Hobo Basket Completes G M & O Run;
$1,073 Collected From Northern Region

A $50,000 "hobo" was turned over to R. S. Harms, superintendent of the Chicago Terminal of the Nickel Plate Road today (Monday, June 5) by R. F. Jeter, superintendent of the GM&O Chicago Terminal. Actually a little out of the ordinary type of hobo, this is a fund raiser in reality a two-foot long basket so named because it travels only on freight trains. It is making its third annual trip over American Railroads collecting contributions to the National Foundation for Infantile Paralysis.

The basket completed its run on the Western Division of GM&O in the Harrison Street yards last week with local Chicago collecting $421. A total of $1,073.40 was collected on the GM&O section of the trip.

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R. E. McGinn Named
St. Louis Industrial Agent

Mr. R. E. McGinn, St. Louis, was this month named Industrial Agent with headquarters in that city, according to an announcement by Vice President (Industrial) T. T. Martin.

A veteran of 23 years in transportation, Mr. McGinn has been with the GM&O since 1943, when he joined the traffic department of the Alton as Traffic Agent. He is a native of St. Louis, where he now resides with his wife and three children. An ardent baseball and soccer enthusiast, Mr. McGinn devotes much of his free time to coaching members of the Boy Scouts and Cub Scouts in these two sports. He is also a committeeman in the St. Louis Scout organization.

Mr. McGinn’s duties, which he assumed on June 15, will include handling of industrial matters for the railroad north of Cairo to Kansas City and Chicago. Prior to his recent appointment the St. Louisman served as Freight Traffic Agent.

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August Top Vacation Month—
GM&O’s The Way To Go

July and August are the months most of the Americans will take their vacations this year, and more than half of them will seek assistance from outside sources when they do their planning. Most of the decisions will be reached during the months of June and July.

These facts, brought out in a recent survey by American Magazine, indicate that this month and next will be the most opportune for GM&O personnel to point out the advantages of the two great vacation areas served by the railroad.

According to the poll, the largest percentage (19%) of the vacationers will visit the East North Central states, which include Illinois and Wisconsin. About 5% will visit the East South Central area, which includes the Alabama and Mississippi Gulf regions.

Forty-three percent of the people will vacation in August and 35% will make their trips in July, with 27% making their plans in June and 13% in July.

Of those planning vacations; 55% will seek assistance from various sources to aid in their trip planning. Of these, 26% (Continued on Page 2)
**Ruberoid Opens New Felt Mill On G M & O At Mobile**

Recently put into operation on the GM&O in Mobile is the new felt mill added by the Ruberoid Company in a $1,506,000 dollar expansion program of its Mobile facilities.

"The addition of the new felt mill is expected to greatly increase the efficiency of our operation," said Mr. Carter Smith, Mobile Ruberoid official. "Through the addition of several hundred feet of spur track, we are enabled to simplify the handling of both inbound and outbound shipments, and the location of the felt mill enables us to move the base into the roofing mill with a minimum of handling."

"Prior to the erection of the new 23,000 square foot mill," Mr. Smith said, "all felt (the base for roofing and shingles) was obtained from other mills. The addition of the 20-ton-a-day plant will enable the Mobile plant to meet all its local requirements and also will supply some felt to other plants."

The felt is manufactured in the new modern plant from waste paper, rags and wood fiber. Huge beaters, hydrocyclers and defibrators convert each of the individual raw materials into pulp which are then blended in the proper proportions to supply the felt pulp.

The pulp is processed through the various forming units into a continuous strip of felt to meet the required specifications to insure optimum performance and maximum quality in the finished roofing.

The felt passes over suction equipment and heated rollers, which dry it completely. The base material is then ready for trimming and winding into 2000 pound rolls for use in the roofing manufacturing process.

In an almost completely automatic operation, the felt passes through the asphalt treatment which impregnates the base with the waterproofing compound. Fire-brushed slate is added for color and performance and the finished roofing is ready to be cut into shingles. After cutting and packaging, the completed shingles are shipped to the various distribution points in the Southeastern states.

In addition to the manufacture of asphalt roofing and shingles, the Mobile plant also manufactures asbestos shingles and sidings.

**AAR Establishes Laboratory For Railroad Research**

Perhaps as you read these lines, a freight train, especially equipped with instruments for measuring every jolt and jar of the trip, is highballing across a western state. More than a thousand miles away, on the eastern seaboard, a locomotive is being run over a bridge on which stress-recording instruments have been installed. And in a large midwestern university a group of students and professors is testing railroad draft gear.

Today these projects, and all other railroad research activities in the nation, are being closely studied by engineers in a modernistic new building on the campus of the Illinois Institute of Technology in Chicago. This building is the Central Research Laboratory of the Association of American Railroads. Opened on May 26, the A.A.R. laboratory provides a new headquarters for railroad research.

**Travel Data**

*(Continued from Page 1)*

turn to their gas and oil company. 9% refer to the railroads and 5% use the bus company for their advice. Five percent use organized travel agencies.

Of the various methods of travel, about 16% will use the railroads, while 81% will use private automobiles. Approximately 6% plan to use buses and 5% will travel by air.

Reasons for using the various means of travel which will be of interest to GM&O people are as follows:

Convenience is the greatest single factor, with 31% using their automobiles for the reason. Twenty-six percent prefer the convenience of the train and 21% feel that the bus is the most convenient.

Thirty-six percent of the travelers feel that railroad coach is the most economical while 31% listed the bus and only 15% will use automobile for this reason.

From the standpoint of comfort, sleeping cars head the list with 59% of the respondents. Thirty-four percent felt that rail coach was the most comfortable and planes accounted for 22%. Only 5% felt that the automobile was most comfortable.

As some of the respondents mentioned more than one method of travel, the total of answers is greater than 100%.

Armed with these facts, GM&O personnel will have the background for a thorough campaign for selling vacation lands along the GM&O.
Fred L. Johnson Speaks To Southeastern Claim Group

General Claim Agent Fred L. Johnson was one of the feature speakers at the Annual Southeastern Claim Association Conference held at Myrtle Beach, S. C., last month. Mr. Johnson’s subject dealt with the selection and training of claim agents.

During the course of his address Mr. Johnson emphasized the importance of the work of claim agents in the railroad industry.

“The claim agent is in a position to promote harmony and to improve the teamwork between the claim, legal and other departments”, said Mr. Johnson. The work of the claim agent is necessary to the operation of the industry, Mr. Johnson continued, “and should be performed by those who are well by ability and character”. Mr. Johnson declared that in dealing with the public especially, a claim agent “should be an example of good will and not conduct himself in any way that would reflect upon his employer or himself. Enthusiasm, diligence and sincerity of purpose are essential attributes of a successful claim agent.”

Mr. Johnson is widely known in the claim field. He has been Secretary of the national Railway Claim Agent’s Association continuously since 1934. He has held positions in the claim department of GM&O and predecessors since 1914 and has been General Claim Agent since July, 1948.

G M & O To Sponsor 4-H Club Leaders Camp

The GM&O will host a 3-day camp for 4-H leaders from 11 Missouri counties will be held June 23 to 27. This is the second year for this camp which has been a pioneering effort in youth leadership.

Extension workers with 4-H clubs feel that the leadership camp is an excellent way to strengthen county programs. They believe that with proper support this type of training will spread throughout the state in a few years. Robert S. Cough, state extension 4-H agent, announces that the camp program will give an overall view of leadership in 4-H with emphasis on what makes 4-H a strong and “doing” organization.

Counties which will participate in the camp are: Jackson, Lafayette, Saline, Howard, Randolph, Boone, Audrain, Ralls, Pike, St. Louis, and Callaway. The event will be held at Camp 2-2 at Lake of the Ozarks.

Attending the camp in addition to county 4-H leaders will be A. F. Stephens, Agricultural Agent for the North End; T. T. Martin, vice-president in charge of industrial relations for GM&O; and S. A. Robert, director of agriculture and forestry of GM&O; and members of the State Extension 4-H Club Staff.

S. A. Robert Named To Committee Of Agriculture By U. S. Chamber of Commerce

The Board of Directors of the United States Chamber of Commerce has selected S. A. Robert, our Director of Agriculture and Forestry, as a member of its Agricultural Committee for the coming year.

National Chamber President O. A. Seyfertir in tendering the appointment to Mr. Robert said, “because of your background and wide experience, we feel sure that, through your service on this Committee, you can make a valuable contribution not only to the Chamber’s work but also to the well being of the country.”

Mr. Robert is to be congratulated upon this honor. His recent accomplishments in the field of woodland improvement, rural youth achievements, better farm homes and happier living conditions for negro farm families—have won him and the Railroad wide recognition in GM&O’s seven state territory.

As an example of his work in forestry conservation a 4-H Club Agent wrote that—because of the keen interest of one young contestant, the burning of woods in one particularly troublesome area, practically stopped. In another case a Mississippi farm boy made an average of $1.34 an hour, enough to start his college education, by follow-

ing a woodland improvement program initiated by Mr. Robert.

The Better Farm Homes Contest brought this remark from one contestants: “entering this contest has shown me that every farm family can make their home more comfortable, more convenient and more attractive without spending a great amount of money.”

A Negro Happier Living Contestant wrote, “I am very glad that my work won the check for me. I have deposited it to help with my nursing training. My parents, brothers and sisters are very happy also and my 4-H Club friend has started now to improve her kitchen.”

What does the Railroad gain through these extracurricular activities?

President Tiggett answered this in a recent address, “It is true that these undertakings yield no immediate traffic, but I have seen overwhelming evidence of improved living conditions, increased interest in timber preservation and better leadership of our youth. I believe also that the good which they do goes far beyond the participants themselves, of whom there were approximately 5,000 last year.

WHENEVER A BENEFIT ACCUMES TO OUR TERRITORY, ULTIMATELY SOME PORTION OF IT WILL REACH US.”

Mr. S. A. Robert works with Glen Alexander (left) and Jimmie Copeland, both of Madison county, Tenn., in clearing out timber that is suitable only for stove wood. The Woodland Improvement is one of the many civic activities undertaken by the Agricultural department.
Two of GM&O’s new pulpwood cars, part of an order of
100 now being constructed in the Meridian shops. Elimination of
end braces help increase car capacity from 13 cords to 22 cords.

Raising the frame prior to mounting the new-type car on trucks.
These cars are being assembled entirely by GM&O personnel.

Members of the mechanical department who worked on the
new cars are: (Front row) Bob Brown, King Moore, J. C. Zachry,
E. A. McDade, Tony Siegfried, G. W. Barnett, H. J. Baer and T.
M. Burney. (Second Row) R. D. Hutchinson, C. W. Zachry, Jr.,
J. P. Zachry, J. W. Poythress, J. C. Allen, and E. R. Rigdon. (Third
Row) C. M. Riley, H. L. Denton, E. W. Dubisson, R. J. Fisher, W.
NEW-TYPE G M & O PULPWOOD CARS EXHIBITED IN MOBILE:
FIRST OF AN ORDER OF 100 CONSTRUCTED IN COMPANY SHOPS

Two new type pulpwood cars, first of 100 now being con-
structed in the GM O shops, were exhibited to members
of the Southwestern Technical Committee of the American Pulp-
wood Association in Mobile this month and the design was
heavily approved.

Developed after extensive research by the railroad, the
cars have the type pulp mills in the territory and the General Steel Carriage
Corporation of Grand City, Ill., the new cars offer many improve-
ments over the conventional pulpwood equipment.

Wood pulp logs have formerly been handled on impro-
vised cars, converted from other types of equipment. How-
ever, the rapid growth of the industry in the Gulf States has
accelerated the development of a more specialized piece of
equipment.

Conceived by General Superintendent of Motive Power
and Car Equipment C. M. House, the new car features a closed
and slanted floor so that smaller hanks will be removed en-
masse; a solid cast-steel frame eliminates end bearing and per-
rmits an increased load from 15 cords to 25 cords of wood. In addi-
tion, the new design provides for mechanical unloading,
and the lower frame simplifies loading from trucks in the field.

Following the Mobile exhibition, the cars moved to St.
Louis for exhibition before the Purchasing and Stores Com-
nitee of the AAR.

"With the railroads being faced with ever-increasing
operating expenses", Mr. House said, "we developed this car
of cast steel with the view of decreasing the maintenance
expense to the absolute minimum."

In building these cars, Mr. House pointed out, we used
tools, ASS levers, couplers, draft gage, etc., from dismantled
cars as well as from wrecked cars, which meant that our
out-of-pocket expenditure was considerably reduced.

"The underframe is designed and built so that the
cast steel ends could be set in a pocket and locked and welded
in place without the use of any rivets", Mr. House stated.
E. B. Farrell Completes
Fifty Years Of Service

He's the Traffic Department's newest 50-year man. But you'd have to consult the records to know it.

His sweet carriage, swinging pace and ever-evident enthusiasm, belie the fact that he was sorting tariffs when eggs were ten cents a dozen . . . that he has peddled railroad transportation in all of the 48 states and in one or two foreign countries thrown in for good measure.

Every day he's not traveling on company business, you'll find him behind a big table model desk on the third floor of the General Offices in Mobile. The sign on the door says Traffic Manager. The man is E. B. Farrell.

On Sunday, May 21st, (just fifty years from the date of the day he joined the Mobile and Ohio as a clerk in the traffic department) he was honored by fellow officials of the Traffic Department with a testimonial dinner. Vice-President L. A. Tibor and his associates presented Mr. Farrell with a Government Bond and Pres-}

E. B. FARRELL

ident Tigrett extended congratulations and issued a lifetime pass to him.

The next day, Emmett was back at work at 104 St. Francis Street, thinking up ways and means of getting more business for the GM&O. His job is to co-ordinate the efforts of our 44 outside traffic solicitation offices, and he's well qualified for the job. The first twenty-three years of Mr. Farrell's railroad service were spent in the rate department, the remaining twenty-seven as a traffic salesman.

He numbers his friends in the thou-

Assistant Chief Engineer M. D. Carothers explains safety regulations to a group of section workers. The system-wide program, sponsored by the Engineering Department, included lectures to all of GM&O's 325 section and bridge crews.

Engineering Officials Complete Safety Trip

Chief Engineer W. W. Greiner has completed a trip over the entire system, having met with every section gang, bridge gang, and machine operator on the system. On this trip he was accompanied on the Southern Region by Assistant Chief Engineer J. V. Johnston, and on the Northern Region by Assistant Chief Engineer M. D. Carothers. Eighty-one meetings were held and 2,401 employees attended. Total mileage of 4184 miles was made on this trip.

Mr. C. H. Haustein accompanied Mr. Greiner and made a photographic record of the trip.

"Safety is one of the hardest jobs that we have. In order to prevent injuries and accidents it is necessary that safety be instilled in every individual employee."

Mr. Greiner said: "It is a subject which must be foremost in the minds of each individual and supervisory officer twenty-four hours a day, and seven days a week. The safety record of this department has shown a decided improvement since these meetings were held, and it is hoped that in 1950 we will have the best safety record that we have ever had."

W. J. Wall Honored

W. J. Wall, treasurer, was elected chairman of the Midwest Group, Treasury Division of the Association of American Railroads at a meeting of the group in Kansas City this month.

Treasurer of the GM&O since 1945, Mr. Wall has been with the railroad since 1918.
YOU CAN'T ESCAPE INFLATION!
By
Thurman Sensing, Director of Research
Southern States Industrial Council

Most everybody in the United States who has any understanding of economics at all will agree that we have had a creeping inflation in this country for a number of years. And because the average individual has more dollars than formerly in his pocket, it lulls him into the feeling that he is therefore prosperous.

The result of this inflation, of course, has been to rob the thriftiness of their savings, insofar as these savings were kept in the form of dollars in the bank and invested in government bonds or placed in life insurance or any sort of fixed dollar-income investments.

A person who bought a government bond in 1929 for $75 and cashed it out in 1940 for $110 was only able to buy with his $110 one-fourth less in goods and services that he could have bought in 1939 with his $75. And yet he was urged to buy this bond in 1939 as the world's safest investment—while at the same time every lawyer in this country was doing was deliberately aimed at causing continued inflation.

The result has also been to provide inadequate life insurance for the man who sought to protect his family in this manner twenty years ago, and who can now do nothing about it. The same thing holds good of retirement plans.

What is even more difficult to understand, however, is the fact that many people do not realize we are having inflation is the fact that otherwise smart people who do not know we are having inflation still believe they can escape its consequences. They had just as well face the facts—and realize that it cannot be done. For where would the safety lie?

It cannot lie in government bonds. The holder of a bond should realize that whenever he cashes this bond, the government may sell one and one-third new bonds to take its place—and the security back of it thereby becomes thinner and thinner.

It cannot lie in life insurance. Thirty percent of life insurance funds are invested directly in government securities.

It cannot lie in bank deposits. At the end of 1949, $97.5 billion of U. S. government obligations were included in the total bank deposits of $148 billion. This is the way bankers now invest their depositories' funds!

These are the time-honored safeguards of the thrifty person. The smart person, though, says to himself, "I will invest in farm lands and real property." Safety cannot lie there, either,—not permanently, at least,—and if he would think about it just a minute, he would know it cannot. Because what the government cannot control directly, it can control through taxation!

YOU JUST CANNOT ESCAPE INFLATION!
INSIDE TRACK?

—Allen Rankin.
In the (Montgomery) Alabama Journal.

No signs point to the isolated hill house of Wingate Monson, the Negro fortune teller and former GM&O section laborer. Yet, people from 46 states have found their way up the faint, one-way sand trail to his door.

Almost any day you'll find clusters of cars full of people, white and colored waiting to see "the seer." And on Sundays, says Wingate, "there's right smart of 'em—sometimes a hundred visitors.

Wingate, a beaming, moon-faced Negro of 60, takes them as they come. He doesn't charge anything to "see ahead" for his not so keen-eyed visitors, but "anything you gimme is all right."

For the last 50 years Antoanra Countians who've lost rings, wallets, cows or wives have beat it up to Wingate's house to ask him how they lost 'em and how to get 'em back. Often, they say, Wingate can tell them.

"Got The Sight! At Six"

Wingate first "got the sight" at the age of six. "My daddy he had a horse lost, and he couldn't find 'im. All of a sudden I saw this picture in my mind and I tell my daddy, I see a ditch to the west and in that ditch I see your horse."

"My daddy started to whip me, but he went over to the ditch west of the house and there was the lost horse."

That's when people, white and colored, on neighboring farms began asking Wingate to try to "see" things for them.

Wingate grew up and for 23 years worked for the GM&O Railroad. "White folks used to lose their tools and I'd tell 'em where they was. The depression came and he went back to farming and 'selling' exclusively.

Mrs. Gordon Deramus, of Booth Station, asked me to write up the Monton phenomenon and took me up to see the fortune teller.

"I don't understand it, of course," she told me, but then it seems to work."

He Just Said It"

As we drove up to Monson's house she told me this story: Some years ago she lost her pocketbook with $100 in it. "Wingate," she said to the plantation Negro she'd known all her life, "I've never asked you to do anything for me before but—"

"But you've lost your pocketbook," said the seer without being told. "Don't worry, Miss Emilie. You ain't really lost it. I see it now. Hits got $140 in it and hits

8

W. H. POLSGROVE

He worked as telegraph operator and agent at various points. He was agent at Tupelo for twenty-nine years.

Story of Two Terminals

There are two great passenger terminals in the Nation's Capitol. One, the Washington Union Station, was built with private funds. It is privately owned and operated, and pays about $450,000 a year in local and federal taxes.

The other, Washington's National Airport, was built by the Government at a cost of 23 million dollars in taxpayers' money, is government owned and operated. It pays no taxes.

Where the first one pays $329,000 a year in interest to the investors who furnished the money to build it, in addition to the greater amount in taxes, the second one pays no return on the 23 million dollars of public funds that went into its construction, and it was operated in the last fiscal year with a deficit of $683,006, which taxpayers must make up.

wrapped up between a cloth you ain't thought to look between."

Mrs. Deramus went home and found her money wrapped up in a handkerchief she had already overlooked several times.

As a gag, WAC Lieutenant Laura Gwyer visited the fortune teller last Sunday. She was dressed in civilian clothes with no Army identification whatever. Yet, the first thing Wingate said to her was: "I see a promotion for comin' soon, Miss. A promotion in the Army."

"Why, how did you know I was in the Army?" asked Miss Gwyer.

"I see'd it," beamed Wingate.

Aboard the Rebel recently to visit the places where he worked so long was former Master Mechanic J. B. Rogers. Mr. Rogers retired in 1948 and has been living in Los Angeles very happily with his daughter. He is especially proud of his fourteen year old granddaughter who, at the age of fourteen, can speak four foreign languages.
Along the Line...

KANSAS CITY, Mo.—Commercial Agent Lou Heist completed 25 years of service on June 2.

MOBILE, Alabama—Mr. and Mrs. J. Leslie Stimson are the parents of a daughter, Wendy Charmaine, born June 3. Mr. Stimson is in the freight receipts department.

MOBILE, Alabama—Miss Marietta Nelson became the bride of Willis T. Ford on June 18. Mr. Ford is a rate clerk in the freight receipts department.

MOBILE, Alabama—At a recent meeting of the Gulf Terminal Sports Club the following officers were elected: Pres., O. L. McMillan, Jr.; Vice Pres., R. A. McCravy; Sec. and Treasurer, Georgia Gan; and Athletic Director, T. H. Jones.

JACKSON, Mississippi—Passenger Ticket Agent S. D. Buckely is being congratulated on the unusual honor his son, Dewey, has recently received. Dewey, a student at Millsaps College, has been awarded a scholarship valued at more than $2,000 by the General Education Board of New York, a Rockefeller Foundation Award. He won the only award received in Mississippi and one of twenty-five in the nation.

MOBILE, Alabama—Mr. and Mrs. Henry W. Jackson are the parents of a new daughter, Margaret Marie, born April 15. The father is a clerk in the Rate Department.

MOBILE, Alabama—Mr. and Mrs. Frank J. Kleinschmidt are the parents of a girl, Patricia Ann, born April 15. The father is a clerk in the Accounting Department.

ST. LOUIS, Mo.—Director of Women Personnel Vera Elwert reports that she thought she was in a foreign country when the Alton Limited pulled in recently with representatives of the United Nations Secretariat aboard from Israel, France, India, Indonesia, Latvia, and the United Kingdom.

MOBILE, Alabama—The Transportation Department is being congratulated on two weddings during May. Miss Frances Arras, clerk, was married to Mr. Howard Ashcraft on May 12 and Miss Cecilia Ching was married to Mr. Ted McConnel, clerk, on May 13th.

MERIDIAN, Mississippi—Congratulations were received last month by Superintendent P. H. Bridges who celebrated his forty-fourth anniversary with the railroad on the same day that he observed his sixty-fifth birthday.

DECEASED

Agent T. G. Hancock, Ethelville, Alabama at Columbus, Mississippi on June 2, 1956 after a short illness. Mr. Hancock was employed by the company as agent on August 31, 1942.

Operator John J. Vick, Artesia, Mississippi at his home on May 29, 1956. Mr. Vick was employed on August 16, 1912 as operator for the company.

Retired Agent L. L. Marshall of Mexico, Missouri, on May 5 in Mexico. Mr. Marshall was for many years a valued employee of the company, having come to work with the railroad at the age of 18 years to be agent at Glendale, Mo. He became agent at Mexico in 1910, and for many years was most active in civic affairs. He was for 25 years secretary of the Baptist Church, a past president of the Rotary Club, a member of the Masons and Elks. The Mexico Evening Ledger marked his passing with a tribute including. "For 64 years he served the Alton Railroad, with complete loyalty and conscientious efficiency. The mark he leaves on our community is a fine and good one."

Retired Engineer Mark L. Dodds, Mobile, Alabama on May 8, 1950, at the age of 88 years. He became an engineer with the former Mobile and Ohio in 1873 and retired on April 16, 1939.

Retired Conductor R. E. Corley on May 12, 1899 at Murphysboro, Illinois. Mr. Corley entered railroad service as conductor on July 10, 1901. He retired on December 28, 1939 and lived in St. Louis. At the time of his death he was visiting his daughter in Carbondale, Ill.

Engineer Charles E. McVey on May 24, 1940 at Bloomington, Illinois. Mr. McVey was born on April 12, 1897, and entered service as fireman on August 6, 1907. He was promoted to engineer in 1912. He is survived by his wife, who lives in Roodhouse, Illinois.

Retired Engineer O. K. Wells, at Brokaw Hospital, Normal, Ill., on May 25, 1950. Mr. Wells entered service as fireman on Dec. 6, 1904 and was later promoted to engineer. He retired from active service on March 15, 1949. He is survived by his wife who resides in Bloomington.

Car and Wrecker Foreman Joseph B. Franzia at his home in Tamms, Illinois on May 21, 1956 from a heart condition. Mr. Franzia was a veteran of 35 years of railroading, all of which was with the GM&O. He is survived by his wife, one son and one daughter.

Cashier Mark Stone Slaughter, Corinth, Mississippi on May 10, 1950. Mr. Slaughter was employed by the company on June 15, 1917. He is survived by his wife and two daughters.

Station Porter Frank Smith on May 6, 1950 at Jackson, Tenn. He has been employed by the GM&O since Sept. 1, 1923.

What's so uncommon about THIS common carrier

Voted and unvoted with the same passion, but in their own way as well as the cars and boxcars, the freighters and passengers which help support your school, county highway and other government systems. Not the least of your many advantages is the lack of working conditions. Ghent picks up the other forms. It's a strong statement, but one which has just been proved again in the recent migration. The railroad provides the transportation and convenience which the farmer here that

Association of American Railroads

322 E. 42nd St. New York 17, N.Y.
Commendations

Conductor T. W. Grotjan, Brakeman F. A. Brandenburg, Brakeman K. M. McAloney were commended by Supt. Currie for efficient handling of a car when coupler dropped out.

Section Laborer John Zimmerman was commended by Supt. J. C. Miller for discovering a broken rail while on his vacation and reporting it to the dispatcher.

Brakeman W. T. Davis, Laurel, Miss., was commended by Supt. J. H. Currie for locating and repairing the trouble that caused a drawhead to pull out, thus saving delay to a car.

Mechanic C. E. Larson was commended by Supt. J. R. Conerly for finding and correcting trouble in engine of train on which he was a passenger.

Trackmaster N. P. DeNardo, Bloomington, Ill., was commended by Supt. Bodie for discovering two hot boxes and in both cases signalling the conductor so that repairs could be effected.

Mr. Eldred Watkins, Natchez, Ill., was thanked by Supt. Bodie for his discovery of a broken rail and reporting the matter to the operator.

Supervisor L. E. Garmon, Tuscaloosa, Ala., was commended by Supt. L. C. Spencer for detecting a hot box and reporting it.

Brakeman O. B. Day was commended by Supt. W. H. Forlines for discovering a broken rail while riding in the engine.

Sleeping Car Porter Walter Alexander was commended by Supt. W. R. Moore for obtaining passenger business for the line in Union City, Tenn.

Engineer B. Lockor, Fireman A. P. Naber, Brakeman R. W. Chapman, Brakeman E. Wahl and Brakeman S. Sneed were commended by Supt. Bodie for expediting movement of train when drawhead fell out.

Passenger Flagman M. D. Ballinger was commended by Supt. Bodie for discovering a hot box and signalling the fact to the train crew.

Bemis, Tenn., Celebrates Half Century Of Growth

Bemis, Tenn., located on the GM&O, last month celebrated the fiftieth anniversary of the town's founding. In addition to commemorating the growth to the town of Bemis, the celebration also was dedicated to the 10,000 employees of the 31 plants of the Bemis Bros. Bag Co.

Bemis was established in 1890 by Judson Moss Bemis, who had founded the original Bemis bag factory in St. Louis in 1838. The new Madison County plant was selected because of its nearness to first-rate cotton fields and availability of excellent transportation facilities.

The semi-centennial was marked with a community-wide Thanksgiving service, a parade and open house at the Bemis mill.

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<tr>
<td>SEPT</td>
<td>50,571</td>
<td>53,577</td>
</tr>
<tr>
<td>OCT</td>
<td>52,234</td>
<td>50,237</td>
</tr>
<tr>
<td>NOV</td>
<td>50,077</td>
<td>50,007</td>
</tr>
</tbody>
</table>

COMPARISON OF THE FIRST FIVE MONTHS OF THE YEARS

<table>
<thead>
<tr>
<th>1949</th>
<th>202,397</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>240,765</td>
</tr>
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