little delay.

Engineer F. L. Strauss, Mexico, Missouri was commended by Supt. Miller for discovering, while making inspection of his engine, a broken tire wheel.

Bridge Gang Foreman J. L. Crabtree, with two of his gang, C. A. Barber and Assistant Foreman W. V. Burnett, were camped near the line at Churchula, Alabama when Extra 751 passed one night with hot wheels from dragging brakes. The three men flagged the train, but the flagging had not been observed; they attempted to drive the train, and the three men were commended by Chief Engineer Bodie for "a job of railroad loading well done."

Conductor A. Miller, Chicago, Conductor M. L. Carmody, Slater; Flagman H. H. Haynes, Chicago; Engineer W. Appel, Springfield; Fireman A. Neal, Bloomington; Traveling Mech. Inspector E. L. Olsen, Chicago; Train Porter D. T. Strickland, Chicago; and Train Porter H. Ross, Chicago were commended by Supt. Connelly for rendering valuable assistance in setting out a car with a hot box and changing the air hose couplings so that there was the least possible delay to the train affected.

**Retirements**

(Cont'd from Page 9)

Passenger Conductor C. J. O'Connor, Bloomington, Illinois, retired on March 17th. Mr. O'Connor entered service as fireman on March 19, 1926 and was promoted to passenger conductor on September 17, 1929 and to passenger conductor on April 6, 1939.

Engineer D. S. Parker, Jackson, Tennessee, retired effective April 1, 1952. Mr. Parker entered service as fireman on January 23, 1929 and was promoted to engineer in 1933.

Engineer Howard Marshall, East St. Louis, Illinois, retired effective March 26th. Mr. Marshall entered the service in 1905 as fireman and was promoted to engineer in 1917.

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### OUR FREIGHT BUSINESS

**Revenue Car Loads Billed And Received On GMeCo**

<table>
<thead>
<tr>
<th>Year</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug</th>
<th>Sept</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
</tr>
</thead>
<tbody>
<tr>
<td>1951</td>
<td>60,686</td>
<td>48,809</td>
<td>58,646</td>
<td>55,912</td>
<td>50,646</td>
<td>53,380</td>
<td>50,353</td>
<td>54,601</td>
<td>54,183</td>
<td>54,170</td>
<td>58,582</td>
<td>54,133</td>
</tr>
<tr>
<td>1952</td>
<td>78,941</td>
<td>52,339</td>
<td>55,679</td>
<td>45,912</td>
<td>50,646</td>
<td>53,380</td>
<td>50,353</td>
<td>54,601</td>
<td>54,183</td>
<td>54,170</td>
<td>58,582</td>
<td>54,133</td>
</tr>
</tbody>
</table>

Comparison of the first 3 months of the years........

<table>
<thead>
<tr>
<th>Year</th>
<th>1951</th>
<th>1952</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jun</td>
<td>106,671</td>
<td>108,895</td>
</tr>
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</table>