EVERY DAY IS MOTHER'S DAY
ON THE GM&O

Traveling with small children can be either a pleasure or a problem—but on the GM&O it's usually a pleasure.

Friendly, competent hostesses, like Miss Mary Justus (above) help Mother get settled . . . and keep a friendly eye on the small fry, too. A picture book . . . a helping hand at bedtime . . . or a brief conversation about the big bright world along the way—they're all ways of saying "welcome to the GM&O."

Yes, trips are more fun for mothers, and youngsters, too—on the Line which originated the Train Hostess idea.

* Little Miss Patricia Garrison of Mobile, Alabama.

GM&O TRIO ASSIST YOUTH
IN CAREER GUIDANCE

GM&O Director A. Boyd Campbell of Jackson, Miss., was the principal speaker on April 13 at the annual Occupational Guidance Conference at the Jackson, Tenn., high school, at which two other GM&O employees also participated. Miss Sally Truex of the hostess department and Mr. Frank Turner, machinist, represented their vocations in group discussions for students interested in their particular fields.

Head of four Mississippi corporations and recently re-appointed Director of the U. S. Chamber of Commerce, Mr. Campbell made the main address before the body of 800 senior and junior students. He was introduced by Mr. Tierrett.

The Occupational Guidance Conference annually features leaders in various professions who meet with the students to help orientate the young men and women in choosing suitable careers. It is sponsored through the senior 4-H Clubs by the Agricultural Extension Service, Madison County Board of Education and the City Education Department.

TRUCKS AND RAILS

from the Wall Street Journal

If you had to move 100,000 tons of freight from Broadway to Hollywood it would require 90 tank cars of diesel fuel by railroad and 250 tank cars of fuel if the stuff were sent by trucks. Quite a difference. But wait, it would take 3,500 man-days of train crew time by rail as against 90,000 man-days of truck driver time. Again, quite a difference.

And yet, in spite of this vast difference in costs of service, trucks are gaining at a faster percentage rate than is transportation by rail. And in all economic phenomenon there is a reason.

One reason of course is too trite to repeat, but I will. The trucks do not pay for the upkeep of their right of way. Much controversy has gone over the dam (or under the bridge, I don't know which) with respect to that, and the current official and thorough investigation isn't in.

(Continued on Page 6)
Trains Magazine's Andrews family leaves the Ann Rutledge in St. Louis Union Station upon completion of the Ann Rutledge story.

For the complete story—"Travel...Family Style." featuring our Ann Rutledge, see the May issue of Trains Magazine.

Hostess Cocks takes over as Dottie leaves to join Bill in the lounge.

"Ticket, please!" Conductor H. L. Hull has a big smile for Sue as he punches his mark on the ticket.

TRAINS MAGAZINE DOES STORY ON ANN RUTLEDGE

Why travel by trains? Trains Magazine found the answer recently when their Bill and Dottie Andrews, together with their little daughter, Sue, made a trip from Chicago to St. Louis on the ANN RUTLEDGE and recorded pictorially for their readers some of the reasons why trains furnish the best mode of travel for the public. Three of the Trains pictures are shown herewith.

This national publication selected G-M&O to illustrate its story because (1) ours was the first railroad to employ hostesses on streamliners; (2) because of the attractiveness of our coach facilities; (3) because the territory is rich in scenic and historic interest; (4) because our train personnel is known to be cooperative in answering passenger inquiries about the territory and (5) because our line has served this area for more than a hundred years.

WARM RECEPTION IS ON ICE AWAITING HONOR GUEST

A congratulatory reception, complete with flowers, is awaiting the new Industrial Commissioner by his fellow workers in the St. Louis office. But the reception has received a slight delay—the new Commissioner is, as usual, too busy on the line making friends for the company to return home, and thus receive the surprise ovation the office has planned.

Mr. E. L. Robinson, who has served the railroad and the people along it for many years is in line for congratulations on his new title of Industrial Commissioner, having been promoted this month from General Industrial Agent. Although Mr. Robinson has been instrumental in the locating of industries throughout the entire territory of GM&O, today he is always busy, thinking of future payrolls for the towns along the line, and new ways to benefit the railroad. Train crews are never surprised to see Mr. Robinson boarding the train in the small hours of the night, and many a civic club along the line considers him among its membership.

However, the St. Louis office force would appreciate it if Mr. Robinson would take time to come back in to get those flowers!

BOB PUFF WINS SCHOLARSHIP IN ST. LOUIS COMPETITION

Robert Puff, 17 year old son of Bob Puff of our St. Louis Traffic Office, won a $1,000 scholarship to Washington University with a chemistry experiment he presented in competition with other St. Louis high school students.

Young Bob is a Senior and has been interested in chemistry since childhood. He has his own laboratory at home and expects to follow chemistry professionally. Congratulations are in order to both father and son.
CHEMURGY NEW WORD: BUT GM&O HAS BEEN PRACTICING THEORY FOR MANY YEARS

VICE-PRESIDENT MARTIN ADDRESSES CHEMURGY GROUP

Industrial Vice-President T. T. Martin was honored last month by being asked to address the National Farm Chemurgic Council in annual session at Cincinnati.

The accompanying story is a condensation of his speech entitled, "The Relation of Chemurgy to Industrial Development."

You can diligently thumb through your favorite dictionary, but unless your book is one of the latest editions you won't find "Chemurgy" listed. A typically American coinage of the modern era, the word is used to describe the general chemical processes whereby products of the soil are converted to industrial uses.

But while the terminology is comparatively new, Gulf, Mobile and Ohio has been promoting the theory for many years — not so much through foresight, but mostly through necessity.

The seven railroads which now form the GM&O System were founded primarily to transport products of the soil on the north end to serve the rich farmlands of Illinois and Missouri; on the south end to tap vast virgin forests of the coastal area.

Chemurgy at Work

As an example, in 1927, of some 21,500,000 total tons of freight handled, 8,150,000 tons were products of the soil and there were only 1,425,000 tons of manufactured raw products shipped. Last year these same products of the soil contributed almost as much tonnage, but processed products from the raw materials had increased to 4,575,000 tons.

And the real returns are revealed in the fact that we earn an average of $2.10 more per ton on processed products than we do on raw ones. This is Chemurgy at work.

The unsoundness of the raw product theory isn't new now, and it hasn't been for many years. Our officials were cognizant of it as far back as the early '20's when there was a lumber mill stack for every five-miles of railroad. Business was booming, but the rapidly diminishing timber supply was a warning of what could happen.

Railroad Seeks Remedy

Even then a program was instituted looking to a more diversified tonnage and strong permanent line communities. As the first step, eminent geologists were hired by the railroad to make a survey of Alabama and Mississippi mineral possibilities. Two years later S. A. Robert, then head of the West Tennessee Experiment Station, was employed as Development Director. His primary aim was to explore new crop possibilities for the increasing areas of cut-over lands; to diversify farming, in the cotton section principally and to promote dairy and beef breeds.

This cut-over land was so valueless that a favorite story of that day was of a man who answered an advertisement of an offer to swap a lame mule for a section of land. Seemed he returned home proudly leading the mule and elated over his cleverness. As he told his admiring wife, "I found out the fellow that owned him was blind and I put off TWO sections on him."

Vegetable fields dotted the territory. We established a poultry farm to encourage chicken raising, a clay products plant was induced to locate near a north Mississippi deposit and one of the first sweet potato starch plants began experiments on a GM&O site.

Chemurgic Fire Flames

True the accomplishments were not too large, in any of these fields of endeavor... for there was a depression on but they were among the first chemurgic sparks which were beginning to flame so brightly through the combined efforts of many interests in the territory.

At Laurel, Mississippi, William Mason, who had come there to develop a method of extracting turpentine from pine lumber, had been intrigued, as had many others, by the staggering waste of forest materials, had developed his method of exploding wood chips, had organized the Masonite Corporation and in 1927 the original mill went into production.

Kraft paper mills were built in Mobile, Alabama, and Tuscaloosa, Alabama and Moss Point, Mississippi. The Great Southern Lumber Company at Bogalusa had begun to manufacture paper from waste, and had brought in the manufacture at Bogalusa of corrugated boxes and paper bags by the Gaylord Container Corporation. In Illinois the development of the soy bean was getting under way. Tung trees were being planted on the Gulf coastal plains and uplands.

Reforestation Begins

The cut-over lands were turned back to growing pulpwood and timber. Where in the mid-thirties a pulpwood user and a lumber man were about as congenial as a sheepman and a cattle man in the days of the old west, there came a realization that the lumber operator could reduce his log costs by selling the trees which should be culled as pulpwood and that the pulpwood grower could make a better profit by letting the prime trees grow into timber.

Tuscaloosa, Alabama, with Holt and Fox as outlying industrial districts, became another chemurgic center. There is the Gulf States Paper Mill making kraft paper and bags. There is the Reischeiland Chemical Company, The Goodrich Rubber Company, The Logan Long Roofing Company. There is also the National Southern Products Company, formed in 1913 by Dr. K. W. Cosans and Dr. C. B. P. Young who had worked since 1905 to take a byproduct which was being generally thrown away or burned, black sulphate soap skimmings from the kraft mills, and convert it into a fatty and resin acid mixture now finding use in 42 industries.

A HELPFUL TERRITORY

"We have tried in our way to contribute in serving the industries which have been developed, in setting up rats which aid the movement of raw materials and of finished goods, in sponsoring both agricultural and forestry projects which have aided in guarding against depletion of the soil and promoted the care and growth of timber as our basic resources. We have, however, benefitted much more than our contribution could merit in serving an increasingly stable, productive and prosperous territory."

More Attractive Than Ever

Today our chemurgical activities are greater than ever before. Our Industries Department has a chemical engineer on its staff who is constantly making tests and studies in the territory. Our Agricultural and Forestry Department promotes timber conservation and reforestation through planned programs with the youth of the territory. Trained agriculturists work with State and Federal experts both to improve crop yields and to develop new related uses of farm products.

Products of the soil continue to be of utmost importance to our Railroad, for today they contribute more than half of our $70,000,000 total revenue from carload traffic. So we look to Chemurgy in a big way to keep these products in a competitive position.
The new kitchen of the Missouri Pacific hospital in St. Louis, which recently received the Grand Award in a national contest for its cleanliness and efficiency. Built at a cost of $80,000, the kitchen is the scene of the preparation of about 1200 palatable meals a day for the patients and staff of the hospital.

Superintendent of the Hospital Mohler is congratulated by GM&O Vice-president Stevenson for the hospital's receiving the recent grand award on its kitchen. Both Mr. Mohler and Mr. Stevenson keep in close touch with GM&O patients. Between 40 and 50 GM&O employees are generally in the hospital.

When the patient checks in, he finds that he has a card filled out for him, which will begin a file to be kept as long as he is in the employ of the railroad. At any future time, this file can be reopened for the study of his case history. Mr. A. Hight, chief clerk to the superintendent at Jackson, Tenn., is assisted in checking in by Business Manager Reis of the hospital staff. Mrs. Stockley greets him with a smile and his entrance card.

COMPANY HOSPITAL WINS AWARD FOR MOST MODERN KITCHEN

To those GM&O people who have spent some time in the Company Hospital at St. Louis, and enjoyed the palatable meals served there, it will come as no surprise that the kitchen of the hospital has received the Grand Award in the contest sponsored by INSTITUTIONS magazine to find the most effectively operated kitchen in a public institution. Held in December, the contest was decided this month, with the award being presented on May 9th in Chicago to Mr. Mohler, president of the Missouri Pacific Hospital Association.

To us who have received our tempting trays of food "piping hot" from electrically heated tray trucks, it might be interesting to know something of the kitchen from which it comes. And indeed, this kitchen is a sight to make a housewife "drool".

Constructed of yellow tile throughout, with all appointments in stainless steel, its air-conditioned interior is conducive both to cleanliness and attractiveness. Stainless steel stoves, sinks, refrigerators, deep freeze, forty-gallon kettles and much other equipment gleam in sun by day and day-brite light by night. The grease and fumes from the average 1200 meals a day are carried away by a ventilating system which leaves the kitchen fresh at all times.

The kitchen, which was remodelled late last year, has received a great deal of favorable publicity for its modern efficiency. Among articles written on it was a recent story in THE MODERN HOSPITAL, commending the Missouri Pacific Hospital for its progressiveness. Describing the cleanliness and comfort of the new $80,000 kitchen, the magazine says, "The kitchen is undoubtedly one of the handsomest in the hospital field."

Miss Mary Froming is the telephone operator, who answers the anxious calls of friends and relatives with an ever gracious attitude of real concern for the patient. She helps Director of Women Personnel Vera Elvert go through the register to see what new Gulf, Mobile and Ohio employees have come in. Mrs. Elvert is a frequent visitor to the hospital, performing numerous thoughtful courtesies for out of town patients unaccompanied by their families. These patients find that they are never so lonely or alone as they had anticipated.
HELPFUL HINTS TO PROSPECTIVE HOSPITAL PATIENTS

A frequent visitor to the hospital always anxious to be of assistance to patients there, Mrs. Vera Elvert, Director of Women Personnel, has prepared a memorandum for prospective patients. Below are the interesting and helpful facts which she lists:

If you are contemplating a visit to our hospital in St. Louis, you will want to come prepared with the necessities for your comfort during your stay, which include your lightest weight robe, slippers, toilet kit, kleenex, post cards, stamps and stationery. Ivery soap is used throughout the hospital, but if you need a special brand, bring it along. The suit you wear (or bring in case you are an ambulance patient) will be the only street clothes you will need.

In the hospital you will find a barber who has morning hours in his office and gives individual attention to patients by appointment during the afternoon. This service is rendered only to those unable to take care of this feature themselves. The barber also makes a daily round in the morning with such items as candy, gum, pocket edition mysteries and westerns, etc.

Patients who enter for a check-up only will find the Snack Bar in the basement.

(Continued on Page 8)

Meals for patients are delivered to them from the kitchen on electrically heated tray trucks. Receiving her lunch from the electrically heated tray truck is Miss Mary May, from the freight office in Mobile. Miss May, who had been directing her trip to the hospital for a check-up for some time, found, to her surprise, that she and her two roommates had "had a peck of fun in here together." Envious roommates remarked, "I'll say one thing, the GM&O really looks after their people when they're in the hospital."

---

PAGING CONDUCTOR JOFFRION

Mr. J. H. Currie, Supt.,
Jackson, Miss.

I am always grateful for courtesies shown me and nice services rendered to me or my Company. Since the G.M.&O. Railroad came into Jackson, our relations with your Freight Department have been most pleasant and your employees in your local office here in Jackson have always rendered us a fine service.

But the real purpose of this letter is to state to you that I have not, until during the past several months, very often patronised the G. M. & O. Railroad in its Passenger Department. However, I have had some rather serious ailments and have had to be treated and operated on in New Orleans, and for months have either had to go to the Clinic for check-ups or to the Hospital down there for operations. It has been my pleasure to catch the Rebel on dates that your Mr. H. G. Joffrion was conductor in charge of the train, and this letter is mainly to let you know that he has been the most pleasant conductor to travel with that my wife and I have ever experienced.

Five weeks ago I had a very serious operation. I was in a very weakened condition and after staying out at the Clinic for almost the entire day and then getting back to the depot, I was completely exhausted. Mr. Joffrion saw my condition when I boarded the train and if ever a man was attentive to those in his care, he was to me and my wife. We are most appreciative from the depths of our hearts for this good and thoughtful service and I am deeply grateful to him personally and to the Organization for whom he works, for this attention which he not only gave to me on this trip but I noticed that he was anxious to render good service to all passengers on board. And I think when a man carries on in this manner, that we should express our appreciation for such service, which I am doing today.

Yours sincerely,
/s/ R. L. Ezelle
MISSISSIPPI BEDDING CO.
Jackson, Miss.

---

E. C. Thomason, retired employee of Tamms, Illinois, leaves the hospital with his son, Supt. Thomason of Venice. Mr. Thomason found his stay made pleasant with the morning delivery of a newspaper to his door (optional), and a radio lent to him by Vice-president Stevenson of St. Louis. An ardent baseball fan, Mr. Thomason complained that the most unpleasant experience of his time there was one evening when listening to the Cardinals over the radio he dozed off to awake and find music playing. He remarked, disgruntled, that he didn't know who won the game until the next morning.
SON OF GM&O EMPLOYEE RECEIVES PHD DEGREE

Stanley Eugene Turner, son of Mrs. L. Jackson Turner of the Industrial Department, has received the degree of Doctor of Philosophy from the University of Texas.

A graduate of Murphy High School in 1943, Turner attended Georgia Institute of Technology and graduated from the University of South Carolina in 1947. Dr. Turner served as navigation officer on a mine sweeper in the Pacific from 1944 to 1946.

During the past year at the University of Texas he worked under a fellowship from the Atomic Energy Commission. At the present time he is connected with the U. S. Naval Radiological Defense Laboratory at San Francisco, Calif., and is a lieutenant (j.g.) in the Naval Reserve.

FARNELL FURNITURE FACTORY

General Industrial Agent J. R. (Bob) Glyn of GM&O and Executive Vice-President John Proudfoot of Southern Furniture Manufacturing Company discuss the modern operation of the Farnell plant. Farnell is just south of the city of Mobile and is at the end of the rails of the old Mobile and Ohio Bay Shore Branch, which was scrapped several years ago.

ENGINE TAMER TAKES BACK SEAT

Engineer C. E. Baxter “pulls” The Alton Limited on a hot section of track between Chicago and Bloomington, runs 127 miles in 128 minutes. He’s been handling this assignment for the past 15 years and before that broke in so many out-shopped locomotives as to earn the undisputed title of “engine tamper.”

But the other day he was “back-seat” driving — seeing the south-end of the Line (for the first time) with Mrs. Baxter from a lounge car sofa — and enjoying what he saw.

He liked the green trees, the friendly conversation and the slower tempo of the territory. He had an eye for track-side industry and what commodities the box car doors were swallowing.

A veteran Alton Rover, he humorously remembered his first contact with GM&O... in the person of General Superintendent Bridges whom he mistook for an ardent rail fan at a wayside stop and tried to gently eject from his cab.

In Mobile the Baxter’s made a round of the General Offices, meeting Vice-President Brock; saw the seacoast home where Admiral Farragut left a cannon-ball calling card in the battle of Mobile Bay—tasted sea-food gumbo and deviled crabs — returned leisurely home via Montgomery.

JACKSON GROUP HOLDS CLAIMS PREVENTION MEET

On April 25 at Ibelin Yard in Jackson, Tennessee a freight claim prevention meeting was held for the purpose of discussing the causes of damaged goods and means of reducing this damage and the claims resulting from it. Seventeen members of the operating department were present at the meeting.

It was explained that heavy claims were being paid by the GM&O and that it was the responsibility of GM&O employees to help reduce those claims. Numerous suggestions were made for this purpose.


TRUCKS AND RAILS

(Continued from Page 1)

but all statements by State authorities indicate the truth of the charge.

But there is another element in this cost, the capital cost of building the roads in the first place. How much would it cost per mile of typical road suitable for pleasure cars only—that is, for the cars of taxpayers who are doing the subsidizing? How much does it cost to build the same road but wide enough, strong enough to enable 25 to 50 ton monsters to tear along at a 60 miles an hour? Now there is a difference between those two costs per mile and it is a big difference, and that difference is being paid for by taxpayers. It is not being paid for by the truckers who use it. And generally speaking it is not included in discussions of this problem.

The railroads have had to rebuild their tracks to take the heavy and high speed modern trucks. But the railroads paid for their own improvements. The truckers are not paying for the increased capital costs made necessary by their own heavier and faster trucks.

So in spite of the great difference in transportation costs as itemized in the first paragraph above, trucks are getting business on an increasing scale. Therefore, it is said they are filling an economic need.

The question is—and it is an important question—is that “economic need” real, or does it exist only because the trucking industry doesn’t pay its way? (Is it real or is it only a subsidized illusion?)

NEW YORK CITY

DELMAR HUBBELL
NEWS AT A GLANCE

UNPROFITABLE PASSENGER TRAINS

The Interstate Commerce Commission in its 1950 report to Congress expresses increased concern over the heavy drain on freight revenues from unprofitable passenger-train operations... total deficit under I.C.C. Formula of 640 millions (preliminary) for the year.

Counseled that while some additional withdrawals of passenger service had been permitted during 1950, the need for further examination of what can be done in this direction in the interest of the railroads and of shippers remained important.

Principal reason cited for declining rail passenger business... the private automobile which handled 85.52 percent of all inter-city passenger traffic in 1949. Rails handled 7.96... busses 1.73... airways 1.51. In 1950, 40.8% more automobiles (including taxicabs), than in 1940.

GM&O HAS FIRST POST-MOBILE

The U.S. Post Office department has announced its intention to transfer more of its short-haul bulk mail handling contracts to truck operations. GM&O was the first contract carrier to ever operate a highway post office... still in service over the 181 mile route between Mobile and Union, Mississippi. This Post-Mobile is a Gulf Transport (GM&O highway subsidiary) bus specially converted by Gulf to resemble a railway post office inside.

DISAPPOINTING DATA...

The latest AAR Public Opinion Poll showed that 48% of the people thought it would be better for the railroads to remain under private ownership in the event of a full-scale war.

The other 42% favoring government operation in the event of full-scale war, based their opinion on the fact that the Government can keep down strikes.

ST. LOUISIAN MADE FIRST AMERICAN DIESEL

Dr. Rudolph Diesel, a European, invented the diesel engine. American rights to manufacture were bought by Adolphus Busch of St. Louis in 1886 and the first diesel engine ever built in this country was constructed late that year.

GM&O first major railroad to completely retire steam from service... did not operate a single steam train mile in 1950... though still owns seven road and five steam switchers... stand-bys for stationary power plants, extreme emergencies. Diesel ownership 244 units, performing 7,042,636 train miles in 1950.

INDUSTRIAL EXPANSION IS STEADY

Location of new industries and expansions of existing industries on GM&O in 1950 totaled 85. One of the most interesting, Union Asbestos and Rubber Company, located in the former locomotive shop at Bloomington.

In 1947, when GM&O acquired Alton and the transition from steam to diesel began to materialize, the giant steam locomotive repair installations which the Alton had at Bloomington became surplus. At the time it was feared, too, that there would be a considerable reduction in shop personnel.

President Tigrett personally told civic leaders of Bloomington that every effort would be made to locate new industries there which would utilize as nearly as possible the same type labor as the shops displaced. Now, less than four years later, there are three substantial private industries located in buildings vacated by the railroad. Shop employment, too, continues to hold above first estimates.

One of the major obstacles was clearing the title to the land upon which the buildings were located. Originally deeded to the railroad by Bloomington citizens, there was a reservation that should the property be used for other purposes, it revert to the former owners. As many of these owners were deceased, the Court was appointed custodian through friendly legal action instituted by interested parties.
DECEASED

Conductor Claude Lucas, Bloomington, Illinois, at St. Louis on March 29, 1951. Mr. Lucas entered the service as brakeman on November 28, 1917 and was promoted to conductor in 1940. He is survived by his wife.

Agent Philip Marion Reed, Clifton, Louisiana, at Franklinton, La. on March 30, 1951. Mr. Reed had joined the railroad in 1917 and retired from active service in 1940.

Baggageman R. H. Kinloch, Chicago, Illinois, at his residence on March 29, 1951. Mr. Kinloch had been with the railroad since 1912, when he entered the service as a flagman.

Conductor Edward Charles Hardwig, at St. Louis, Missouri on April 13, 1951. Mr. Hardwig was employed as a brakeman in 1912, and promoted to a conductor in 1939. He held this position at his death.

Retired Hostler Obie W. Wood, Louisville, Mississippi, at Magee, Mississippi on April 13, 1951. Mr. Wood had not worked since 1949 on account of illness. He entered the service as fireman in 1908.

Francis C. Knipple, Mobile, Alabama, on April 8, 1951 after a long illness. Mr. Knipple was a former resident of Chicago, Illinois. He was the son of Frank J. Knipple, Accounting Dept., Mobile.

District Passenger Agent C. E. Sweet, Milwaukee, Wisconsin on April 16, 1951. Mr. Sweet had been with the company since April 1920 and had lived in Milwaukee since 1924, going there from Chicago. He is survived by wife, one son and one daughter.

Retired Conductor W. M. Rhodes in Mobile, Alabama on March 8, 1951. Mr. Rhodes entered the service as brakeman afield 1909. He served as conductor for many years between Mobile, Alabama and Louisville, Miss., retiring from the company in 1945.

Chief Clerk E. L. Morehead, recheck bureau, Mobile, Alabama on March 24 after an extended illness. Mr. Morehead retired some time ago on account of ill health.

Retired Conductor John G. Pochel at the Phoenix Hotel, Bloomington, Illinois on April 23, 1951. Mr. Pochel entered our service as brakeman in July 1908 and was promoted to freight conductor in 1906. He retired in 1937.

GM&O EMPLOYEE LEAVES RR TO ENTER MINISTRY

Yard Clerk J. F. McGraw is leaving the railroad to accept a better job. Since 1942, Mr. McGraw has been connected with the company in Jackson, Mississippi, but he has rendered his resignation effective May 30, 1951. On that date, he expects to enter a different service—the service of mankind in the Ministry.

In regard to his resignation to Trainmaster Welsh, Mr. McGraw wrote:

"It is almost with regret that I write the above, but having surrendered the work of the Ministry, I cannot help but feel that you are rejoicing with me that I have made such a decision.

"I would like to express my sincere thanks to you for kindness shown me since I returned to work for the GM&O Railroad. These and other things I will not forget.

"I will always be thinking of the GM&O Railroad and all the friends I have come to know and appreciate."

HOSPITAL

(Continued from Page 5)

pleasant for a coke, a cup of coffee, or a light meal. This is open also to visitors. Daily papers are brought to your door for sale morning and evening. On Monday of each week, books are offered free from a mobile library.

It would be wise to leave your valuables at home, even though the hospital has a safe and will store them. Your watch is about the only piece of jewelry which will be a comfort to you in the hospital, and you will need very little money if you have a membership in the association.

You will want to remember to bring your membership card bearing a number, which is the key to your record. If it is your first visit to the hospital, a card will be made and a number given to you when you check in.

Your pajama laundry can be handled through an employee in the hospital at a minimum charge, and delivered about 26 hours later.

The Shaw Street entrance offers the easiest way to the check-in desk on the first floor, since there will be no steps to climb, and you can take the elevator from the basement, which you enter.

Visitors accompanying patients will find the PBX operator helpful in locating a place to stay near-by. Visiting hours are 9:30 to 10:30 AM, 2 to 4 PM, and 6:30 to 8:30 PM.

When you check in, a picture card of your hospital will be furnished you and will be received with interest by the folks back home.
ALONG THE LINE

Mobile, Alabama—There is a boom in office romances in the passenger and station accounting department. Mrs. Sarah Garlotte, key punch operator, and Mr. Kenneth J. Allmyer were married on March 7th; Staff Sergeant M. A. Kopf, Jr. on military leave, and Miss Mary Lou Gourley were married on March 2nd; and Miss Carolyn Ann Williams, former clerk, and FPC Chet E. Clancy, son of Mr. C. F. Clancy, were married on March 3rd.

New Orleans, La.—Donald John Koberg, son of Asst. Chief Clerk Henry C. Koberg has been inducted into the army and is now stationed at Fort Sam Houston, Texas. Previous to his induction, Donald was assistant chief of the display dept. of Maison Blanche of New Orleans.

Mobile, Ala.—The freight receipts department announces two weddings among its personnel. Miss Catherine Coley, comptometer operator, was married to Bob King on March 24, and Miss Doris Rayburn was married on March 21 to Mr. Peter Brown.

Mobile, Ala.—Clerk David Brooks of the receipts department has an addition to the cradle roll in a baby girl.

Springfield, Ill.—Mr. Neil Souders calls attention to an advertisement of a local laundry which announces that “The Alton Route and Chapman’s Launderers have daily service.”

Mobile, Ala.—The boys in the Terminal Building are busy organizing a soft ball team.

Mobile, Ala.—Mr. Ernest F. Motherhead, transportation Dept., and Miss Carolyn Lusk were married on March 23.

Mobile, Ala.—Mr. and Mrs. James Jay are receiving congratulations on their son James, Jr., born March 30. Mr. Jay is a clerk in the passenger department.

Memphis, Tennessee—Mr. Warren Brown, retired commercial agent for the GM&O, was recently honored by being elected to honorary life membership in the Memphis Merchants Exchange by the Board of Directors of the Exchange. Mr. Brown was a member of the Exchange for a long period of time and is highly regarded by his fellow members.

PROFESSOR COMPLIMENTS GM&O

At a recent annual dinner of the Pulaski-Alexander Rural Youth Group attended by 220 rural youth members, farm men and women and business men, the principal speaker was Mr. C. L. Folse of the Department of Agriculture of Economics, University of Illinois, using community service as his topic.

In the course of his remarks, he stated, "The Gulf, Mobile and Ohio Railroad is one of the few industries that I know of that has taken an active interest in community service and community development, and, in Illinois, they have done more than any other industry to lead the way in developing the community service program."
COMMENDATIONS

Engineer J. A. Stidham of the Illinois Central Railroad, Jackson, Tenn., proved himself an unusual railroadman when he took the time to notify the Gulf, Mobile and Ohio dispatcher of a hole washed out under the rail of the siding of GM&O track. Mr. Stidham received the gratitude of Supt. Forlines and the Company.

Section Foreman R. V. Wells, Waynesboro, Miss., for discovering and repairing a broken flange on a train moving into the Louisville yard.

Car Inspector F. C. Farrah, Mexico, Missouri, for noticing a brake beam down on a passing train and reporting it.

Engineer N. J. Ricks, Meridian, Miss., for making temporary repairs to a mechanical failure of his train, enabling the train to be handled to the destination with a minimum delay.

Operator J. R. Brinkley, Rives, Tennessee, for discovering a hot box on a passing train and notifying the conductor and the dispatcher.

Engineer W. A. Davis, Jackson, Miss., for noticing while on a northbound train, a drawhead lying on the southbound track. He notified the sectionmen working nearby and they removed it from the track.

Switchman J. H. Devine, Chicago, Ill., for finding a broken rail and immediately acting to keep other trains from using the track.

Section Foreman B. E. McMillan and A. M. Campbell, Lemont, Illinois, for assistance to a train in trouble with their motor car, thereby expediting the movement of the train.

Local Crew consisting of Conductor F. E. Swilley, Brakeman Frank Jones, Brakeman J. E. Boyd, Brakeman John A. Baker, Engineer, N. I. Ricks and Fireman B. F. Breden for rendering valuable assistance in the handling of a disabled car of another train, preventing a serious delay to the train.

Fireman J. H. Cleinmark, Bloomington, Illinois, for extinguishing a hot box and assisting in uncoupling steam and air hose in order to set the car out, minimizing delay to the train.

Conductor J. B. Davis, Slater, Missouri, for detecting on two occasions a broken rail as his train passed over the track, and promptly reporting the condition.

Mobile, Alabama—Charles Turner of the Legal Department was installed on May 1 as president of the Mobile Civician Club. During the past year he has served as first vice president of the group.

REGRETTABLE ACCIDENT

Mrs. J. H. Walkmeyer, wife of Freight Traffic Manager John Walkmeyer, is recuperating nicely from an injury received in a very unusual accident.

Walking down one of Mobile's principal shopping streets, she was struck in the back by a ten-penny nail fired from a new-type riveting gun being used on a downtown construction site.

Mrs. Walkmeyer staggered into a nearby store where it was first believed she was a victim of an accidental gun wound. Some minutes later when word of the accident became known on the building job, it was learned that she had been struck by a nail which ricocheted after being fired from a cartridge-type tool. She was removed to the hospital in an ambulance and the missile removed from her lung. She is doing as well as can be expected.

OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

<table>
<thead>
<tr>
<th></th>
<th>1950</th>
<th>1951</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jan. 42001</td>
<td>Jan. 6986</td>
</tr>
<tr>
<td></td>
<td>Feb. 42143</td>
<td>Feb. 48099</td>
</tr>
<tr>
<td></td>
<td>Mar. 51809</td>
<td>Mar. 59040</td>
</tr>
<tr>
<td></td>
<td>Apr. 47950</td>
<td>Apr. 55302</td>
</tr>
<tr>
<td></td>
<td>May 51362</td>
<td>May 54976</td>
</tr>
<tr>
<td></td>
<td>June 49766</td>
<td>June 53380</td>
</tr>
<tr>
<td></td>
<td>July 53779</td>
<td>July 57570</td>
</tr>
<tr>
<td></td>
<td>Aug. 61848</td>
<td>Aug. 54370</td>
</tr>
<tr>
<td></td>
<td>Sept. 57959</td>
<td>Sept. 46648</td>
</tr>
<tr>
<td></td>
<td>Oct. 56402</td>
<td>Oct. 48769</td>
</tr>
<tr>
<td></td>
<td>Nov.</td>
<td>Nov.</td>
</tr>
</tbody>
</table>

Comparison of the first 4 months of the years......

|       | 1950 388,803 | 1951 224,943 |