Directors Inspect Western Division:  Hold Meeting In Kansas City

A Globe Democrat photographer snapped this picture of the St. Louis Directors at the inspection trip special left Union Station for Kansas City. From left to right: Wm. H. Bixby; Frank M. Mayfield; E. D. Grinnell; President Tigrett; Williard R. Cox; T. R. Atchison and James P. Hickok. (See complete list of Directors and their business affiliations page 2).

Headed by President I. B. Tigrett, the Boards of Directors of the GM&O and of its subsidiary line, the New Orleans Great Northern, made an inspection trip of the Western Division last month and held the annual organization meeting of the Directors in Kansas City.

Traveling aboard a special train the fifteen-man GM&O Board and the eleven-man NOGN Board left St. Louis at 8:30 a.m. Wednesday, April 16 and inspected physical properties of the Railroad enroute to Kansas City where the party arrived at 5:00 p.m.

Wednesday night Director P. M. Mayfield, President of Scruggs-Vandervort and Barney of St. Louis and chairman of the Board of Enos-Bird-Thayer, Kansas City Department Store, entertained at a dinner at which Board members and GM&O Executives were introduced to a representative group of Kansas City business men.

The Board meeting was held Thursday morning and departure made in the early afternoon for the return trip to St. Louis.

President Tigrett Interviewed
The following interview with President Tigrett at the Saddle and Sirloin Club, where the dinner was held, appeared in the Kansas City Times.

Rail transportation has undergone many changes since J. B. Tigrett, president of

(Continued on Page 3, Col. 2)

Railroad Saddened To Learn Death Of Retired V-President
The railroad was saddened to learn of the death of retired Vice President and General Counsel James N. Flewars in his 82nd year in Jackson, Mississippi, on May 5th.

(Continued on Page 5)

Dividends On Stock Declared; All Officers Re-elected

Directors meeting in Kansas City declared a $1.25 per share dividend on preferred and a 50c dividend on common stock of the Company. The preferred payment will be made on December 26, 1952 to holders of record Dec. 6 and the common on June 3, 1952 to holders of record June 10.

Contingent rental was also provided in the amount of $350,000 to New Orleans Great Northern Railway Company, GM&O subsidiary in Louisiana and Mississippi. Such payment is contingent on dividend declarations by GM&O on its own stock.

Following the GM&O Directors meeting, NOGN Directors met and provided for payment of interest on the 5% Income Debentures of that Company due 2023, 1¼% to be paid on December 26, 1952 and 1% to be paid June 30, 1952 in addition to 1½% hereafter declared payable on June 30.

The Kansas City STAR published the following article in connection with the Board of Directors meeting.

Increasing freight traffic on the Gulf, Mobile & Ohio Railroad from Kansas City to Gulf ports is causing company officials to devote more attention to the line's Western Division, I. B. Tigrett, president, said today at a meeting here of the board of directors.

For that reason the GM&O currently is spending more than $2 million dollars on the improvement of the road's Western Division, which links Kansas City and St. Louis. The improvement program includes the laying of heavier rails, which will enable trains to move at faster speeds.

Some New Track In
Already completed in the program is the placement of eighty-four miles of heavy-duty track. The program is being completed just as rapidly as the allocation of steel permits, the railroad chief declared.

(Continued on Page 3, Col. 1)
White Flag Denotes Special Train

Engineer A. R. Heary sets the white signal flag denoting a special train as the Directors Special prepares to leave Kansas City, H. R. Hoopes is the Fireman.

Vice President & General Manager Brock (second from left) directs members of his Operating Department staff as the special train bearing GM&O Directors leaves St. Louis. With Mr. Brock are, left to right, Master Mechanic H. B. Kinney, Chicago; Mr. Brock; Road Foreman of Engines J. W. Tewitlii, Roadhouse: General Mechanical Inspector George Broughton, St. Louis and General Mechanical Inspector B. B. Pascall, Mexico. (See page 6 for additional story about Mr. Brock, who was presented with Mobile Scroll of Merit on his retirement as President of Chamber of Commerce).

Pontotoc County Wins Better Homes Contest

The Pontotoc County Home Demonstration Council was presented the $90 first place award on April 24 in the County Council division of the Better Farm Homes Contest, sponsored by the GM&O Railroad.

Calhoun County placed second to win $75; Union County, third, $50; and Perry County, fourth, $25. Receiving honorable mention, but no cash awards, were Kemper County, fifth; and Choctaw County, sixth.

Awards were presented by S. A. Robert, director of agriculture and forestry of the Railroad. Home demonstration agents and specialists of the Agricultural Extension Service conducted the contest.

Records of home grounds improvements during the past were submitted by women in the contest, which was held in 31 Mississippi counties. County Council awards were based on total score of the 15-record, total enrollment and completeness. Pontotoc County had 29 enrolled with 28 completions.

Individual state sweepsaw awards in the Better Farm Homes Contest will be announced later in May. This part of the contest is sponsored jointly by the GM&O Railroad and a local group in each county.

GULF TRANSPORT SAFETY AWARDS

Safe driving awards for the month of March were presented by the Gulf Transport Company to the following:

Bus Operator J. L. Keeton, 3 year pin
Bus Operator A. B. Lamasm, 4 year pin

Truck Operator E. W. Curry, 8 year pin
Truck Operator E. G. Davis, 7 year pin.

Still True Today

"You cannot bring about prosperity by discouraging thrift."
"You cannot strengthen the weak by weakening the strong."
"You cannot help the wage earner by pulling down the wage payer."
"You cannot help the poor by destroying the rich."
"You cannot establish sound security on borrowed money."
"You cannot keep out of trouble by spending more than you earn."
"You cannot build character and courage by taking away man's initiative and independence."
"You cannot help men permanently by doing for them what they could and should do for themselves."

The above quotations, attributed to Abraham Lincoln, were printed in the annual report of the American Gas Company, E. H. McHenry, Louisville, Kentucky, pointed out their appropriateness.
Directors Declare Dividends
(Continued from Page 1)

At the meeting of the board at the Kansas City Club—the first such session in Kansas City—Tigrett declared this city now is one of the six most important industrial centers on the 3,000 mile system.

After the formality of installing the re-elected officers, Tigrett told the board that 700 new 50-ton boxcars would be delivered during September, which together with 450 other cars on order, would bring GM&O up to 74% per cent of the car-building quota set for it by the Association of American Railroads’ car-construction program. The over-all southern average is 66 1/3 per cent.

Car Total At 11,781
That phase of the company’s improvement program involves the expenditure of $2,800,000, not including the 450 additional cars, the president said. It will give the line a total of 11,781 freight cars.

Kansas City’s importance to the system was noted by Tigrett, who said the GM&O handled approximately 100,000 cars on the Kansas City division last year.

Among expected new business is regular movement of grain for export through new elevators at the port of Mobile and a modernization program at New Orleans, which will double grain-handling facilities there. The line serves both ports.

Also the Allis-Chalmers Manufacturing Company is constructing an assembly plant in Independence on part of a 185-acre development tract purchased by the railroad to provide new industrial locations along its tracks in the Kansas City area, the president noted.

Tigrett predicted generally good business conditions the remainder of 1952. He said the line’s net income last year was $6,638,579, but added that although many improvements are under way, “revenue should not be spent recklessly.”

GM&O Employee Sees Service In Korea

PFC Frank W. Minar, 317 Woodruff Ave, Joliet, Ill., is now serving with the battle-scarred 24th Infantry Division on Honshu, the principal Japanese home island.

His unit, the first American division to see action in Korea, arrived in Japan in early February after 19 months of combat.

Minar received basic training at Fort Leonard Wood, Mo., and arrived in Korea in August 1951.

He has won the Korean Service Ribbon and the Distinguished Unit emblem.

Before entering the Army he was employed by the Gulf Mobile and Ohio Railroad.

President Tigrett Interviewed:
Tells Of Changes In Railroading
(Continued from Page 1)

the 3,000-mile Gulf, Mobile & Ohio railroad, became head of a 49-mile railway in Tennessee forty years ago.

Since then, diesel engines have appeared, the railroads have withstood the test of two great wars, competition from bus and air lines and truckers has developed, and the services offered by the railroads have increased.

Net of $1/2 Million

“The financial picture has changed tremendously since I began in the business,” Tigrett said. “Annual revenues of $200,000 paid all our expenses with our first railroad. That wouldn’t buy a thing now. The net for G. M. & O. last year was more than $1/2 million dollars.”

“When I was president of the 49-mile line I used to think that our problems would be over if we were a big company. But I’ve found that problems multiply with size. It seems that we have a crisis nearly every day. On the days that we don’t, we play golf.”

Problems Are Surmounted
Tigrett believes that, despite the prob-
NEWS AT A GLANCE

FREIGHT RATE INCREASE NEED NOT AFFECT RETAIL PRICES

On April 11 the Interstate Commerce Commission authorized an increase in freight rates estimated to average 6.8 per cent above rates then in effect. While publicity referring to the advance as the twelfth since World War II, is misleading. Actually eight of the twelve have been interim increases, subsequently absorbed into, and made a part of, four basic decisions.

The average charge the railroads make for their standard product—moving a ton of freight one mile—has gone up since before the war only about one third as much as the average increase in prices generally.

WHAT INCREASE WILL MEAN TO GM&O

The management estimates that for the remainder of the year the rate increase will mean an additional 2 ¼ million dollar increase in gross revenue. GM&O’s return on investment last year was 4.58%, hardly adequate when compared with other industries.

Here’s how some of the “costs of doing business” went up last year over 1956:
1. Wages up $5,561,074.
2. Tax accruals $11,325,639, up $679,789.
3. Cost of Maintenance of Way and Structures $14,430,849, up $3,247,943.

NEW GRAIN ELEVATOR AT MOBILE IN OPERATION

The first cargo of wheat to move out of the new $3,500,000 grain elevator at Mobile went to India last month. Three hundred and thirty-six thousand bushels—a substantial amount of it handled into the Port by GM&O—were aboard the first vessel loaded by the Alabama Grain Elevator Company. The facilities are on Alabama State Docks property.

The Port of New Orleans, also served by GM&O, is doubling its grain handling facilities.

RAILROADS GREATEST FAILURE INABILITY TO COMBAT SUBSIDIZED COMPETITION

“We have never claimed perfection for ourselves or for the railroad industry. Of all our failures, it seems to me that the greatest lies in our effort to combat the competition of government subsidized water, highway and air transportation. We do not deny their rightful place, but our pleas that every agency be made to pay for government financed facilities in proportion to their cost have gone unheeded. Many would-be advocates of private enterprise have encouraged this situation for their personal advantage, and I daresay that as our Federal Government spreads itself they may be plagued by the same injustices which they have helped nurture.”

Excerpt from Address of I. B. Tigrett, President, before Newcomen Society.
General Counsel Flowers
(Continued from Page 1)

An astute attorney and an outstanding citizen of fine character and integrity, his name has been closely associated with the growth of the Gulf, Mobile and Ohio Railroad since 1906 when he represented the company, then known as the Mobile Jackson and Kansas City, as Division Counsel.

A native Mississippian, he graduated from a state university and was Assistant Attorney General of Mississippi from 1903 to 1906 when he founded the Jackson law firm of Flowers, Brown & Barns, a prominent legal organization of that city.

He was elected General Counsel of the railroad in 1928, and from 1946 until his retirement in 1947 was Vice President and General Counsel.

During his retirement he was active in a statewide reforestation program, and wrote several important articles on the subject.

Editor Frederick Sullivan of the Jackson Daily News paid Mr. Flowers the following tribute in the columns of his paper:

"In the passing of Judge J. N. Flowers our state and city loses a man who played well his part in human affairs. Jim Flowers ranked among the ablest men of his profession in our commonwealth. He was a man of genuine integrity, sincerity and sincerity always friendly, genial and companionable and these traits of character won him a host of friends who deeply mourn his passing."

Interment was in Jackson, and among the pall bearers were Y. D. Lott and Charlie Barnett of G&M&O's Legal staff. Honorary pall bearers were Officers, Directors, and members of the Legal staff of the railroad.

Gregory And Kelly Are Promoted In Traffic Department Changes

Announcement of the promotion of C. S. Gregory, Jr. to Division Freight Agent, Birmingham, and E. B. Kelly to Division Freight Agent, Mobile, was made by the Traffic Department on May 1st. Other changes in this department were made last month with the promotions of A. J. Engel, C. W. Allen and W. G. Currie (see April News.)

Mr. Gregory is in his twenty-fifth year with the Company, having begun his railroad career as a clerk in the Traffic Department at Mobile in 1927. He was made secretary to the Executive Vice-President in 1932, which position he held until 1937 when he was appointed commercial agent in the traffic office at Memphis. He has subsequently held positions in the Company's traffic offices in New Orleans, Montgomery and Mobile, from which point he was promoted to his present position in Birmingham.

Mr. Kelly, who began his railroad career with the Southern Railway as clerk in 1932, held positions in the Traffic Department of that company in Lynchburg, Virginia, New York, and Mobile. In 1944 he was promoted to Division Freight Agent of the Southern Railway at Mobile, Alabama. He resigned this position in 1945 to become traffic manager for a large Alabama produce grower and shipper.

In 1949 he was employed by the Gulf, Mobile and Ohio as Commercial agent at Mobile, which position he has held until his promotion to division freight agent.

The other recent Traffic Department changes promoted A. J. Engel to special representative, Atlanta, Georgia; C. W. Allen to commercial agent, Atlanta; W. G. Currie to commercial agent at Pittsburgh and Walter W. Wood to freight traffic agent at Jackson, Tennessee.
Glen P. Brock,
Retiring President,
Chamber of Commerce.

Dear Mr. Brock:

As president of the Mobile Chamber of Commerce for two successive one-year terms, you can look back upon a busy and successful period.

First of all your service has represented a great sacrifice of your own time for the good of the community as a whole.

The record will show that during your administration the Chamber of Commerce has taken a leading role in promoting many things of economic good for all of our people.

Certainly the past two years have brought unprecedented industrial development to Mobile. The C. of C. was instrumental in getting these industries.

Some 35 committees, ranging from retail and wholesale trade and industrial development to labor-management relations, have served under your direction.

They have been active in such things as the new trade school, port and transportation development, publicity for the area, highway progress, and legislative matters.

You have been particularly active in getting qualified citizens to accept the responsibility of becoming registered voters and, most importantly, voting.

You are to be commended for your public service as Chamber of Commerce president. For that service, I am awarding you the Scroll of Merit.

Civically yours,

[Signature]

MO Beale
Columnist for The Mobile Press
(Reg. U. S. Patent Office)

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Retirements

Engineer C. R. Taylor, Slater, Missouri, retired from the service effective April 1, 1952. Mr. Taylor entered the service as fireman on August 20, 1906 and was promoted to engineer on September 17, 1919.

Operator A. W. Polsgrove, Union City, Tennessee, left the service effective March 31, 1952. He had been employed as operator in 1906; resigned December 1907 and was re-employed on August 3, 1910.

Trucker Will Perrin, Louisville, Mississippi, retired on April 30, 1952, after having been in the employ of the company since September 1, 1929.

Engineer J. G. Nicholas, Jackson, Tennessee, who started to work as a flagman on the former B&NW RR on January 11, 1912, retired from the service of the company on December 1, 1951. He was promoted to engineer in December 1912.

H. H. Rawlings, Roodhouse, Illinois, retired effective April 10, 1952. Mr. Rawlings entered service as brakeman

Upon Vic-President and General Manager Brock’s retirement after two terms as president of the Chamber of Commerce, the Mobile Press Register awarded him its weekly “Scroll of Merit” and published the accompanying commendation.

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Deceased

Yard Fireman R. G. Wade, Ridgely and Venice, Illinois, at his home at Slater, Missouri on April 4, 1952. He is survived by his wife, who lives at Slater.

Retired Conductor Benjamin Lomax Hardy at Mobile, Alabama on March 30, 1952. Mr. Hardy entered the service as brakeman in October 1912 and was promoted to conductor in 1919. Due to ill health he was forced to retire in 1933. He was the father of Leonard Hardy, prominent Mobile business man and member of the Alabama State Docks Board. His wife resides in Mobile.

(Continued on Page 8)

on September 11, 1918 and was promoted to conductor on August 11, 1923. He was last in service as passenger flagman.

Switchman W. J. Jordan, Mobberly, Missouri, retired effective April 8, 1952. Mr. Jordan entered the employ of the company at Kansas City, Missouri on January 1, 1925.

Passenger Flagman D. J. Norton, Bloomington, Illinois, who came into the employ of the company in 1909, retired on April 17, 1952. Mr. Norton was first employed as freight brakeman. He became passenger flagman on August 18, 1912.

Switchman George F. Hukins, Chicago, Illinois, retired effective August 8, 1952 after having been in the employ of the company since September 13, 1928.

Conductor T. C. McGuire, Bloomington, Illinois, retired on May 1, 1952. Mr. McGuire entered the service as brakeman on March 9, 1918 and was promoted to conductor on October 19, 1949.

Trainload Of Ham’s In St. Louis Store

Brown’s Grocery Store prominently displayed G & O Insignia in a railroad display which the St. Louis concern recently advertised to advertise arrival of a trainload of hams for its customers.
New Silver-Side Buses Go Into Service For Gulf Transport Company

Delivery of two new silver side buses to Gulf Transport Company has been made, with the new buses to be placed in service between Mobile, Memphis and St. Louis. They are a part of an order of several being built for the company by General Motors. New bus is shown in picture, right, in front of Gulf Transport office building in Mobile.

Employing the latest features of comfortable highway travel, the forty-one passenger vehicles are powered by six cylinder 220 horse power diesel engines. Air-conditioned, they have heated, heat-resistant and glare-proof windows. The four-position reclining seats are constructed of foam rubber for perfect riding comfort.

Slight schedule changes will be initiated with the institution of the new equipment.

THE MAIL TRAIN

Dear Sir:

Though out of heavy freight traffic for several years—I was a patron of the old Mobile & Ohio through the first quarter of the century—and have enjoyed keeping in touch with the rails through your publication—I feel I have now reached the point of no return for any of the carriers and have no right to have you waste paper, printers ink and postage which could be conserved or diverted to more profitable use.

Mr. Tigrett’s progress in the railroad field has always held a fascination for me. I recall his first connection with the small but important sounding ‘Birmingham & Northwestern’ in upper western Tennessee. In my opinion he rates even higher than many of our historically known ‘empire builders’ because they had unlimited means at their command when railroad building was in its hey-day. His job was done when the very edge was worn off and came out as we in the south are wont to say out of the application of sheer strength and awkwardness. More power to Mr. Tigrett and our modern GM&O.

You may, in the interest of economy, remove my name from your mailing list.

You have developed, along with the carrier, a wholesome, well edited and interesting publication. I am sure it’s a welcome guest in every home it enters.

Cordially,
Harry Winer.
New York, N.Y.

G.M.&O: Mr. S. A. Williams, Asst. Vice Pres.
GM&O Railroad

Last Monday I had some dealings with your Mobile office in the way of train accommodations to Chicago, and I want to congratulate you on having such fine gentlemen as Mr. Chapuan and Mr. Midyette in your employ. These men were most courteous in taking care of me, even though it meant the cancellation of my GM&O accommodations in favor of the L&N, which was occasioned by the fact that I was returning to Chicago from Gulfport.

I had hoped to take a ride on your Southern Lines, but found it necessary to make the change.

Sincerely yours,
R. Q. Ogle

THE NICE CUSTOMER

I’m a nice customer. I’m the one who never complains no matter what kind of service or attention I get.

I’ll drop by a railroad ticket window and stand there while the employees behind the window talk with each other and take their time about waiting on me. If the man or woman who finally wanders over to help me is impatient or discourteous, do I complain? No. I just tolerate the situation.

When I’m trying to get off a train, baled down with baggage and nobody offers to give me a hand; when I take a seat and find it dusty; when I ask a simple question about train connections and get a curt answer or none at all; when my train is running late and nobody will tell me why or what to expect; when my car is not provided with a brush-off on calling to ask why—do I call the railroad and report a lack of service? No. I just tolerate the situation.

I never gripe. I never fuss. I never criticize, and I wouldn’t dream of making a scene as I’ve seen other people do. I think that’s awful.

No. I’m a nice customer. And I’ll tell you what else I am.

I’M THE CUSTOMER WHO NEVER COMES BACK

That’s my retaliation for getting pushed around too much. That’s why I tolerate whatever you dish out to me in the station, on the phone, or on the train. I know I’m not coming back. It’s far more deadly than blowing my top.

So you say, “Who cares if you never come back. We’ve got lots of customers and lots of money. We’ll never even miss you.” And my only answer is that a nice customer like myself, multiplied by others of my kind, can just about ruin any business. It has been done, many times, and it’s still being done every day.

That’s why I can sit back and laugh when I see you frantically spending your money on expensive advertising to get me back when you could have had me in the first place for a few kind words, a smile, a little better service.

Through courtesy Circle Arrow Retailer.
Reprinted, with adaptations
Girl Scouts Visit Illinois Capitol, Lincoln's Home

143 Illinois Girl Scouts, accompanied by 14 scout leaders and parents, made a trip via GM&O on April 23 to Springfield. They were under the supervision of Miss Hilda Schroeder, Granite City travel agency head, and GM&O Passenger Representative Roy J. Fischer.

The scouts, after their arrival in Springfield, were divided into two groups, one going to New Salem, where they visited Lincoln's boyhood home, while the other group went to the State Capitol building, and to Lincoln's tomb, where they placed a wreath on behalf of all Tri-City Girl Scouts.

Other points of interest visited included Gov. Stevenson's office, the state senate and house of representatives. In the afternoon the groups reversed their positions, each taking the other's itinerary.

Deceased

(Continued from Page 6)

Retired Conductor J. H. Miller at Kansas City, Missouri on April 24, 1952. Mr. Miller entered the service on January 28, 1903 and retired in January 1939.


Champion Athlete In Accounting Department

Gene Perkins, in the office of the auditor of receipts, Mobile won last month the gymnastic championship of the Southern AAU in which there were forty contestants. Gene served for four years in the Navy, three of which he spent as a gym instructor at San Diego. (Photo by Ed Cox, office of auditor of receipts.)

Mr. Masters entered the service as brakeman in 1917 and was promoted to conductor in 1940. He is survived by one son and one daughter.

Retired Flagman F. D. Case, at his home in Kansas City, Missouri on April 23, 1952. Mr. Case entered the service on June 1910 and retired in December 1946.

Engine Foreman D. F. Mills, Tuscaloosa, Alabama on April 3, 1952 at Tuscaloosa in an accident. Mr. Mills entered the service in 1947. Prior to this he had served a staff sergeant in World War II in the North African campaign. He was widely known in his community in civic and social activities. His father, S. V. Mills, is a veteran GM&O employee and a leader in religious and civic activities in his community. Mr. Mills is survived by his wife, parents, and brothers and sisters.

Carriers Win Contest:

That most people in Jackson, Mississippi subscribe to the Jackson Daily News is not hard to understand—not after you've encountered the onslaught of enthusiasm of the forty-eight "paper boys" who filled a car on GM&O's Rebel to New Orleans on April 11.

For getting eighteen new subscribers to the Daily News, each of the boys received from the paper an all expense paid trip to New Orleans. Ranging in age from ten to eighteen years, they were accompanied on the trip by Circulation Manager George McMurry and K. D. Hershling, George Hodak and Eugene Craig, both of the circulation department of the paper. GM&O's General Agent F. S. Dean was on hand to see them off.

Most of the youngsters were at the station thirty minutes ahead of time, wanting to know "When's this buggy going to start rollin'?

Aboard the Rebel on the day the Jackson News carriers went to New Orleans was a troupe of Campfire Girls from Bogalusa, Louisiana. Mrs. Curtis Knight, front right, was with five other ladies, in charge of the twenty-one Campfire Girls who had earned the trip by holding rummage sales and selling candy. The troupe had earned enough to pay the way of the sponsor. Mrs. Knight is the daughter of GM&O Dispatcher J. Green at Bogalusa, and an old friend of the railroad.

Oscar A. Sipes, (left), assistant special agent for the GM&O at Jackson, Mississippi was aboard the Rebel to watch out for the safety of the unusual number of young people aboard the train on April 11th. With Conductor H. G. Jeffries, he could find no complaint with the "younger generation".
C. M. House Addresses Safety Meeting

GM&O's program for "Safety in the Mechanical Department" was presented before the AAR National Safety Meeting at the Peabody Hotel in Memphis on March 27 by Gen. Supt. of Motive Power and Car Equipment C. M. House. He was one of the principal speakers for the occasion.

Mr. House discussed precautions to be taken by the management for the safety of the employees, and the responsibilities of supervisors and individual employees. He cited GM&O's safety record for the past five years, noting that the year 1961 created a record in the reduction of personal injuries in the Mechanical Dept.

Company Hospital
President Honored

H. J. Mohler, President of the Missouri Pacific Hospital Association of St. Louis, company hospital for GM&O employees, was elected president of the Midwest Hospital Association at the April Meeting in Kansas City. The Midwest Hospital Association covers seven states, including Wyoming, Colorado, Nebraska, Kansas, Oklahoma, Arkansas and Missouri.

Mr. Mohler has received signal recognition for the outstanding work he has done in connection with hospital operation.

Take Trip On Rebel

Bobby Beall, whose dad switches for another line, freely admitted that he dreamed all night, waking intermittently to check the time. Bobby had never been to New Orleans before. But then, twins Julian and Joe Ferguson, aged ten, had never been away from home before.

Although the pleasures in store included a boat ride up the Mississippi and the opening baseball game of the Southern League, the youngsters on the train concentrated on the business at hand—enjoying a train ride. One boy enjoyed it to the extent of two bacon and egg breakfasts; and the water cooler worked overtime. Boys' play filled the time until twenty-one Campfire Girls boarded the train at Bogalusa. Then the trip acquired new importance.

According to Conductor Joffrion and Amt. Special Agent Slipes, the youngsters made a red letter day not only for themselves, but for the train crew.

Traffic Representative Wins "Theme Song" Prize

—The Transporter, publication of Dallas Traffic Club
L. L. (Johnnie) Walker, S.W.F.A., G. M. & O. Railroad, submitted a "Theme Song" which the judges thought was deserving of the $25.00 prize. It is set to the tune of The Eyes of Texas and it is reproduced:

"The Dallas Traffic Club's in session,
You're welcome here today
We sponsor more and better friendship
To those who come our way
We ship and haul the Nation's traffic
For all the world to see
Thank God for all our many freedoms,
Let's strive to keep them free!"

Our President received a letter from Johnny dated April 10th which we quote:
"It was quite an honor to me to have your Committee select my song as the Theme Song for the Traffic Club of Dallas.
"This was such an honor to me that no monetary consideration could possibly add to it, consequently, I hope it will meet with your approval and others of the Traffic Club to direct our Secretary to send the $25.00 prize to the American Cancer Society."

Your Secretary was directed and has mailed the check to the American Cancer Society. Congratulations, Johnny! That's the American Way of Life.

Twins Julian and Joe Ferguson, who had each acquired eighteen new subscribers to their paper, were making their first trip away from home. Ten years old, the boys were among the youngest of the crowd, the members of which ranged in age from ten to eighteen years. Joe is president of his class and Julian vice-president.

Outside the car on the New Orleans Rebel loaded with forty-eight carriers for the Jackson, Mississippi DAILY NEWS, the men who had charge of the party stand, left to right: Circulation Manager of the DAILY NEWS George McMurty; K. D. Remersling, George Hodaid and Eugene Craig, all of the NEWS circulation department; and Ernest Chapman of the GM&O Passenger Department. The NEWS boys were one of two parties of youngsters aboard the Rebel from New Orleans on April 11th.
**Commendations**

Operator A. L. Elwood, Athol, Illinois, was commended by Supt. Conover for observing a hot box on a passing car and notifying the crew of the train, who found that the journal of the car had failed.

Engineer J. A. Fitzgerald and Fireman W. S. Hersey, Iselein, Tennessee, were commended for the interest they showed always when hot bearings were found under the diesel in the inspection of a train, that a roller-bearing journal was dangerously hot, and set the unit out of service to prevent further trouble.

Fireman A. W. Hawks, Iselein, Tennessee, boarded No. 15 at North Cairo and went through the diesels examining them. He found a broken fuel oil pipe above the heater plant. The room was filled with fuel fumes and floor standing about half inch in fuel oil with the heater red hot. He ran and shut down heater and ran out for fire extinguisher, at which time the waste fuel oil caught fire. He managed to extinguish the fire with two extinguishers. His quick acting doubtless saved the diesel.

Operator A. C. Carlson, Dwight, Illinois, for discovering a broken flange on an empty car, and calling this to the attention of the dispatcher so that repairs could be made before the car moved out on the line.

"RESTITUTION"

Just one word, written on the lined sheet of a personal notebook such as a schoolboy uses, accompanied two dollar bills received in the office of Agent C. G. Lang of Mobile. The word was "Restitution." The letter was addressed to the G&M&R Railroad at Mobile and mailed from Kansas City, Mo.

This, according to Auditor of Disbursements A. M. Yost, is similar to receipts that come in once or twice a year, and designated as "conscience money." Almost always sent anonymously, the money sometimes is accompanied by an explanation, often not. Mr. Yost recalled that one of the most substantial sums he had received was sent by a man who explained that he stole a ride on a G&M&R train some fifteen years ago, and he wanted, now, to make restitution.

Brakeman E. Lusher, Bloomington, Illinois, was commended by Supt. Conover for assisting the crew of a train other than that on which he was working in the setting out of a car having a hot box. He also discovered another hot box on the same train, and assisted the crew the second time.

TBM R. A. Fitch, Jackson, Tennessee, was commended by Supt. Forlines for the help he rendered when a motor developed engine trouble and the engineer was injured in a flash-over.

**General Office "Chit Chat"**

Freight Receipts Department, Mobile—Two recent additions to the Cradle Roll are Terry Thames and Gerald L. McLeod, Jr. Proud fathers are William B. Thames and Gerald L. McLeod, both clerks in the Claim Department.

Transportation Department, Mobile—The "home folks" are welcoming Thomas G. Toppin, who went on active duty with the Navy in September 1950, back home again and back at work.

Wedding bells will ring June 15th for Miss Ruby Brock, Comptometer Operator in the office of Auditor of Disbursements, and Mr. James W. Simms of Atlanta. Miss Brock will resign from the service June 6th, and, following her marriage, will reside in Atlanta, Ga.

**OUR FREIGHT BUSINESS**

Revenue Car Loads Billed And Received On G&M&R

<table>
<thead>
<tr>
<th>Year</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
<th>JUL</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
</tr>
</thead>
<tbody>
<tr>
<td>1951</td>
<td>1,190</td>
<td>5,040</td>
<td>5,160</td>
<td>3,102</td>
<td>3,140</td>
<td>3,040</td>
<td>2,153</td>
<td>1,101</td>
<td>1,125</td>
<td>2,170</td>
<td>5,182</td>
<td>5,106</td>
</tr>
<tr>
<td>1952</td>
<td>9,067</td>
<td>5,050</td>
<td>5,029</td>
<td>5,066</td>
<td>5,088</td>
<td>5,090</td>
<td>5,027</td>
<td>5,090</td>
<td>5,123</td>
<td>5,170</td>
<td>5,107</td>
<td>5,106</td>
</tr>
</tbody>
</table>

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

1951 | 224,363
1952 | 223,161

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