NEW MOLASSES MOVEMENT THROUGH MOBILE G. M. & O. FACILITIES

Another source of new tonnage for the Railroad was developed through our Choctaw Point installations at Mobile last month when the first of a series of tanker-loads of blackstrap molasses was discharged at GM&O Pier 4 by J. H. Leftwich & Co.

The Leftwich Company has been identified with the molasses business for many years and the new importation (into new tanks leased from our Railroad recently) is to handle an increased volume of business by that Company.

The first tanker to dock at Pier 4 was the S. S. Albert G. Brown with two million gallons Cuban blackstrap. After pumping into the Terminal, which has a capacity of 18 million gallons, the product will move to feed manufacturers in 30 states. At the same time that the S. S. Brown was unloading at Choctaw Point, another tanker was discharging at Leftwich’s State Docks facilities, and J. H. Leftwich, president of the company, said that there will probably be a constant increase in imports throughout the rest of the year.

GM&O waterfront facilities at Choctaw Point are also used by the following concerns: Arkansas Fuel Oil Company; Ruberoid Company; Meyerord Compound Lumber Company; and Republic Crossing Co.

GM&O Industrial Executive Tells Plant Location Requirements

There is no specific rule for obtaining industries at any given location. Industrial Vice President T. T. Martin told members of the Chamber of Commerce at a quarterly dinner meeting at Jackson, Tennessee on May 29.

There are so many factors in the decision of an industry to locate, and their relative weight varies so widely with the needs of the individual industry that it is impossible to do more than generalize those readily analyzed. Power, fuel, water, transportation and labor costs and availability; construction and its cost, tax cost. These industries which process raw materials must give great weight to their availability within economic distance.

Those industries which manufacture consumer goods give much weight to the geographical location with reference to the location of their principal competitors. Industries with very large plant and equipment investments give much weight to the tax picture. Large power consumers, of course, look for low cost power, or low cost fuel. Chemical industries must have an abundance of water—320,000

(Continued on Page 8)

Charles H. Dege Dies

Charles H. Dege, who has been identified with the Railroad and with the transportation industry in the Gulf States for the past thirty years, passed away in Birmingham on June 8th.

I’ll for a short time, although having suffered a heart attack some months previously, his death was unexpected to his many friends and business associates. At the time of his death he was Division Freight Traffic Manager at Birmingham where he had headed GM&O’s office for the past 12 years.

He started his railroad career in the Rate Section of our Traffic Department in 1922 and he was known and respected for his sound knowledge of traffic matters.

(Continued on Page 8)
SMITH AND SEALS APPOINTED TRAINMASTERS

TRAINMASTER SMITH

Effective April 22, Hugh L. Smith was appointed trainmaster with headquarters at Birmingham, Alabama. Simultaneously, P. H. Seals was promoted to trainmaster with headquarters at Artesia, Mississippi.

Mr. Smith has been with the G&M&O since January 1, 1933, when he entered the service as brakeman on the J&O District. He worked out of Jackson, Tennessee until Sept. 1, 1924 when he was transferred to Corinth, Mississippi for switching in the Corinth yard. He served as brakeman on the Birmingham District until June 14, 1928, when he was promoted to conductor on the Birmingham District. He held this position until his promotion to trainmaster on April 11, 1952 with headquarters at Birmingham.

TRAINMASTER SEALS

Mr. Seals, who graduated at the University of Alabama School of Commerce and Business Administration, served for thirty-two months with the Army Air Force from 1943 through 1945. He was navigator on a Flying Fortress with the Eighth Air Force in England and later was rail transportation officer with the First Air Force in the United States.

He began work with the G&M&O in Sept. 1949 on a section gang of the Maintenance of Way Dept. and later transferred to the Transportation Dept. as switchman in yard service. He served as assistant trainmaster at Tuscaloosa for one year before coming to Artesia.

GM&O FREIGHT CARS DO GET ABOUT

When fugitives Lilli and Duke hopped a freight in efforts to elude Detective Rip Kirby in the comic strip named for the hero, they were shown in a railroad yard leaving a G&M&O box car. Intrigued by the accurate markings on the car, members of GM&O’s Traffic and Mechanical Departments and various friends and shippers from all over the country notified the News of the location of car No. 5317.” In case some irate shipper running you ragged as to its whereabouts.”

Location Requirements

(Continued from Page 1)

gallons per ton for aluminum to 600,000 gallons per ton for synthetic rubber, for instance, he said.

“Many of these factors are completely beyond the control of the Chamber of Commerce, the City government, the railroad, and the utilities who are all vitally interested in securing industries. No amount of “selling” can overcome the analysis on a cost sheet, if the cost factors are unfavorable.

“This does not mean that we can only sit and wait for lightning to strike. A Chamber of Commerce which has industrial committee which can and will promptly and accurately furnish all of the factual information required will receive very careful consideration.

“But it is in those factors which cannot be reduced to figures that every interested citizen can play a part. More and more industries are weighing the character of the communities under consideration, and the personnel man has an increasing voice in plant selection. With all our technological progress, available to all industry, the efficiency and productiveness of labor represents perhaps the largest variable in production costs; and it is obvious that good labor and good labor relations cannot be had in a community which does not offer living conditions. Schools, churches, recreational facilities, hospitals, homes for the average man, store—all of these are being increasingly weighed in industrial location. This may seem over-simplified; but the “liveability” of your town may be its most important asset or its greatest handicap.

Mr. Martin, who lives at Mobile, Ala., and is in charge of GM&O’s industrial division was introduced by Bill Hahn of Jackson, division traffic manager of the railroad.

King Features Syndicate, which handles the Rip Kirby strip says that “the artist, Alex Raymond, is a stickler for authenticity and this particular phase of the continuity required a scene in a R. R. yard.” The GM&O Publicity Dept. would like to claim credit for supplying the locale, but King Features further adds that: “it is pure coincidence that a GM&O car appeared in the sketch.” Mr. Raymond visited a freight yard near his studio and No. 5317 happened to be “on stage.”
NEW PLANT SERVED BY GULF TRANSPORT COMPANY GOING "GREAT GUNS"

"Guns are our business, but catfishing is our hobby," say the four Parris brothers. And when it came to the selection of a new site for their factory for the manufacturing of training rifles and children's pop guns, a good fishing site nearby was one of the requisites of the location. The problem was pleasantly solved when G&M&O's Director of Agriculture and Forestry S. A. Robert took the brothers to look over Savannah, Tennessee.

Savannah had all the requirements the Parris Manufacturing Co. had been seeking. It was near the Southern Yellow Pine section which furnishes the lumber for gun stocks; the labor market was satisfactory and transportation was adequate with Gulf Transport trucks plying in and out regularly for pick-up and delivery service. Pickwick Dam and the Tennessee River furnished the recreation features. After two months of operation in Savannah, the management of the world's largest training rifle factory has nothing but praise for the new location.

Manufacturing eight models of guns, the factory divides its business roughly into two groups, training guns for the army and pla-guns for children. Both are serious business with the Parris brothers. They take pride in the fact that the training rifle furnished an American G. I. is almost indistinguishable from the real thing, whereas the Japanese gun, for instance, is only a crude imitation.

On the children's side of the business Company President E. L. Parris believes that youngsters should be taught the use of guns early, and most important, safely. With several models of the pla-guns, a Shoot-rite manual of marksmanship is included, teaching the elements of shooting and safe handling of guns. A yearly marksmanship contest is sponsored by the company for children.

Mr. Parris' interest in children's guns dates back to a supreme disappointment of his own childhood when his father deprived him of a new air rifle on the grounds that it was dangerous when he persist ed in shooting at the cattle about his Georges home. Remembering this early lesson, Mr. Parris supplies his own realistic toy models with harmless cork ammunition.

The toys range from pistols to rifles. At the present time the factory is busy on an order for fifty thousand rifles to be delivered to a bicycle factory for attachment to bikes.

One of thirteen children, Mr. Parris operates the business with the help of three of his brothers, Vice President and General Manager W. B. Parris, General Sales Manager R. D. Parris and Lumber Company Manager Harold Parris. B. D. Parris was formerly a diesel road supervisor for the Gulf, Mobile and Ohio.

The management shares its enthusiasm with its employees. The business is run on a profit sharing basis, and fishing is encouraged by a weekly catfish contest, with a prize for the best catch. The contest is graduating into a national catfish derby in July with a grand prize for the largest fish caught. The record now stands around a hundred pounds.

Savannah's new factory is going "Great Guns."
SOME FACTS ABOUT COVERAGE UNDER RAILROAD RETIREMENT PLAN

What Your Family Can Get After Your Death

Assuming that you are insured under the railroad plan when you die, the extent to which your family will be protected depends on whether you are completely insured, partially insured, or completely insured under the Railroad Retirement Act. The benefits under each type of insurance can be discussed separately.

When Monthly Benefits Can Be Paid

There are, of course, certain requirements that each survivor must satisfy before he can receive a monthly survivor benefit. Let's assume that when you die, you leave a widow and two children under 18. Under these circumstances, the monthly benefit will be paid to your widow.

When Your Widow Remarries, the Monthly Benefit Will Continue

Your monthly benefit will continue as long as your widow remarries. If she remarries, your monthly benefit will continue for the rest of her life. If she dies before remarriage, your monthly benefit will cease at that time.

Effect of Employment on Monthly Benefits

The payment of a survivor annuity is affected by your employment status. In general, your widow will not lose her monthly benefit if she works outside the home. However, if your widow works outside the home, her monthly benefit may be reduced by one-half.

When an Insurance Lump-Sum Benefit Can Be Paid

Lump-sum benefits are available to surviving family members under certain conditions. If you are completely insured, your family will be entitled to a lump-sum benefit equal to your monthly benefit. If you are partially insured, your family may be entitled to a lump-sum benefit equal to one-half of your monthly benefit.
TAMMS, ILLINOIS

Tamms, Illinois, for years the home of GM&O shops, is in the midst of a siege of civic pride and improvement. Due in part to the efforts of GM&O Employee Mayor Harold Dillow, (see arrow, picture above), the town has recently acquired fire protection and water works and is working toward an improved facility for its school.

When several disastrous fires destroyed buildings which were not rebuilt because of lack of fire protection, the folks of Tamms organized a volunteer fire department and purchased a fire truck equipped with a large water tank. The truck is housed in the GM&O roundhouse, where a GM&O employee answers calls for help and drives the truck to the fire. A volunteer fire brigade proceeds directly to the fire to man the equipment. A substantial sum was contributed by the railroad in payment for the truck, which is valued at $10,000.

Seventy-five of the less than a thousand inhabitants of the town are employees of the GM&O Railroad, with sixteen crews working in and out.

C. E. Riley is yardmaster at Tamms.

Clerk T. O. Dillow saw the first rail laid into the yard in 1905. He has been with the company ever since.

Engineer W. M. Dunning stands by new fire truck for Tamms, housed in GM&O roundhouse. Tamms has an effective volunteer fire department recently organized.

Working on wheels in the yard at Tamms are, left to right, F. M. Childress, J. E. Poole, R. E. White and E. E. Woodnay.

Conductor Troy Coleman leaves Tamms yard, Illinois for St. Louis on his re-conditioned caboose.
NEWS AT A GLANCE

→ ALL KINDS OF FREIGHT...IN ALL KINDS OF WEATHER

The Railroads are the only transportation agencies that can handle all types of freight in all kinds of weather.

Here's classification of GM&O's freight tonnage in 1951:

- Products of Agriculture: 2,700,669 tons
- Products of Mines: 3,450,270
- Animals and Products: 160,956
- Products of Forests: 3,614,305
- Manufactures and Miscellaneous: 9,770,470

→ PERPLEXING PASSENGER QUESTION

More than a million and a quarter passengers rode GM&O trains last year and paid us an average of $4.71 per passenger, for an average trip of 185.91 miles. **But to provide the service cost us $1.50 in expenses for every $1.00 we collected in revenue.** according to the I.C.C. formula for allocating expenses.

→ SELF SUFFICIENT SERVICE

"Low cost transportation is an aim of the government's transportation policy, but how is 'cost' to be defined. Ideally, each movement of a person or property should pay the immediate cost of carriage, plus its share of the so-called overhead used in making the movement, which overhead should include a return for both equity and debt capital. In other words, there should be a profit on each movement and unprofitable service should be discontinued.

—Charles Sawyer, Secretary of Commerce before U. S. Chamber of Commerce.

→ TAX BURDEN MOUNTS AND MOUNTS

The tax burden is being felt by every individual, every business and every industry. It is being felt by the railroads today as never before. How great the increase has been in relation to railway earnings may be better understood by the following comparisons:

- Back in 1911 federal, state and local taxes paid by the railroads equaled about 1/7 of total passenger revenues.
- In 1921 taxes were equal to about 1/4 of railway passenger revenues.
- In 1931 taxes were equivalent to 55 percent, or slightly more than 1/2 of total passenger revenues.
- In 1941 taxes had increased to such an extent that they exceeded total passenger revenues by $32,000,000.

In 1951 the railway tax bill, amounting to $1,300,000,000, was equal to total railway revenues from the transportation of passengers and express, plus about 2/3 of all revenue derived from the transportation of United States mails.

—Association of American Railroads.

→ MORE THAN HALF RAILROAD DOLLAR GOES TO EMPLOYEES

More than one-half of every railroad dollar is paid out in wages and in payroll taxes levied for the benefit of railway employees. In the six-year period 1946-51, wages took 48.3 cents of every railroad dollar and federal payroll taxes took 3.1 cents—a total of 51.4.

The Railroad Retirement fund in the U. S. Treasury on January 31, 1952, totaled $2,687,000,000 and the Railroad Unemployment Insurance fund on the same date totaled $758,000,000—a total for the two funds of $3,445,000,000. One half of the Railroad Retirement fund was collected from railroad employees; the other half and the entire Unemployment Insurance fund were collected from the railway.
Meet the men who sell

FAR WESTERN OFFICES

SAN FRANCISCO

W. J. HARVEY

WESTERN TRAFFIC MGR.

R. N. SINCLAIR, San Francisco
Has been with the company since 1927 when he was employed at Jackson, Miss. Born in Dyersburg, Tennessee, he has represented the company in New Orleans, Houston, San Antonio and St. Louis. He has one son.

PORTLAND

GEORGE C. BUNCE
Married to Pearl Bunce. Has one daughter, Thelma Jean, 17 years old. Began railroad career with former Mobile and Ohio at Denver in 1929.

DENVER

L. V. REEF
Married to Nora Frances Reef. No Children. Began railroading with the former Alton in 1918. He has served with the Company in Chicago, Cincinnati, Memphis, and Denver. He was transferred to Denver in 1949.

LOS ANGELES

J. P. BIRMINGHAM
Married to Mary B. Birmingham. Three daughters, Carol and Peggy Birmingham and Mrs. Patricia Cline, whose husband is in the Air Force stationed at Tullahoma, Tennessee. Has been with the Company since 1933.

SALT LAKE CITY

G. T. BUCKLEY
Married to Margaret H. Buckley. One son, Daniel R., who is in the Air Force. Has been in railroad service since 1911. First became associated with the former Alton Railroad in 1933 and has been with the company ever since.

C. E. JENSEN
Married. Has four children, two boys and two girls. Oldest son served in last war. Other sons are a sergeant in the Army Air Corps, presently stationed at Keeney Field. Has been in transportation business since graduation from high school. First came with this company in 1943 when he was employed by the former Alton.
Retirements...

Trainmaster W. L. Cook, Artesia, Mississippi, retired on April 30, 1952. He had been in the service since May 3, 1903. Fireman Sam Exell, Louisville, Mississippi, retired this month. He entered the service on December 30, 1912 and last worked on February 24, 1952. Conductor Sam Cokes, Jackson, Tennessee, retired on May 27th after being with the company since May 6, 1906. He entered the service as a brakeman and was promoted to conductor in 1912. Revising Clerk George M. Tacon, Mobile, Alabama, retired effective May 12, 1952. Mr. Tacon has been an employee of this railroad since December 1, 1906.

MESSRS. TACON and LANG

At his retirement, he was presented with a bond and a suit case by members of the local agent's office. Mrs. Tacon, also a former employee of the road, was on hand for the presentation, which was made by Agent C. G. Lang. Conductor D. DeLong, Roodhouse, Illinois, retired on May 15, 1952 after being with the company since August 17, 1906 when he started work as a brakeman. He was promoted to conductor on July 30, 1911. Clerk A. L. Evans, Kansas City, Missouri, retired on May 16, 1952. Mr. Evans entered the service on September 11, 1920.

Tragic Accident Takes Life Of Drew Villar

Drew Villar, 14 year old son of Commercial Agent and Mrs. George Villar of Jackson, Mississippi, was killed on May 5 when his motor bike collided with an automobile. The tragedy occurred after Drew, a newspaper carrier boy, had completed delivering papers on his route and was returning home. Drew was a ninth grade student, a Boy Scout, and was active in his church. He was considered an outstanding boy by those who knew him, and had just qualified for a trip to Chicago for his exceptional management of his paper business.

Leverman Peter Frame, Pontiac, Illinois, who entered the service of the company on September 1, 1907, retired on May 18, 1952. Brakeman A. J. Hill, Murphysboro, Illinois, retired April 1, 1952. Mr. Hill was first employed on March 1, 1917. He has worked as brakeman, conductor, and baggage man during his employment with the company. Engineer W. D. Allen, Bloomington, Illinois, retired effective May 15, 1952. Mr. Allen entered the service of the line on December 8, 1900. Conductor Robert H. Filson, Roodhouse, Illinois, retired from service May 5, 1952. Mr. Filson was first employed by the company on August 19, 1918 and was promoted to conductor on January 23, 1941.

It was an occasion in the Passenger and Station Accounting Department at Mobile on June 2nd when a double retirement from company service in the same family occurred. Mr. T. S. Bullock, local clerk in that department, retired from company service after having been in the employ of the company since 1900 and Mrs. Bullock retired from the position of division clerk, having been with the company since 1917. The couple was presented with a shower of gifts from their friends in the office.

Deceased...

Agent-Operator J. L. Albright at Meridian, Mississippi on May 16, 1952. Mr. Albright had been in the service of the company since March 14, 1914. His last assignment was agent-operator at Shuqualak, Mississippi. He is survived by his widow, four sons and four daughters. He was a brother to Dispatcher W. E. Albright.

Retired Engineer William Yates at Slater, Missouri on May 7th. Engineer Yates entered the service on December 2, 1910 and retired on February 1, 1950. He was the father of brakeman C. W. Yates.

Brakeman Hugh Sanders, Jackson, Tennessee on May 6, 1952. Mr. Sanders is survived by his wife and one son.

Engineer William Joseph Bridges, Jackson, Tennessee on May 9, 1952. He is survived by his wife, two sons and one daughter.

Engineer F. Kinney, Chicago, Illinois, on May 9th. He was employed as a fireman on September 13, 1926 and promoted to engineer on July 28, 1930.

General Foreman of Iselin Shops William Leonard Smith, Jackson, Tennessee, on May 16, 1952. Mr. Smith had been with this company since September, 1911 and had worked his way up to the position of general foreman of the shops in Jackson. He was active in his church and numerous affairs of civic interest. He leaves a widow, two sons and a daughter.

Retired Traveling Boiler Inspector Luke Patrick McHugh, Jackson, Tennessee on May 15th. Mr. McHugh was born in Selma, Alabama and began his railroad career in 1897. He was employed by this company as boilermaker in 1888, and subsequently held positions as boilermaker foreman and traveling boiler inspector for the entire railroad. He retired on January 1, 1939. He leaves one son and one daughter.

Division Counsel R. E. Wilbourn, Meridian, Mississippi on May 20, 1952. An outstanding lawyer and prominent citizen of Lauderdale county, Mr. Wilbourn had been connected with this company as attorney for more than forty-four years. Concerning his death the Meridian Star said, "R. E. Wilbourn, Meridian Attorney whose over half century devotion to legal ethics and to layman service to his church lifted him in the hearts of thousands as a Christ-like tradition long before his death, expired in Arrington Hospital at 6:30 Tuesday." Mr. Wilbourn is survived by his wife, one son and four daughters.

Death of Mr. C. H. Dege

(Continued from Page 1)

and for the sincere friendship he accorded his wide acquaintance ship through the years.

Prior to his transfer to Birmingham in 1940 he was District Freight Agent and Assistant General Freight Agent, respectively, at Mobile. Interment was in Mobile and the following were Pallbearers:


- - -
MR. RUDOLPH TAKE A BOW
Gulf, Mobile & Ohio Railroad Company

Dear Sirs:

 Permit me to take this means to thank your employees and your company for their kindness and courtesy shown our girl scout troop when we took a train trip up to the Alton Dam this past Saturday. For most of the girls and myself it was our first ride on a train.

 Mr. Rhaestone, your agent at Union Station was most generous with time and kindness in showing us the station and all around the train. Both hostesses, of the Abe Lincoln and of the Ann Rutledge were tops in making our trip most enjoyable.

 But the king of them all was Mr. Rudolph, your agent, at College Station in Alton. As you know the Ann Rutledge was delayed five hours because of a wreck. Mr. Rudolph just did everything he could to make us comfortable and pass the time during this long wait. He even went as far as buying all of us supper. He assured me that the company would compensate him for this, we still believe it came from his heart and pocket.

 I have heard many times of rudeness and coarseness of railroad employees. I say you won't find it so with the "GM&O".

 Again, many thanks. Mrs. C. R. Moehlenhoff
 St. Louis, Mo.

 ENGLISH VISITOR "MUCH IMPRESSED"
W. H. Bergbegger, Esq.
St. Louis, Mo.

Dear Sir:

 I feel that I should be lacking in courtesy if I failed to compliment you on the really excellent service which I received on today's "Alton Limited."

 In these days of hustle, the tendency seems to be reflected in the attitude people adopt to one another. It was, therefore, a pleasant experience to meet your steward, Mr. S. L. Witty, who proved to be extremely courteous and very helpful.

 The young lady attendant, too, added a charm to her service which was very appreciated.

 If all your staff are endowed with similar characteristics the service you offer will always be of an especially high order.

 As a real English visitor I was much impressed.

 C. Ronald Plant
 Manchester, England

 GOOD NEWS FROM A "SATISFIED CUSTOMER"
Mr. R. A. Pearce,
Passenger Traffic Agent.

Dear Sir:

 I'm sure you receive lots of letters from cranky people, complaining when your trains are late, crowded, etc. So I thought perhaps you'd like to receive one from an extremely satisfied customer for a change.

 I've ridden the Alton line between here and Chicago for four years now ... my last two years of college in Wisconsin and just recently on a pleasure trip. I love your trains ... the people who work on them, the food, and everything about them. I like them so much I don't even care when they're late. My favorite person is Mr. Keefe, the steward on the Ann Rutledge, who is such a thoughtful employee that he remembered me (really?) after two years.

 With people like this working for you, I can't see how you could have anything but success in the future ... good luck, and I'll be riding your trains some more.

 Mrs. P. E. Nicolai,
 St. Louis, Mo.

 NEWS BRINGS NEWS TO RETIRED SECTION FOREMAN

GM&O NEWS
Dear Friend:

 I want to thank you for the check I received May the first and also want to thank the GM&O News for I sure love to read it. I saw where my friend Howard Marshall took his pension. My wife has an M&O pass that is 71 year old she would like to send it so it could be put in the GM&O News, made to her father Uncle Charlie Naef. Thanks lots.


 Engineer and Mrs. Mack Harper, Jellico, Tenn. write that they found old friends on their vacation trip to Honolulu this Spring when they met former GM&O hostesses Halalie Haibrook and Jewel Kruse, who are presently employed at Hickam Air Force Base. Mrs Halbrook and Mr. Harper are shown in front of the Service Club at the Base.

 RAILROAD RETIREMENT ACT

(Continued from Page 4)

You May Be Insured Under the Social Security Act

If you are not insured under the Railroad Retirement Act when you die, you may be insured under the Social Security Act. In that case, your railroad credits after 1938 will be transferred to the Social Security Administration, and any benefits due your family will be paid by that agency on the basis of your combined railroad and social security credits.

Residual Payment

One of the most important features of the railroad retirement system is the guarantee that you and your family will get back more in benefits than you paid in taxes. This guarantee is accomplished by means of the residual payment. However, since the residual payment is the means by which the railroad retirement system discharges its final obligation to a railroad employee, the payment is not made until it becomes clear that no other benefits can ever be paid. Even then, it is payable only if there is something left to the employee's credit.

In the event the payment becomes due in your case, it will be made to some member of your family, or to whomever you designate to receive it. Most employees don't name a beneficiary because, in the absence of a designation, the payment is automatically made to the widow (or widower), children, parents, or estate, in that order of precedence.

The amount of the benefit is determined as follows: First, take 4 percent of your taxable railroad earnings in the years 1937 through 1946 and add 7 percent of your earnings for each year thereafter. Then deduct the sum of all benefits paid to you and your wife on the basis of your railroad service, plus the benefits paid to your survivors on the basis of your railroad and social security service combined.
Along the Line...

Atlanta, Georgia—Special Representative "Tony" Engel and Mrs. Engel are making plans for their silver wedding anniversary on July 21st. To celebrate, they are planning a trip to New York.

Also making news in the Engel family are the two sons, Larry and Richard. Larry is now serving as a chemical engineer in England and Richard is following in his footsteps to be a chemical engineer, studying at the Georgia School of Technology in Atlanta.

Mobile, Alabama—Sidney Austin, Record Clerk in Freight Claim Department has just returned from a two-weeks training duty at Great Lakes Naval Training Center, where he was chosen Honoree Man and presented with an identification bracelet by the boys of his company.

Meridian, Mississippi—R. E. Jones has returned to the company as secretary to the superintendent after having been in the Marines for the past eighteen months.

Mobile, Alabama—Stenographer Carla Wylie of the Freight Claim Department was married on May 2nd to A/c/e William Ramsdell of York, Maine. stationed at Keesler, A. F. B. Mrs. Ramsdell is the daughter of Mrs. Ruth Wylie of the Freight Claim Dept.

Mobile, Alabama—The glowing tales of the Edward Spotswood, who has just returned to her duties in the Freight Claim Dept. from a trip to California, are setting her fellow workers to studying road maps and schedules.

St. Louis, Mo.—Assistant Engineer J. V. Johnston did an outstanding job in delivering a talk on "Safety in the Maintenance of Way Department" to the AAR Regional Safety meeting held at the DeSota Hotel in St. Louis on April 30.

Mobile, Alabama—Celebrating April anniversaries to their households are Mr. and Mrs. F. C. Byrd with a son, George Thomas, and Mr. and Mrs. J. E. Emrich with daughter, Cynthia Louise. The fathers of both youngsters work in the Station Accounting Bureau.

Jackson, Mississippi—The General Commission Company, operated by its vice-president and general manager E. B. Gibbons, a long time GM&O friend, has announced the appointment of a new treasurer. This official, born on February 11, 1952 joins a youthful executive group composed of a four-year-old president and a three-year-old chairman. While grandpa runs the business in Jackson, the executive offices "will remain at Atlanta, Ga."

Mobile, Alabama—An office romance culminated on April 16th with the marriage of Walter W. Wise, Passenger Department and Miss Carolyn Ann Chapman, Station Accounting Bureau.

Outstanding Graduates In GM&O Families

The cap and gown season brought honors to at least two GM&O families with the graduation of Janice Laverne Tidberg and Michael Salmon, both of Mobile.

Janice Laverne, daughter of Bill Clerk E. L. Tidberg of the Auditor of Disbursements Department, graduated from Murphy High School with the highest honors available in her class. She made the honor roll with great distinction and is a member of the National Honor Society.

Michael Salmon, honor graduate, was valedictorian of his class at Spring Hill College. He was awarded the Toole Medal for the highest scholastic average for four years' work and the Peter Canisius Award in Journalism for outstanding work on student publications. In his senior year he was editor of the Spring Hill student newspaper. Michael is the son of T. C. Salmon, assistant to the general superintendent of motive power and car equipment.

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<td><strong>Comparison of the first 5 months of the years</strong> •</td>
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</tr>
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</table>