GM&O Director Honored By New Orleans Civic Organizations For Community Service

GM&O Director A. B. Paterson (Chairman of the Board of New Orleans Public Service, Inc.) receives a plaque of appreciation for outstanding civic work during 34 years of community effort in New Orleans. The plaque is being presented by Chamber of Commerce President Joseph M. Rault on behalf of combined civic organizations and marks the first time in the history of that City that a citizen has been so honored.

In accepting the plaque Mr. Paterson said, community service offers a "reward all its own . . . and the greatest—approval of your fellow man."

The testimonial dinner in International House was jointly sponsored by the Chamber of Commerce, International House, International Trade Mart, Greater New Orleans, Inc., the New Orleans Cotton Exchange, and the New Orleans Board of Trade.

Automobile Parts Company Plans To Build In Union City

Announcement of a new plant to be located on the GM&O for the manufacture of automobile parts was made on June 5 by the Executive Vice-president of the American Metal Products Co. of Detroit and Kalamazoo, Michigan. Mr. Douglas F. Roby said that the officers and directors of his company hope to start the building of the factory within the next thirty days with actual operation to begin by next October.

The plant, to be located on a 17 acre site bordering the GM&O tracks, will manufacture a line of automobile parts used by the manufacturers of automobiles in the United States, including Ford, General Motors, Chrysler, Packard and Kaiser.

Production in the Union City plant will be concentrated on the manufacture of tubular automobile seat frames and springs. The company plans to ship to major automobile assembly plants in a radius of several hundred miles, including Kansas City.

The American Metal Products Co., employing 2,500 people in its Detroit plant, is one of the major suppliers to the automobile industry. In addition to manufacturing tubular automobile seat frames and springs, the company produces truck and

Cont'd on Page 3

GM&O In Saturday Evening Post Ad

GM&O, "The railroad where dream cars began" was featured in the Saturday Evening Post of July 7 in a four color full page advertisement by the Timken Roller Bearing Company. The ad also appeared in the Wall Street Journal and U. S. News.

Pictured in the ad were a modern sleeping car with the information that it was on the GM&O system that the first sleeping car appeared. A hostess was depicted at the entrance to a modern dining car—also GM&O "firsts." The third railroad picture shown is that of the Abraham Lincoln in full color with a description of its speed and smoothness as a result of "modern design, dieselization and Timken bearings on the axles."
Winning Transportation Essay Offers Food For Thought

Back in 1948 President Tigrett made the commencement address at Illinois College (Jacksonville); offered his honorarium of $75.00 as a prize for the best essay on transportation the next year.

When there wasn't a single contestant, Dean H. Gary Hudson wrote that he was very much embarrassed. But not Mr. Tigrett who admitted that transportation might be a "rather dull subject to romantic and idealistic youth" and offered to supplement the prize money in 1950.

Phi Beta Kappa Pauline Atherton did not find the subject dull, in fact, became so sympathetic towards the problems of the railways that she spent extra hours (50 in all) composing her prize winning paper.

A native of Argo, Illinois and a frequent GM&O rider, Mrs. Atherton says now she has studied the railroad financial picture, she is more appreciative and less adamant of her prerogatives as a railroad passenger.

Married to a student, who graduated with her at Illinois College this year, Mrs. Atherton majored in history.....her husband in English. Now librarian at Illinois College, she will get a job in Chicago next school term so her husband can get a Master's Degree at the University of Chicago; later completing her higher education. Both plan to be college professors.

The Carmody's Take To Railroading

The fourth generation of Carmody's want to work for the GM&O during June when Michael Carmody entered the service of the company on the paint crew at Venice, Illinois.

The Carmody family has had a son with the railroad almost as long as railroads have been in existence. In 1887 when the line was first built from Rock-house to Godfrey, Martin Carmody took part in its construction. In later years when the huge water tanks along the line had to be filled for the steam engines, John Carmody became the second representative of the Carmody family on the Alton Route, taking a job as a maker at Riverdale, near Carrollton, Illinois.

Conductor M. L. Carmody rides the Abraham Lincoln between St. Louis and Chicago, representing the third generation of his family. And it was only natural that, when son, Michael, cast around for a job, he should take to railroading on the GM&O.

Railroad Retirement Board

Gives Data On Sickness Benefit

For the benefit of railroad workers who have never applied for unemployment or sickness benefits and who may be eligible in the new benefit year, which begins July 1, the Railroad Retirement Board has issued a summary of the requirements for each benefit.

Unemployment and sickness benefits can be paid only to "qualified employees"—that is, to persons who earned at least $10 in railroad employment in calendar-year 1950.

If you wish to claim unemployment benefits, you must be unemployed, and ready, willing, and able to work. You must register with a railroad unemployment claims agent. Railroad foremen, supervisors, and station agents often serve in this capacity. The claims agent will help you fill out your application and claim forms. Registration is usually required only once a week.

If you wish to claim sickness benefits, you must be sick or injured and unable to work. You must complete an Application for Sickness Benefits and your doctor must complete a Statement of Sickness, which is a part of the application form. Application blanks can be obtained from employers, labor organization officials, or any Railroad Retirement Board office. The completed form should be mailed promptly to the Board office to which it is pre-addressed.

(Cont'd on Page 19)
GM&O Employe’s Son Selected Camp’s Outstanding Soldier

Sgt. Robert Hall, son of Mr. M. H. Hall of the Mechanical Department, Mobile, was selected last week as the "outstanding soldier of the week" at Brooke Army Medical Center, Fort Sam Houston, Texas.

The selection was "merited by his soldierly qualifications, academic ability, discipline in ranks and quarters and cooperation with other members of the command". Not only did Bobby receive this coveted commendation, but he was also recommended for promotion at the same time.

Bobby had demonstrated promise of being a good military man when he attended University Military School in Mobile, where he starred in football and was the leader of a group which won a marching and drill award in the commencement exercises.

The war interrupted his studies at the University of Georgia where he matriculated with a football scholarship.

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SHOCKING!

Two hand-crank telephones located beside passing tracks on the Pearl River District for use in case of emergencies, mysteriously disappeared late last month. Inquiries revealed that a neighboring railroad had suffered an even greater loss.

The solution of the missing telephones, which generate about 90 volts of electricity when cranked rapidly, was in a terse statement from the Courts:

THIRTY DAYS IN JAIL AND $100 FINE FOR FISHERMEN CONVICTED OF "SHOCKING" FISH.

And just in case you get any ideas from the above, our Communications Department says "We’ve heard that an alarm clock, set to "ring" at a certain time and lowered to the bottom of the creek in a water-proof can, will accomplish the same purpose."

Shocking suggestion! But maybe it will save a few telephones here and there.

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Automobile Parts Company

(Cont’d from Page 1)

passenger car rear axle housing, automobile seat tracks, truck bumpers and other allied products.

The Union City Daily Messenger had the following comment to make on the coming of the factory:

A NEW ERA FOR UC

The beginning of a new era in the advancement of Union City and Obion county undoubtedly took place Tuesday morning when ground was broken for the new plant of the American Metal Products Co., of Detroit, a factory which probably will employ 400 persons, mostly men, in time.

The chief goal, however, and one which will make us all infinitely better off in the future if carried through to a reasonable success is to provide good, suitable, rewarding employment for many hundreds of Obion countians who are now forced to leave their birthplaces, the community of their choice, to find employment in other and larger communities.

One of Union City's and the county's greatest friends in obtaining the plant of the American Metal Products Co., was I. B. Tigrett and the G. M. & O. railroad. Without the help of the G. M. & O., we could not have induced the Detroit company to place a plant here. The Detroit plant had to be assured of freight rates on par with those paid for shipments to and from the Detroit plant. The G. M. & O. worked out a most satisfactory arrangement with officials of the company.

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Seven Mile Man-Made Lake At Mobile Will Afford Water Supply For Industrial Expansion

Work on the New Industrial Water Works Project in Mobile, (see picture above), is progressing with much of the 3,600 acres to be flooded already cleared. The overall lake area will cover 10,000 acres with a north-south length of seven and one-half miles.

The Mobile Waterworks Board, of which Vice-President Brock is a member, was created to develop a large supply of water necessary to the location of big water using industries. The maximum output of water from the new project will be 110 million gallons daily, about five times that available for industrial purposes in the city at the present time.

The flood gates shown in the picture will control the flow of water and protect the gauge in the man-made lake.
President Tigrett Makes Inspection Trip On Western Division

The 231-mile Western Division of GM&O, generally considered in transportation circles as having been a primary factor in the bankruptcy of the old Alton Railroad, is now one of the most important links in the Railroad's 3,000 mile system.

This was the observation of President J. B. Tigrett who last month made a combined inspection and get acquainted trip in the territory between Roodhouse and Kansas City. (See page 7, article 1.)

Travelling in his business car attached to the westbound passenger train, Mr. Tigrett met customers, civic leaders and employees who came down to the stations for brief visits during regular scheduled stops at eleven cities intermediate to Kansas City.

In discussing the improvement program (See page 7, Par. 4) being carried out on the Western Division, Mr. Tigrett said:

"The Burlington Railroad uses our Kansas City Line for freight trains under a trackage agreement. Their participation in the expense is of course helpful to us in making these permanent improvements and in maintaining a first class railroad."

With Mr. Tigrett were the following from the Railroad Family: Vice-President R. E. Stevenson, St. Louis; Assistant to President & President Gulf Transport Company C. B. Whitley, Jackson; Assistant Vice-President L. L. Lapp, Kansas City; General Superintendent P. B. Bridges; General Agricultural Agent A. F. Stephens, St. Louis; Superintendent B. V. Bodie, Bloomington; Superintendent J. R. Conely, Slater; A. C. Garrett, Asst. Gen. Frt. Agt., Kansas City and E. W. Meng, Commercial Agent, Mexico, Mo.

In Kansas City Mr. Tigrett visited the recently renovated offices in the freight station and entertained Kansas City personnel in his office car.

Vice-President Tibor Ill

Vice-President J. A. Tiber is recuperating in the Missouri Pacific Hospital from a heart attack suffered in St. Louis on June 26. Doctors report that he is improving nicely and will be removed to his home in Mobile shortly.

The head of GM&O’s Traffic Department was in St. Louis for a routine check-up at Missouri Pacific Hospital when he was taken ill in his office car. His many friends wish him a speedy recovery.
GM&O employees in Kansas City visited and enjoyed cokes with Mr. Tigrett when he reached their city on his trip over the Western Division. Shown on this page are the following:


In the third picture are Clerk L. E. Clemens, Clerk Marquette Turgeon, Secretary to the Assistant Vice President Bess Snyder, Mrs. Ernest Reiney, wife of commercial agent, and General Car Foreman C. C. Ashley.

Below, in picture to left are Assistant General Yardmaster W. H. G. Scarborough, Chief Clerk William Butts and Commercial Agent L. H. Poettgen.

In picture at right, Mr. Tigrett and Stenographer B. I. Rosengren. (See top picture next page).
Better Farm Home Winners Express Enthusiasm Over Results Accomplished

Because there has been so much interest manifest throughout our territory in the Better Farm Homes Program, it has been decided to sponsor the project again in cooperation with the Mississippi Agricultural Extension Service.

This year, however, local service clubs or community organizations will co-sponsor and participate in the prize awards in order to better personalize the contest.

While the actual prize money is small, the program is said by home demonstration agents to furnish a very necessary spark of enthusiasm for home improvement. The following letters, just some of the many received, interpret the interest shown and some of the results accomplished.

Mrs. G. O. Satre, Shubuta, Mississippi:
"I just wonder if you people realize just what a wonderful and far-reaching thing you have started. It's like measles—kind of catching! But unlike measles, we want the spirit of the GM&O Railroad Better Homes Contest to spread over a wide area and continue to grow throughout the years. For myself, I am going to try for first place both in the county and for the sweepstake award another year.

"We country women all have a desire for better things. Many times we do not know how to use the materials we have to best advantage. The Home Demonstration Clubs are giving the know-how to country women. And you, through the GM&O Railroad Better Homes Contest are giving lots of encouragement to the Home Demonstration work as a whole."

Mrs. W. E. Hodges, Lee County, (Tupelo), Mississippi:
"Certainly we are the winners in more ways than one. Even though we know the improvements should be done anyway, your contest inspired us in our work. Besides getting the monetary gift, we have gotten a lot of pleasure from adding to and taking from' our premises. The many compliments are encouraging too. Your gift went for porch chairs, which we shall continue to enjoy. Also we enjoy the GM&O News."

Mrs. W. A. Phillips, Columbus, Mississippi:
"It is a wonderful program and the GM&O Railroad should be highly commended for taking so much interest in a project that will make our community a better place in which to live."

Mrs. E. F. Whatley, Neshoba, Mississippi:
"I think the GM&O is doing a great work in encouraging the farm people to improve their homes and I sincerely appreciate the privilege of being a winner in this contest."

Mrs. H. F. Upshaw, Houston, Mississippi:
"It was a pleasure meeting you and having you in my home, even though you were here only a few minutes. I want to thank you again for the nice check and assure you that I appreciate the GM&O Railroad (and you) making the contest possible. I think it has created an interest in the Home Demonstration Club as well as the entire community, also the town of Houston. I feel it was a privilege to enter it—and of course wonderful that I won!"

Director of Agriculture and Forestry S. A. Robert, Jackson, Tenn., has recently had the honor of receiving from the Tennessee Association of Future Farmers of America the degree of Honorary State Farmer. Mr. Robert received an emblem of the rank which was conferred upon him in token of appreciation for his interest in and support of the Future Farmers of America in Tennessee.

GM&O's Alton Limited was selected by "Miss Photo Flash"—Miss Roberta Richards for the initial stage of a trip awarded her for winning a contest sponsored by Chicago press photographers. Miss Richards will compete in Atlantic City for the national title. (Photo, courtesy Chicago Tribune.)
NEWS AT A GLANCE

ONLY ONE FORM OF GOVERNMENT

On the recent inspection trip of President Tigrett to the Western Division (see pages 4 & 5) one of the guests on Business Car 50 was Postman Link Kilby of Vandalia. Mr. Kilby has just returned from Great Britain where he was sent by the Vandalia Business and Professional Men’s Club to study social and economic conditions under Britain’s Socialist Government. His first hand report back home received national recognition.

He found that . . . the economic and political future of our nation and the welfare of our posterity depend on employer and employee relations. About labor, he said, “there have been too many times when they have lacked intelligent leadership and at times have done a poor job of using their new powers.”

About management, he reported, “just because some weak unscrupulous human beings known as capitalists have exploited or abused the privileges of democracy is not sufficient reason to cast aside the capitalist system and expect any other system that is not as good to work.”

He summed it up, “It is the desire of every individual to want to make his own choice as to what his life work is or to own and operate a business as he sees fit . . . it is the inherent desire and the God-given right of man to be free . . . if he is free then he is a capitalist and their is only one form of government that is correct . . . , a democracy.”

FREIGHT ONLY SERVICE OPERATED AT PROFIT

GM&O’s freight service is the only service that it performs at a profit. Yet, 46.8% of the total train miles we operate are for unprofitable passenger service.

By comparison our nine neighboring railroads operate an average of only 37.9% passenger miles in ratio to total train miles. The Department of Agriculture has recently recognized the economic unsoundness of unused and unprofitable passenger service . . . has urged discontinuance of these services which they say have a tendency to push up freight rates as a source of revenue to overcome deficits . . . ultimately place burden on consumers.

Railroad employees, too, are generally mindful that the problem goes beyond the loss of an assignment here and there . . . recognize the long range advantages of being associated with a strong industry.

NEW CHICAGO FREIGHT HOUSE

On July 16th, GM&O will move into its new freight house at Chicago. Old Harrison Street Freight House and General Offices for former Alton Railroad (constructed in 1921) recently bought by United States Post Office Department necessitating move to Brighton Park yards.

Approximately a quarter million dollars spent constructing and improving facilities for handling of merchandise freight in Chicago area. Faster inbound and outbound merchandise service will result because of improved location with reference to freight train operations. Approximately 20 regular package cars operated daily by GM&O from Chicago to other line points.

NEW RAIL ON WESTERN DIVISION

One hundred pound rail is being replaced with 115 pound rail on our far Western Division. By the end of the year 30 miles of new track will have been completed, giving new rail all the way from Rock Creek Junction, just outside of Kansas City, to Slater.
Along The Line

Mobile, Alabama—Mr. Johnnie T. Parker, Accounting Department, has resigned his position in order to go to college where he will study for the ministry.

Laurel, Miss.—Engineer J. D. Freeman thought the crowd at the Meridian station on May 30 was unusually large when he pulled his train into his last run before retirement. To his surprise, a large part of the crowd was composed of friends and officials—well wishes for him on his retirement. Another reception was accorded him on his return to his home in Laurel on Sunday night when a group of friends gathered at the Odd Fellows Hall to present him with a gift and their best wishes.

Mobile, Alabama—Mr. Gerald McLeod, Accounting Dept., was married to Miss Marie Tanner on June 8th.

Mobile, Alabama—Miss Mai Leatherbury, Accounting Dept., was married to Mr. W. J. Hogan on June 1st.

Louisville, Miss.—Miss Betty Marshall, daughter of Division Freight Traffic Agent Dave Marshall has just returned from Atlantic City, where the band of which she is a member won first place in a nation wide contest.

Mobile, Alabama—The Accounting Dept. is well stocked with cigars celebrating the arrival of two members to its Cradle Roll. Hugh Eggerton and A. W. Mostly each has a namesake born last month.

railway conductor recounts trip of first pullman car

Candles lighted the first Pullman car, which was more like the modern freight car than today’s sleeping car, according to the May issue of the Railway Conductor. The magazine carries a story of the origin of the sleeping car, and a description of the first trip, made from Bloomington to Chicago on September 1, 1859, on our line.

In the car there were four upper and four lower berths which had mattresses and blankets, but no sheets. The lack of sheets might be explained by the reluctance of the skeptical passengers to remove their boots before retiring. There were no carpets on the floors, but a stove stood at each end of the car.

However crude these first cars may seem to today’s passenger, the Springfield State Register of May 26, 1865 describes one of them as “one of Pullman’s improved and beautiful carriages.”
General Agent Henry
Passes Away in New Orleans

Colonel J. J. Henry, grand old gentleman of the Gulf, Mobile and Ohio Railroad, has passed away.

But in the State of Mississippi—where his name and that of the Railroad have been associated simultaneously for the past 44 years—the imprint of his fine character will be evident for a long, long time; and the high value which he set upon his personal code of business and social ethics will perpetuate him in the telling of his many admirers.

Eighty-seven years of age this coming October, General Agent Henry died following an operation in a New Orleans hospital where he had been moved from his home City of Laurel.

Survivors are his widow, Mrs. Lelia Ruffin Henry, three daughters, Miss Marion Henry, Laurel, Mrs. Tom B. Terry, Laurel, Mrs. T. A. McAnish, Little Rock, Arkansas, and two sons, Jim Henry, Jackson, and Parchman Henry, Meridian. There are eight grandchildren and six great-grand children surviving.

Mr. Henry came to the railroad as an Assistant Claim Agent in 1907 and in the succeeding years has represented the Company in many capacities throughout the State of Mississippi. Chief among his duties were those of a legislative nature affecting the Railroad. Indicative of the high regard for him in these circles was the honorary colonelships bestowed upon him by Governor Fielding L. Wright and his predecessor the late Governor Bailey of Mississippi.

The Mississippi Public Service Commission, too, has recognized him personally on several occasions. Upon his recent illness, the regulatory body passed a resolution expressing its "deep appreciation of the constructive criticism, kind advice and constant good will" of Mr. Henry during the past 50 years.

Previously when Mr. and Mrs. Henry were on their "second honeymoon cruise" (their golden wedding anniversary), the Commission ruduced him at sea, "you are the most missed person that has ever appeared before this Commission." The

Traffic Manager C. Hoople of Graver Tank and Mfg. Co. East Chicago, Ind., says the tank shown above, handled by GM&O out of Chicago consigned to E. I. DuPont in Texas, is one of the largest ever manufactured by his company. The tank measures 12' by 34'.

The GM&O Bowling Team in the Women's Traffic Club League in St. Louis came ahead of seven other teams, winning the Donald V. Fraser Trophy. Members of the team are, left to right, Miss Charlotte Leu, Mrs. Hazel Murray, Miss Rose Marie Clyde, Miss Margaret Wesselmy, and Miss Mary Downey.
Railroad Retirement  
(Cont’d from Page 2)  

To avoid loss of benefits because of late filing, you should mail your application not later than the seventh day. Sickness benefits may be paid for a day claimed as a day of sickness only if the statement of sickness is filed within 10 days.

Your Certificate of Service Months and Wages (Form 2A-6) for 1950 should be attached to the first application you file in the benefit year, whether for unemployment or sickness benefits. This will avoid unnecessary delay in your first payment.

The amount of benefits you will receive will depend upon how long you are sick or unemployed and on your daily benefit rate. The rates range from $1.75 for employees who earned from $150 to $199 in 1956, to $5 for those who earned $2,500 or more. In the first 14-day registration period in the benefit year in which you have 7 or more days of unemployment, you will be paid for all days over 7, in all later periods, for all days over 4. Sickness benefits are figured in the same way. Each type of benefit is payable for a maximum of 130 days in the benefit year.

Neither unemployment nor sickness benefits are payable for any day for which you receive wages, salary, pay for time lost, vacation pay, or other remuneration.

Colonel Henry  
(Cont’d from Page 9)  

Colonel Henry was also presented a silver service, lined with gold and engraved, "From the Coramission and Staff."

Strong physically, mentally and spiritually Mr. Henry was a product of the post civil war days. He was born two weeks after his father, a Confederate Captain, was killed in action. As a mere youth in his home town of Starkville, he was elected City Marshal during troubled reconstruction days.

For his fine work there he was asked by the State to set in an official capacity for its penal institutions and as one of the early leaders in prison reform methods built Parchman prison, after which one of his sons is named.

On the Railroad as a Claims Adjuster it was Colonel Henry’s maxim that, although a claim might be paid it was never settled unless the person dealt with was satisfied as to the fairness of the Railroad. Until very recent years he traveled about the territory by automobile, buses and trains and wherever he chanced to be there were a host of friends to shake his hand and to “make railroad and political talk.”

Over six feet tall, very erect and with a snow white mustache, he not only looked the part of a southern gentleman, but lived it. He took personal issue with anyone discourteous to a woman in his presence and his word of promise was regarded statewide as sufficient endorsement of any railroad commitment.

President Tigrett and Executive Vice-President F. M. Hicks made a special trip to Laurel to see him in the latter days of his illness.

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Comparison of the first 6 months of the years.......  

1950  290,741  
1951  334,771

OUR FREIGHT BUSINESS  
Revenue Car Loads Billed and Received On GM&O