Passenger Department Announces Five Promotions

Promoted in the Passenger Dept. Chicago office are, left to right, Leonard J. Fumagalli, Harold S. Johnson and John M. Murtaugh; below are Bertram A. Colbert and Frederick F. Gramse.

Five promotions in the Passenger Department, effective May 1, have been announced by the Traffic Office in Chicago. With these promotions, former City Passenger Agent John M. Murtaugh became District Passenger Agent in Milwaukee, Wisconsin, to be replaced by Mr. Harold Johnson, former Station Passenger Agent in Chicago.

Other appointments included the promotion of Chief Clerk Leonard J. Fumagalli to Station Passenger Agent, Chicago; Manager, Reservation Bureau Bertram A. Colbert to Chief Clerk, to General Passenger Agent; and Reservation Clerk Frederick F. Gramse to Manager Reservation Bureau, Chicago.

Mr. Murtaugh, who was employed by the company in 1943 as Station Passenger Agent, Chicago, has also served as Chief Clerk to the General Passenger Agent. In 1947 he was appointed City Passenger Agent, Chicago, which position he has held until his present appointment.

Mr. Johnson has been with the Company since 1946, when he became Reservation Clerk in Chicago. In 1947 he was appointed to Station Passenger Agent, from which position he has been promoted to City Passenger Agent.

Mr. J. J. Henry Is Ill

The many friends of Mr. J. J. Henry throughout the system will regret to learn of his serious illness at his home in Laurel, Mississippi. Mr. Henry, affectionately known as “Colonel Henry” is General Agent for the company. He has been ill for several days, and the latest report is that there is little change in his condition.

Vice-President Brock Re-elected C. of C. Head

Glenn P. Brock, vice president and general manager of the Gulf, Mobile & Ohio Railroad, has been re-elected president of the Mobile Chamber of Commerce.

Other officers elected during the annual meeting of the Chamber’s board of directors were: Leonard H. Metzger, first vice president; Herman D. Todd, second vice president, and Joseph R. Maginn, Jr., third vice president. G. H. Delchamps was elected treasurer.

G M & O Agents Attend AAR Meeting

At the annual meeting on the Freight Station Section of the A. A. R., held in Chicago on May 15, 16 and 17, ten GM&O Freight Agents were present and participated in the discussions. Eight hundred agents from different railroads over the country attended the meeting.

Among the subjects on the agenda were: Courtesy, Public Relations, Service, L. C. L. Traffic and Rates and Classification. In a separate committee, Loss and Damage were discussed.

Representing Gulf, Mobile and Ohio at the meeting were C. G. Lang, Mobile; W. R. Hargrove, Laurel; George Kaufman, New Orleans: Monte Harmon, Jackson, Miss.; L. B. McEashin, Meridian; A. E. Coltrain, Jackson, Tenn.; L. A. Boyd, and A. E. Powell, Chicago. Also visiting some of the meetings were Manager of Merchandise Traffic James Cole and Freight Traffic Representative Wallace Wisner of Mobile.

NEW GMAO OFFICE ADDRESS IN CINCINNATI

District Freight Agent R. N. Sinclair at Cincinnati has announced the removal of the GM&O traffic office from 615 Third Street Building to 1306 Traction Building, 432 Walnut Street. Mr. Sinclair asks that all having wire or correspondence for that office observe the new address and thus eliminate delays in receipt of the correspondence.

The present telephone number — Maine 2151 — will be retained at the new headquarters.
Prime Osborn Is Man Of the Month For Alabama Jaycees

Commerce Attorney Prime Osborn was selected March Man of the Month for the Alabama Jaycees. To acquire this honor, Prime has distinguished himself by his participation in civic activities, culminating in his efficient management of the program for the State Jaycee convention held in Mobile. On making the award to Prime, who was general chairman of the convention, the board of directors observed that “no better selection could have been made than the man who was the guiding light behind the wonderful state convention that Mobile put on for the boys.”

Mr. Osborn, who has been connected with the legal department of the GM&O in Mobile for six years, came to the company after the last war in which he served as Lt. Col. in the Army. During his stay in Mobile, he has accepted numerous civic responsibilities including that of being lay reader for his church. His skill at public speaking makes him a welcome guest at clubs and other groups.

Prime grew up in the country “three miles south of Sawyerville, which is nine miles from Greensboro” (Alabama) where, he had “the finest time anyone ever had”. Doing what? The same thing that makes him have so much fun today — just living.

INVESTOR’S READER REVIEWS GM&O IN JUNE ISSUE

The following excerpts are from an article in June Investor’s Reader, a bi-monthly magazine published by Merrill Lynch, Pierce, Fenner & Beane.

Today the once rusty and rickety 469-mile Gulf, Mobile & Northern has expanded into the sleek and healthy 2,900-mile Gulf, Mobile & Ohio. It still has president Ike Tigrett, a half-a-dozen fast mail trains every day and four famous-name streamliners. It also has $150,000,000 assets, a profitable bus & trucking business, oil properties, terminals in Chicago, St. Louis and the Gulf ports of New Orleans and Mobile. Moreover it is the first large road to be completely dieselized and has consistently shown one of the lowest transportation ratios (expenses as percentage of revenues) in the railroad business. The carrier is often called the Rebel Route, a name well suited in view of its unconventional (and often uproarious) past.

As for the present health of the Rebel, president Tigrett reports: “The properties of our company are now in the best physical shape ever. Heavier than average maintenance of way expenditures have been due not only to rehabilitation of the former Alton properties but also to the rehabilitation of the former Mobile & Ohio lines. The major part of this program has been completed.” Since V-J Day the railroad has spent $60,000,000 on additions and improvements.

But even diesels cannot make money on passengers — except for a few special trains. Explained president Ike: “According to the ICC formula we lost $3,321,000 on our passengers in 1959. ** * * We see little hope for profits or a breakeven basis for passenger business except in periods of war.”

Gulf, Mobile & Ohio has a land company (55,000 mineral acres in Wayne & Green Counties, Miss., and near Mobile). In 1960 land income totaled $128,800 mostly from oil royalties. President Tigrett will not guess about the future but he is convinced the freight traffic generated by oil development in his territory will be more important to the railroad than income from oil royalties.

(Cont’d on Page 7)

Gulf Transport buses were used by the Sparta, Ill. High School Band when it made its tour in April. The band played at Sesser, Ill., Evanston, Ind., and Vincennes, Ind.

The potato season is on in South Alabama. Agent C. G. Lang at the local freight office in Mobile reports that Gulf Transport trucks are bringing in from two to five car loads a day for shipment via GM&O.
St. Louis Traveler's Aid Celebrates Centennial

From the estimated 20,000 people who pass daily through the lobbies of Union Station in St. Louis there is frequently someone who seeks aid from an agency founded one hundred years ago this month—and located on the second floor of the station. Available today to passengers from 16 railroads including GM&O, the Mullanphy Traveler’s Aid of St. Louis was initiated on June 15, 1831 when a weary traveler generally made his way by stage coach or wagon train, rather than by air conditioned streamliners.

The average tourist entering Union Station today with its spacious restaurants, children’s nursery, barber shop, baths, and USO Lounge complete with television set and ping pong table, would find it hard to visualize the conditions bringing about the origin of Mullanphy’s Traveler’s Aid. The story dates back to 1847, when there was a bachelor mayor of St. Louis, Bryan Mullanphy by name. Mayor Becomes Interested in Transients

Mayor Mullanphy had inherited from his father, an Irish immigrant, a love of St. Louis and a sizeable fortune. A former lawyer and judge, Mullanphy was elected to administer the lusty city of St. Louis, then known as the Gateway to the West, through which streamed hundreds of immigrants en route to settle further west.

During his administration of city affairs, Mayor Mullanphy noted year after year these immigrants congregating in encampments on the banks of the Mississippi in their wagon trains. Frequently there was dire need among these transient people, and epidemics of cholera broke out from time to time. In the year 1847, the dread disease spread from the wagon train encampment, infecting the city of St. Louis and leaving hundreds dead in its trail.

To Bryan Mullanphy it was imperative that the conditions bringing about this plague to his beloved St. Louis be alleviated. He paid for the medical care of untold helpless people and in his will which he made the following year, he left to the city of St. Louis the sum of $580,000.00 in a trust fund to help immigrants “bene fide” to establish in the West.

Trust Fund Established For Travellers

Three years later the mayor died, and from the trust fund established by his will, money was dispensed in various ways for the assistance of the immigrants in the city. Decent lodging was available for about 30¢ a day, and transients in the city found life easier than before.

With the passing of the years, when stage coaches were replaced by trains and wagon trains by trucks and automobiles, immigrants stranded in St. Louis were few to displace the accumulating income from the trust fund. As a result of this fact, the Missouri Supreme Court ruled that the money might be used for any needy traveler. With this decision, the Mullanphy fund became associated with the national Traveler’s Aid Society, and through this outlet help is dispensed to the troubled traveler.

Origin of Fortune

Among the stories which have grown up around the Mullanphy legend is one on the origin of the fortune. It has been told that the elder Mullanphy, a trader in cotton, had speculated on it during the War of 1812 with England. Taking all the money he could get together, including that from a mortgage on his property, John Mullanphy bought cotton. The cotton was in New Orleans awaiting shipment overseas when Mullanphy went to the Southern city to look to its safety. There he found bales after bales being used by Andrew Jackson for a barricade.

According to the story, Mr. Mullanphy sought out the general to protest this use of his property. In reply, Andrew Jackson summoned an orderly to bring a bucket which he handed to Mullanphy with the words, “If this is your cotton, sir, I know of no one who has better right to defend it.”
FORMER COUNTY WINN

In a recent interview (see page 2 col. 2) President Tigrett said that running a railroad right entails definite obligations beyond the actual operation of freight and passenger trains—obligations to contribute to the development of the territory and to be a good citizen.

And one of these "extra-curricular" activities of GM&O is the better Farm Homes Contest conducted in the 34 Counties through which the Railroad operates in Mississippi. Incentive awards total $3,500.

The aims of the contest are:

1. To stimulate greater interest in the love for the farm home by making it more comfortable, more convenient and more beautiful.

2. To increase pride in the farm home, the community, the county and the state.

3. To develop an enduring interest in the better things of farm life.

The State Sweepstakes winner this year is Mrs. Howard L. King of Buena Vista, who in 1949 won first prize in Chickasaw County for transforming a badly run down four room tenant house on their 900-acre farm into a comfortable home.

This year's winning project is a continuation of this work, principally in an effort to beautify the grounds and to make the interior more livable. Mrs. King tells of her efforts in part:

"In all my attempts toward home improvement I found that a certain amount of cash was required. Realizing this, I set out to beautify and improve my lawn as much as I could without calling in any outside help. In October 1949, my husband had accepted a job as Veteran Instructor and was away from home daily, so I could not even enlist his services . . ." 

"During this time I found myself practicing attempts at inside beautification and comfort. I added three hundred pounds of rock wool to the attic. I used the $50.00 prize money from the 1948-49 Home Improvement Contest to repair and electrify the head of an old Singer Sewing Machine. I purchased a cabinet for this machine head, thus fulfilling a long time ambition for less than $100.00. I found a second hand chair to match our divan. I re-seated a rocking chair. In July 1950, we found in a relative's attic an oil painting of my husband's mother . . ."
INNER RECEIVES SWEEPSTAKES AWARD IN GM&O CONTEST

which fits nicely over the living room mantle.

"I repainted the bathroom, kitchen, and bedroom floors. I also secured an old book shelf and painted it, adding it to the living room. I found an old stove base which I painted green and an oval shaped top for it which will serve for a lawn table this summer.

"During the spring and summer I raised 100 hens for fall layers, 50 chickens for eating and for freezing, prepared over 300 pounds of fruits and vegetables for the locker, and canned about 300 quarts of vegetables and fruits. Throughout the year I have averaged selling a case of eggs weekly (30 dozen). I installed hen nests in the hen house.

"In September 1950, I was offered a position as a Second Grade teacher in the Houston City School. I felt by accepting this position, I would be able to realize more of my plans toward improving my home. Too, my husband's teaching job had terminated in April and with the second successive crop failure at hand, we felt the need of a job in the family to bring in some cash monthly. From among the tenant labor on the farm, I was able to find a very capable and dependable nurse for our little girl who was now two and a half years of age.

"In October 1950, my husband was recalled to teaching Veterans. This was certainly an opportunity. He had obligations that should be met, beside life insurance, protection insurance, and hospitalization policies that must continue to be carried.

Financially speaking, we had long since reached a halt. With good help on the farm, and only a short crop to gather, he was able to spare the time and accept the position, throughout the winter months anyhow . . . .

"I cannot conclude my story without first making mention of comfortable living and the pleasures that we have derived from home improvements already achieved. It is so satisfying to set a goal, to dream, work, and even wait, but then to accomplish that which one really wants. I feel that life without dreams would indeed be empty.

I shudder to remember the inconveniences that we suffered when we moved into a tenant house on this farm in December 1947. Chronologically 3½ years are not a long time, but during the ice storm of February 1951, we were so comfortable that we could hardly remember the discomforts felt in the ice and snow of February 1949. It made us realize how far we had traveled and it encouraged me to continue my home improvements into the distant future."

Mrs. King in her newly painted kitchen enjoys the convenience of new electric outlet receptacle placed above her stove.

At the sewing machine which she reclaimed and electrified, Mrs. King, right, shows her sewing to Mrs. Norma Arndt, home demonstration agent at Houston, Miss.
BIG TRUCKS DO SMASH HIGHWAYS

In the famous La Plata, Maryland tests to actually determine how badly heavy trucks damage highways, it took just four months (92,166 trips) for the big 44,000 pound vehicles to completely knock out the 1-1/10-mile test strip of concrete.

And the Bureau of Public Roads reports that there are six times as many for-hire trucks in the 40,000-50,000 pound class now (1949 figures) as there were 13 years ago.

GM&O's HIGHWAY OPERATIONS

As early as 1932, GM&O recognized the importance of highway transportation as a competitor, especially in its highly subsidized form. The railroad immediately began to file applications and to buy permits, where necessary, to operate trucks and buses over roads paralleling its tracks.

This was done (1) to hold business developed by the railroad in its territory over a long period of years; (2) to afford better service to its patrons through co-ordinated rail-highway schedules and (3) to effect economies and thereby assure a permanency of service in those areas where there was not sufficient traffic to soundly justify costly train operations.

Today GM&O operates trucks over 2,639 highway miles . . . all of its Line except the territory west of Mexico, Mo. Buses follow the main line from Mobile to St. Louis and with several shorter routes travel 1,232 highway miles.

ROUND TRIP AND A HALF IN 24-HOUR PERIOD

As an indication of the utilization our Railroad gets from its diesels: Locomotives in the high speed Chicago-St. Louis passenger service make one round-trip and a half in each 24-hour period and operate as high as 16,000 miles a month. Freight locomotive units in through service average more than 6,500 miles a month . . . in local service 3,400 miles.

AAR PUBLIC RELATIONS AIDS

Lloyd J. Kiernan of the Association of American Railroads Public Relations staff says two things make or mar the relations of our industry with the public: (1) What railroads and railroad people do for the public and the way in which they do it and (2) what the public is told about the railroads and the way in which it is told.

Here are the basic "telling" aims of AAR's program to acquaint the public with the "general character of the railroads."

That:

a) Railroads are essential.
b) They are enterprising and progressive.
c) They are doing a good job, better than most persons realize.
d) With an even break they could do a still better job, to everyone's benefit.

GOING . . . GOING . . . GONE?

The second annual report of British Railroads since their nationalisation shows a deficit four-fold greater than during the first year of government operation, despite "economies" and "approved efficiency." Railway freight rates and passenger fares during the second year of government control were at 153 per cent of their pre-war levels.

RAILROAD HOUR RESULTS

The weekly Railroad Radio program is one public relations tool the AAR uses. A recent survey to determine its effectiveness showed that an average of 19.2% of all radio homes heard the program one or more times in a four week winter month period and that each of these homes heard the broadcast an average of 1.8 times during the month.

The Railroad Hour was found to have a higher average audience rating than eight competing musical and five competing institutional type programs.

>
Dear Mr. Tigrett:

On April 29, my sister and I left Albany, Georgia to escort the body of our Mother to Fulton, Missouri for burial.

I want to express to you our deep appreciation of the many courtesies and valuable assistance extended to us by the employees of the Gulf, Mobile and Ohio Railroad. Especially helpful were the following, for whom I cannot say enough words of commendation: Mr. G. W. Goode, Night Dispatcher, Jackson, Tenn., Mr. Parnell, Inspector, Miss Evelyn Beare, Hostess, and Mr. Jennings, Passenger Agent at St. Louis, Mo.

The G. M. & O. is to be congratulated on having such a splendid organization, and I trust you may have the opportunity to extend to these employees our grateful thanks.

Sincerely,
(Mrs.) May J. Priestley
Tallahassee, Florida

Gentlemen:

I am most anxious to have you know of the commendable action taken by several of your personnel on my account recently. On April 5 I boarded the 11:45 am train Chicago, bound for Springfield. Shortly thereafter I suffered a recurrent attack of hives — possibly humorous to contemplate but torturous to endure. Overhearing the conversation of two gentlemen in the diner and realizing them to be physicians, I approached one of them later, asking if he could give me relief. I was in agony.

This gentleman was L. D. Archer, M.D., a doctor for your railroad. He immediately took charge of me and summoned the stewardess, Miss Beare. Through their kindness and efficiency I was brought from my coach seat to a private compartment and a message was thrown off the train at Dwight, requesting a wire be sent ahead to Bloomington, ordering a doctor to meet the train and take care of me.

At Bloomington, Dr. William F. Kuhn II came to the compartment, gave me an injection and other wise aided me. Within a few minutes I was completely relieved. The train was held at Bloomington for the time necessary for Dr. Kuhn. You are to be congratulated on having such fine personnel and you may be sure I shall always remember the Alton Route with heartfelt thanks.

Very truly yours,
Carroll Chouinard

That it will be fair weather ahead with plenty of good fishing was the wish of the friends of Mr. John M. McDonald, Chicago Manager of Personnel on Eastern and Western Divisions, when he retired from company service after 55 years with the railroad. Mr. McDonald was presented by his associates on his retirement. With fishing equipment and barometer in appreciation for his many years of friendship and service.

Investor's Reader Reviews GM&O In June Issue

(Cont'd from Page 2)

Income. Along with all the nation's roads, the Rebel faces higher wages which for all 1951 will require an additional $5,300,000 plus payroll taxes which run about 5%. For this reason like does not think that 1951 net will match last year's record even though gross revenues may reach $87,000,000. For all of 1950 the road cleared $9,033,000 or 86.9% a common share) and just double the preceding year.

The road netted $1,203,000 in the first quarter (93c a share) vs $729,000 a year ago. As of April 1 current assets consisted of $34,000,000 with $19,300,000 in cash & Government bonds, against $22,400,000 current liabilities.

"Running a railroad right is important," says the man who has been a railroad president longer than any other Class I chief, "but our activities must not be confined to railroading. We have an obligation to contribute all we can to the development of our territory. Herein, too, lies a selfish interest."

"We try to be a citizen in each community in which we operate."
Conductor E. A. Barenburg, East St. Louis, Illinois on May 1, 1951. Conductor Barenburg started working with the for-
mer C. & A. Railroad as brakeman in May 1906. He has held various positions with the company including those of
night yard master, yard master, general
foreman and conductor.

—

Miss Edna N. Baldwin, transportation
department, Mobile, retired on March 31,
after many years in that department. She
has returned to her former home in
Chicago to live.

—

Miss Ella Mae McAdams, claim investi-
gator, freight receipts department, Mobile,
Alabama, retired on Jan. 25, after 43
years with the company.

Agent Paul B. Yates, Pleasant Hill, Ill.,
on May 7, 1951. Mr. Yates entered
the service as Agent-Telegrapher in 1908, and
for the past several years has been sta-
tioned at Pleasant Hill. Now plans to
work at his two hobbies — woodcraft and
fishing.

—

Conductor J. H. Lipscomb, Jackson,
Miss., on May 29, after having worked
for the company since 1910, when he
entered the service as brakeman

—

Engineer J. D. Freeman, Laurel, Miss.,
on May 31, 1951. Mr. Freeman came to
the railroad in 1918 as fireman and was
promoted to engineer in 1927.

Switchman G. P. Canasey, Jacksonville,
Ill., on May 19, 1951. Mr. Canasey entered
the service in 1918.

Switchman W. H. Ammerson, Spring-
field, Ill., on April 27, 1951. Mr. Ammer-
son entered service as switchman in 1929.
He was born on May 16, 1881.

Conductor R. U. Moses, East Peoria,
Ill., on May 4, 1941. Mr. Moses entered
service as brakeman in 1949. He was
promoted to freight conductor in 1917 and
to passenger conductor in 1944.

Conductor E. E. Johnson, E. St. Louis,
Ill., on May 1, 1941. Mr. Johnson had
been on this line since 1937 when he was
employed as brakeman. He was promoted
to conductor in 1939 and became a pas-
enger conductor in 1942.

Rebel Participates
In School Closing

A train trip on the Rebel was one of
the exciting features of the closing activi-
ties for the third-graders of Westover
School in Union City, Tenn. The thirty
little boys and girls with an assortment
of mothers and teachers rode the Rebel to
Columbus, Kentucky from Union City to
see the historic state park at Columbus.

After their return, GM&O Agent W.
J. Roberts received from one of the third-
graders the following letter, which he
very much appreciated:

Westover School
May 23, 1951

Dear Sir:

We enjoyed riding on the train to
Columbus Kentucky. I hope we can ride
on it again.

Love,

Judy Powitt.

The month of June in 1833 marked the
first time a President of the United States
ever rode on a railroad train. President
Andrew Jackson made history by travel-
ing by railway train from Elicott's Mills
to Baltimore, 12 miles, over the Baltimore
and Ohio Railroad.

DIXIELAND IS BACK IN STYLE

Dixieland has made a conquest, acquiring a new Southern belle. GM&O's latest hostess
has yielded to magnolias and sunshine, Southern style, and is reported to have re-
marked, "One day that Rebel is going to leave Mobile without a hostess—and I am
going to live here forevermore."

Miss Irene Dempsey has lived most of her life in the largest city on the line—
Chicago. She had never been in the Southern part of GM&O's territory until her em-
ployment with the railroad. Familiar with ice skating, skiing, and many other Northern
sports which are glamorous to the South, Miss Dempsey would cast them all away for
Southern attractions.

She has toured Bellingrath Gardens, studied the old cannan in Bienville Park, rev-
eled in the gentle breezes of Mobile Bay in February, and picked camellias growing
under moss draped oaks.

When first introduced to magnolias, Miss Dempsey was heard to murmur, "And to
think, that in Chicago we think dandolions are pretty."
Commendations

Agent W. C. Finefrock, Suranna, Ill., for discovering, while waiting for a train, a hot box on a passing freight car, and calling attention to the matter on the part of the crew.

Engineer E. D. Mahaney, Fireman C. B. Christian, Conductor G. U. Thomas, Brakeman W. H. Wood and Brakeman J. W. Hansford, Tuscaloosa, Alabama were commended by Supt. Spencer for their interest when, on pulling their train into a siding, they discovered a tree blown down across the main track. They promptly fastened chains to the tree and pulled it off the track with their engine, thus allowing the train on the main line to pass through with little delay.

Clerk J. J. Harwell, Boonville, Miss. and Station Porter Luther McGee, Boonville, Miss., for their cooperation in assisting in the watering of an engine with a leaking radiator.

ALONG THE LINE

Slater Mo.—Agent Bell writes that the yard engine at Slater recently pulled a load of wheat from the elevator S. P. 83165 and a few minutes later placed an empty at the same place for loading Erie 83165.

Bloomington, Ill.—Cliff Winkler, “the affable railroad detective”, has been elected in Bloomington as president of the Highland Park Men’s Golf Association.

Laurel, Miss.—General Agent Casey at a recent Rotary Club luncheon was invited to speak on the development of transportation in the United States. Mr. Casey traced the growth of railroads and cited the many advantages of a strong railroad system to the United States.

Mobile, Alabama—The Accounting department has two recent weddings to celebrate with Miss Carolyn Long being married to Mr. Charles Jennings and Miss Dorothy Langham becoming the bride of Mr. Hilton Woodward.

Mobile, Alabama—Mr. Frank Robertson, Jr. of the Transportation Dept., was married to Miss Sue Liebert on April 7th.

Mobile, Ala.—Mr. and Mrs. James Paterson of the Accounting Department are being congratulated on the birth of James Nicholas, born May 2nd.

Fireman H. B. Weib, Brakeman J. R. Reeder, Brakeman B. E. Jones and Brakeman Ray Wilkinson, Jackson, Tenn., for replacing a draw-head in a car, thus saving delay to the train and to the car.

Operator W. L. Harris of the Illinois Central System, Winfield, Ky., was unusually helpful to our company when the G&M¢O dispatcher’s phone was out, and it was necessary to work over the Illinois Central message phone in order to clear our southbound trains at that point.

Railway Clerks J. W. Harvey and John Sharp, Jackson, Tenn., proved themselves good roadreaders when they demonstrated their cooperative spirit in helping secure a ladder and water an engine with a leaking radiator at Booneville, Miss.

Engineer H. T. Perry, E. St. Louis, III., for discovering a fire in a boxcar and caused the train to be stopped in time to save severe damage to the car.

Operator J. W. Wheatley, South Joliet, III., for assistance to a passenger detaining from a passenger train with more luggage than he could handle alone.

Section Laborer Frank Moore, Houlika, Miss., for signaling a train to step when he observed a hot box on a passing train.

OUR FREIGHT BUSINESS

Revenue Car Loads Billed and Received on G&M¢O

<table>
<thead>
<tr>
<th>Year</th>
<th>1950</th>
<th>1951</th>
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</thead>
<tbody>
<tr>
<td>Jan.</td>
<td>67,000</td>
<td>60,606</td>
</tr>
<tr>
<td>Feb.</td>
<td>43,043</td>
<td>48,099</td>
</tr>
<tr>
<td>Mar.</td>
<td>41,104</td>
<td>59,646</td>
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<tr>
<td>Apr.</td>
<td>61,050</td>
<td>55,012</td>
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<tr>
<td>May</td>
<td>53,962</td>
<td>58,040</td>
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<tr>
<td>Jun.</td>
<td>43,976</td>
<td>67,530</td>
</tr>
<tr>
<td>Jul.</td>
<td>77,739</td>
<td>79,779</td>
</tr>
<tr>
<td>Aug.</td>
<td>83,370</td>
<td>94,842</td>
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<tr>
<td>Sept</td>
<td>82,838</td>
<td>64,930</td>
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<tr>
<td>Oct.</td>
<td>56,402</td>
<td>56,402</td>
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<tr>
<td>Nov.</td>
<td>72,160</td>
<td>72,160</td>
</tr>
<tr>
<td>Dec.</td>
<td>68,200</td>
<td>68,200</td>
</tr>
</tbody>
</table>

Comparison of the first 5 months of the years......

1950 | 304,765 |
1951 | 281,583 |
Attending an Alco-GE Diesel Electric Locomotive School in Schenectady, New York last month were General Mechanical Inspector T. J. Connell, Jackson, Tenn., and Mechanical Foreman J. S. Barnett, Jackson, Miss. They are shown with their Alco-GE Instructor S. E. Lodge, studying the operation and function of the engineman's control stand used on locomotives.

At a recent safety meeting in Mobile there was "standing room only". Among those present were, right front, Gen. Supt. P. E. Bridges.

Here's the proof that Conductor Andy Coleman and Pullman Conductor Joe McDonell are good fishermen. It took two of them to carry the catch made on Snapper Beach near Panama City, Florida.

When Mrs. Louie Howell retired after 34 years of service in the Freight Claims Dept., Mobile, her associates had a surprise shower for her, expressing their good wishes with a number of gifts, including a hundred dollar war bond.