GM&O Leases “D-F” Cars Under New Prudential Plan

(Picture on Page 7)

The GM&O has recently leased 190 D-F (“damage free”) box cars from General American Evans Co.

These cars are regarded as deluxe equipment in the freight carrying field. Their undercarriage structure and shock absorbent equipment is similar to that used in passenger equipment, and a new-type internal bracing eliminates the use of dunnage in loading the cars.

Manufacturers of the car state that damage to shipments is virtually eliminated in these new cars because of special telescoping braces which can be adjusted to very close tolerances.

Addition of these cars brings to 8109 the total freight cars which the GM&O has purchased or leased since 1941.

New Ore Docks Planned On GM&O In Mobile

One of the most modern ore docks in the world will be located on the GM&O in Mobile by the Tennessee Coal, Iron and Railroad Company, a subsidiary of the U. S. Steel, according to a recent announcement by TCI officials.

The site which was formerly occupied by the Turner Terminals was purchased, according to TCI officials, because of its excellent location on the water-front and the excellent rail facilities offered. The Mobile terminal will be 2190 miles from the Venezuelan port. They said that TCI intends to use the proposed terminal entirely for incoming ore from Venezuela and that it will be the most modern in the world to insure rapid unloading facilities and a minimum operating cost. It is planned to use giant ocean carriers, possibly 45,000 tons, rivaling the Battleship Missouri in size. By comparison, the largest lake ore vessels are 15,000 tons.

This Venezuelan ore deposit, which was discovered in 1947 by U. S. Steel geologists (Continued on Page 2)

WHAT WE ARE DOING ABOUT THE FREIGHT CAR SHORTAGE

Freight cars are short today and our customers are being inconvenienced, just as are patrons of other industries whose efforts must first be turned towards the war emergency.

The Gulf, Mobile and Ohio Railroad is doing everything possible to get the best distribution of the cars available, and we want our employees to know just what steps are being taken so that they can tell the public with whom they come in contact.

Actually your railroad owns an adequate supply of cars for normal business. Over 8,500 freight cars have been purchased since 1941.

1. Each day the cars on our railroad available for non-military use are divided among our patrons as equitably as we know how. Each industry is getting its proportionate share.

2. We are meeting the car requirements of the industries served by our own railroad first and are not attempting to attract new business.

3. Heavier loading is being made of merchandise cars at all large agency stations so as to make more empty. At most of these stations, Saturday work has been authorized whenever it will tend to release freight cars earlier.

4. The movement of company materials is being closely watched and held to the minimum to release all classes of equipment to the general public.

5. All department heads are alert to the emergency and are working together for the best and most efficient movement of freight cars.

With the help of every employee and with the cooperation of our customers, we can again meet the essential needs of our country at war.

Deliveries Begin On New Diesel Units

(Picture on Page 2)

Deliveries have begun on the 12 new diesel locomotive units recently ordered by the GM&O. Of the total units, four will be Electro-motive 1500 “B” units, four will be American Locomotive 1500 “B” units and the remainder will be American Locomotive 1500 h.p. road switchers.

Delivery of the road switchers brings to 18 the number of Alco-GE road switchers received since 1946. These locomotives weigh approximately 15 tons each, and are about 55 feet long, with a 46-foot wheel base. Power is supplied by a six-cylinder super-charged diesel engine.

Delivery of this latest order will bring to 243 the total number of diesel units in service by the GM&O.
Sea-Gulls' Welfare State

Barnett National Bank of Jacksonville, Fla., reports that St. Augustine’s great flocks of sea-gulls are starving amid plenty. Seems the fishing is still good, but the gulls have lost the know-how as a result of accepting hand-outs of scraps from the shrimp fishing fleets which have moved down to Key West. Sea-gulls aren’t the fastest or the least smelly fowls, but, from a distance, one may sympathize with them. In a way, they’re like those who see nothing wrong with accepting hand-outs from the government. It’s fun while it lasts, but can even the government’s fine-meshed tax net drag up scraps for give-aways forever? It might be as well, as the bank suggests, that Americans preserve their talents of self-sufficiency, their genius for creating things for themselves, a sense of thrift and a love of independence. When sea-gulls starve, anything might happen.

Some “Behind The Scenes” Information About Aims and Results of Railroad Hour

One of the greatest industry stories ever told—the story of the nation’s $3 billion railroad network—is producing an unexpected bonus for its narrators, the Assoc. of American Railroads, sponsoring The Railroad Hour on NBC.

The commercial side of this purely institutional broadcast is getting a lot of attention at the Assoc. of American Railways headquarters in Washington. First of all, the program is designed to tell the railroad industry’s story, not to sell rail traffic. The association doesn’t peddle off a shelf to buyers, so it can’t measure sales as easily as a single-company sponsor.

Since the main goal of The Railroad Hour is to convince the public that the roads are doing a good job and can do a better one, the original institutional theme is still followed.

But something quite new, and effective, has been added to the basic theme, a reminder-slogan with a touch of financial panell: “It’s Good Business to Do Business With the Railroads.”

Don’t get the idea that this vast service industry is adopting the L&N’s FLF technique of hammering over and over, and then over some more. On the contrary, it has adopted a quadrant institutional way of inserting a use-for-facilities hint in a dignified and human narrative.

All the association wants to do is show the public that the railroads have an attractive service to offer those who travel or ship commodities.

Of course there’s no way of hitching a yardstick or decibel meter to the public’s response to the radio message, but it stands up in any public relations man’s book as a demonstration of quick, dignified and effective contact. A study of AAR’s mid-program announcements shows many fine examples of institutional copy. Only recently it was discovered that the 30-second closing billboard had unexpected impact. The discovery occurred when AAR decided to repeat an audience analysis tried during the Railroad Hour’s opening season.

Details Outlined

It worked this way. On the Jan. 23 broadcast the middle commercial told listeners they would be mailed a railroad question-answer booklet titled Quills if they wrote to The Railroad Hour, Transportation Blvd., Washington 6, D. C.

On the Jan. 30, Feb. 6 and Feb. 13 programs the closing 30-second commercial was devoted to the Quills offer.

And what happened? Well, 63,094 persons wrote to AAR for the booklet. Every letter and postcard was checked, showing 98.5% of requests correctly addressed in every detail, even down to the zone number.

Though AAR made no suggestion of any sort in its four Quills announcements, 11,263 (18%) of those writing took time to comment on the NBC program. Of these, 11,204 were favorable; 1 definitely critical (he once had a dusty train ride) and 16 mixed (“It’s a good show, but...”).

AAR’s statistical staff went to work on the 7,414 of the letters that could be identified by occupation of the listener. It found that 61.4% were men, 32.3% women, 5.8% children and...

(Continued on Page 8)

New Ore Docks

(Continued from Page 1)

ists, is regarded as the richest in the world.

The Cerro Bolivar, as the iron mountain is known, is eleven miles long and one mile wide, jutting upward for 2,890 feet.

Discovery of the Cerro Bolivar was the result of one of the most far-flung and greatest of all ore searches, and also the quietest.

The great Moabite iron range, which had been regarded as subject to meet the steel needs of the nation for generations to come, was practically depleted during World War II. As a result of this loss in ore, steel men have been frantically searching for a new source of the raw material.

Ore from the Venezuelan mines will be unloaded in Mobile and shipped to the TCI plant in Birmingham by rail and water, officials stated. In addition to the GM&O, the new plant will be served by the L&N.
WHAT DO YOU KNOW?

Test your knowledge of railroads and railroading. The answers will be found on page 6. If you answer 5 of the following questions correctly, you are good; if you answer 6 or 7, you are very good; if you answer 8 or 9, you are way above average; if you answer all 10, you are a genius.

1. What is a union station—a station where all employees belong to a union, a station which is used by more than one railroad, or a station which is used for handling both freight and passengers?

2. Guess within 50 tons the weight of the world’s largest steam locomotive, including tender.

3. What is a tie plate—a device used to support crossties, a tool used to measure the distance between ties, or a device used to support rail on crossties?

4. In railroad terms, what is a “doodledbug” — a self-propelled rail motor coach or rail motor car, a tourist with a camera, or an insect that bores into crossties?

5. What is the unit of measurement in weighing rail — foot, yard, or rod?

6. How many cars must be attached to a locomotive displaying proper markers and running on mainline track before it becomes a train—none, one, two?

7. What is the standard length of rail on American railroads?

8. Where is the world’s largest railway library?

9. When did the first common-carrier railroad begin operations in the United States—about 100, 120 or 150 years ago?

10. Is a 100-car freight train more or less than 1 mile in length?

A view of the Ralston Purina plant at Bloomington. The huge elevator has a capacity of two million bushels, and the soybean processing plant has a capacity of 240 tons per day. The mill is expected to produce 500 tons of finished formula feed daily.

Ralston Purina Dedicates New Feed Mill; Located On GM&O Line At Bloomington

Among the newest industries to locate on the GM&O is the Bloomington plant of the Ralston Purina Company, which held its formal opening recently.

The plant, which is located on a nine acre tract of land, is one of seven soybean processing plants operated by the company. The Bloomington plant will process soybeans, in addition to manufacturing feed.

The mill is set off in a landscaped area with an acre of green lawn sweeping down to the mill buildings. The soybean processing plant has a capacity of 240 tons of beans per day with an elevator capacity of two million bushels. Soybean meal is an increasingly important ingredient of feed, and McLean county (Bloomington) has an unusually high soybean production.

Daily production of the soybean plant requires approximately 8,000 bushels of soybean which yields about 192 tons of meal and approximately 96,000 pounds of oil per day.

At the present time soybean meal consumption in the feed plant represents only about one-third of the total meal produced by the soybean plant with the balance of the soybean meal being shipped to other Purina plants. Capacity of the feed plant is 500 tons per day of finished formula feed.

The plant is under the operation of Manager N. Morey, Superintendent J. Clark and Traffic Manager Dale Wiegar. The opening of the Ralston plant, in addition to the already established Funk Bros. Seed Company, will make Bloomington one of the largest grain centers on the GM&O system.

Accounting Official Dies In Mobile

Associate Auditor Charles H. Nutt, a veteran of more than 59 years of railroad work, died in Mobile on July 24.

Mr. Nutt, who began his rail career in 1891 with the Iowa Central, had more than 38 years service with the GM&O and Alton railroads.

A native of Nashua, New Hampshire, the rail veteran had been a resident of Mobile since 1947. He is survived by his wife, Mrs. Violet Mae Nutt, Mobile, and a son, Charles L. Nutt, Los Angeles.
President Tigrett Pays Visit
To Far West Traffic Offices

A small portion of the Gulf, Mobile and Ohio Railroad—84 feet, 3½ inches to be exact—traveled as far West as San Francisco early this month, taking a bit of home atmosphere to those GM&O’ers who represent the Company hundreds of miles from home rails.

Business Car 50, familiar the length and breadth of the system as President L. B. Tigrett’s home-on-the-rails, left Chicago on Sunday, July 16, and in two and one-half weeks “took the railroad” to 11 far-flung western traffic posts. Aboard were Mr. and Mrs. Tigrett and Mr. and Mrs. R. E. Stevenson (Vice-President, St. Louis).

The first stop was at Minneapolis and in succession visits were made to Portland, San Francisco, Los Angeles, Salt Lake City and Dallas. At the latter place, traffic representatives from San Antonio, Houston, Tulsa and Shreveport were present for a joint gathering.

In the words of President Tigrett his was not altogether a business trip. He explained that he had come to renew acquaintanceships, to talk about the children and to answer any questions concerning the operation of the railroad. Most of the Company gatherings were held informally aboard Car 50 and wherever time permitted informal lunches and dinners were served.

A month previously Vice-President L. A. Tibor (traffic) was in this territory seeking new business for GM&O. It was at his suggestion that President Tigrett made the follow-up trip.

Came West To Collect Dollar
(Excerpt from story in Portland, Oregon Journal)

Another reason Tigrett came West, he confided, is to collect a dollar owed him by Earl Warren, Governor of California. The dollar was over a football bet in 1948 at Chicago. Warren picked the wrong team, but has never paid off, Tigrett said.

Humorous “Crisis”
Of M&O Merger Days
Recounted At Dallas

In answer to a question at Dallas about how the Mobile and Ohio merger came about, Mr. Tigrett told an interesting sidelight with regard to his negotiations with Mr. Jesse Jones in securing an RFC loan to finance the deal.

The loan had been assured after repeated visits to the RFC Chairman’s office, but a new crisis—and there seemed to be one every day—had developed. Mr. Tigrett and Vice-President Frederic Ecker of the Metropolitan Life Insurance Company, the insurance firm which owned a majority of the M&O bonds, waited in an ante-room to see Mr. Jones.

Both of the visitors were nervous and on edge. A leaky radiator dripped into rusty pan and at regular intervals, Mr. Ecker would get up from his chair and empty the water.

(Continued on Page 6)
SNAPPED WHILE CHATTING ABOARD CAR 50 in Dallas are District Passenger Agent E. J. Marquette, San Antonio, L. E. Cox, Commercial Agent, Dallas and J. H. Stevenson, District Passenger Agent, Dallas.

"YOUR NAME'S ON THE BAND AND EVERYTHING!" Southwestern Passenger Agent F. E. Clarke (right) and District Freight Agent L. L. (Johnny) Walker, both of Dallas, tell Mr. Tigrett.

A BIG DELEGATION WAS at the station to welcome the visitors. (Upper Right) from left to right, Menz, Marquette; L. H. LaVerne, Commercial Agent, Houston; J. H. Walkmeyer, Freight Traffic Manager, Mobile; Ray Harrison, District Passenger Agent, Tulsa; T. B. Peake, District Freight Agent, Tulsa; C. O. Rasberry, Commercial Agent, Dallas; Neal Davidson, District Freight Agent, Houston; R. E. (Bob) Stevenson, Vice-President, St. Louis (back to camera) and Mr. Tigrett.

G M & O Is Developing, Not Expanding

Mr. Tigrett Says In AP Interview

SAN FRANCISCO, July 26—(Associated Press)—After building a 49-mile log line into a 3000-mile major railroad, I. B. Tigrett says his railroad is through expanding.

Swinging through the Far West in a bid for more business for his railroad, Tigrett told the Associated Press Tuesday the emphasis on the Gulf, Mobile and Ohio Railroad is on development rather than expansion.

"Our most western point is Kansas City," said the president of the GM&O, which has its main offices at Mobile. "And we don't intend to reach farther."

The development to which Tigrett referred is to be concentrated on the country-side served by the GM&O as well as on the railroad itself.

Mobile Editorial Says

"Through Expanding... Still Modernizing"

Editorial in THE MOBILE PRESS July 27

One of the most phenomenal expansion stories in railroad history has been closed with I. B. Tigrett's announcement that his railroad is through expanding. The president of the Gulf, Mobile and Ohio Railroad will concentrate on development of the present system and the great area it serves... "Ike" Tigrett may be through taking over more railroads to extend the mileage of GM&O, but railroaders can be certain that this busy executive will continue to set the pace in modern railroad ing.

The genius which enabled "Ike" Tigrett to build 48 miles of railroad into 3000 will help him win new laurels for the GM&O and the great area it serves. He may be through expanding, but he's still modernizing.

The aim of the firm now as in the past, Tigrett asserts, is to increase the wealth of the territory served by the railroad.

He cited the famous GM&O "Better Homes" contest as an example of the development planned. Periodically, he explained, the railroad offers awards to persons living in the area for the greatest improvements in their homes. Both white and colored families are included.

Changes Noted

"We've found that contestants will transform a hovel into an attractive three-to-four-room cottage," he said. "The GM&O enjoys no immediate or direct benefit from that, but the community does. And when the community prospers and becomes wealthy, there is more business for the railroad."

The friendly Tigrett first became a railroad president back in 1912 when he took over the reins of the 49-mile-long Birmingham and Northwestern Line running from his home town of Jackson, Tenn., to Dyersburg, Tenn.

Through six consolidations, this line expanded into the present day GM&O system extending from Chicago on the Great Lakes to Mobile and New Orleans on the... (Continued on Page 9)
"AND I PICKED UP TWENTY CARS!" Mr. Rasberry tells A. J. Turgeon, District Freight Agent, Shreveport.

THE PORTLAND OREGON JOURNAL made this picture of Mr. and Mrs. Tigrett and Mr. and Mrs. Stevenson. The Tigretts celebrated their 46th wedding anniversary in Portland.
Railroad Hour
(Continued from Page 2)
41% identifiable. The group included the following:
30 college teachers
300 college students
1,305 high school teachers
448 high school students
2,316 primary school teachers
161 librarians
216 clergy
312 doctors
67 lawyers
31 writers, editors, columnists
13 housewives
699 businessmen
25 organizations
82 public officials
743 railroad employees
136 service personnel
506 from foreign countries (mostly Canada)
Besides the Quixote mail, AAR gets stacks of unsolicited letters of comment. Most of the writers say they enjoy the program and many like the commercials. Every letter is answered, and all suggestions go to AAR's agency, Benton & Bowles.

Audience Studied
With all this information, AAR believes it knows as much about its audience as any sponsor. While the program's results can't be added up at cash registers, the audience is known to be of high quality and ratings prove it is consistent and appreciative.

These conclusions definitely confirm the results of a similar study a year ago, when the Quixote booklet was offered on eight programs and drew 46,000 responses. All these figures show composition rather than size of audience.
The Railroad Hour's average share of audience increased from 53.1% in the October-December period of 1948 (pleasing for a new show) to 20.9% in the same period, rising 38% in a year, based on Nielsen data. The Nielsen rating in late 1948 was 6.2% compared to 8.1% in late 1949, a 29% gain. Highest rating, 193%, was attained last Nov. 21. A fan magazine panel classified the program as the eighth most popular on the air, rating above Bob Hope.

A Benton & Bowles study last week showed that during October 1949 through January 1950 the program gained 21% in average audience rating and 30% in share of audience over the same period a year before. The audience remains fairly level throughout the entire 30 minutes whereas a year ago it had declined almost steadily when the program lasted 45 minutes.

Interesting comment by the agency was that the program is gaining considerably this year in small cities and rural areas as well as medium-sized cities.

Stimulating interest in The Railroad Hour are 
1½ million railroad employees and their families, spurred by the promotional efforts of the individual carriers whose house organs, stations and vehicles carry posters and other material.

As a major advertiser, AAR believes in advertising its advertising, and results show that the formula is paying off on all sides. Even companies selling equipment and supplies to the road are joining in the promotion.

Through The Railroad Hour, AAR is telling the nation about the tremendous increase in railroad efficiency as a result of vast investments in facilities during and since the war, though costs are much higher. The story of improved safety is stressed, along with other advantages of passenger travel.

At first the broadcasts had emphasized the railroad's role in the nation, but the messages have been broadened to include current problems as they arise along with more commercial and controversial phases of the industry.

Railroad employee reaction is favorable. The workers, their employers, listeners and the program cast are developing a family feeling. This has convinced many rail executives, long-range minded, they have a public relations and sales instrument that will grow in popularity and influence through the years.

The program is readily adaptable to television, and AAR is looking into the visual medium in a preliminary way pending its eventual development as a fully nationwide service.

S. A. Robert Addresses
Mississippi Conservation Group

Director of Agriculture and Forestry S. A. Robert was one of the guest instructors at the Mississippi Conservation School sponsored by the Mississippi Forestry & Communication Association.

Former Employee Writes
Dear Sir,—

For some time past, I have been enjoying your "News" which was sent to me as Agent, Southern Pacific, at Burbank, California, at the request of your representative Mr. Birmingham, of Los Angeles, and I assure you I have enjoyed each and every one of them and thank you for placing my name on your mailing list and sending it to me.

I was a telegrapher on the old "Mollie O" out of Jackson, Tennessee, my home town, from 1927 to 1939, had an Engineer, W. C. "Cotton Top" Smith, now deceased, and a Conductor, Felix K. Smith, retired, brothers, and an Engineer, Chas. S. "Big" Wray, brother-in-law, all working out of Jackson. So you see, your "News" is looked forward to with much pleasure.

J. C. Smith
Taff. Calif.

Humorous Crisis
(Continued from Page 4)

into a nearby lavatory. Time passed slowly by and still no Mr. Jones. Finally, exasperated Mr. Ecker jumped to his feet and proposed to Mr. Tigrett that they leave forthwith. Mr. Tigrett reminded his business associate of the importance of the outcome of the visit and then slowly added, "Fred, if you leave who's going to empty that radiator pan?"

Needless to say this cleared the atmosphere and another crisis was averted—at least until the following day.

Photographed at the meeting of the Freight Station Section of the Association of American Railroads were agents from four terminal of the GM&O. Shown (left to right) are Agents E. E. Powell, Chicago; George Kaufman, New Orleans; C. G. Lang, Mobile, and R. T. Kingman, Kansas City, who proudly display the beard he has grown for the Kansas City Centennial celebration. Photo by Railway Age.
Faithful Women Employes
Boost 44 Years’ Service

"The men behind the men behind the guns" on the Gulf, Mobile and Ohio through the years have been faithful and intelligent women employes. For forty-four years, three of these ladies have devoted their time to the interests of their company, and they are only three of the five hundred and twenty-seven women employes who find offices and trains of our line the "best place near home to work".

In recognition of the part which they have played in devoting a lifetime to the Gulf, Mobile and Ohio, the News presents Misses Katie and Mayme McMahon of East St. Louis and Miss Rosita McCarron of Mobile. Miss Katie and Miss Mayme are sisters, who came to work in East St. Louis in 1906 because, they say, it was the best place near home to work. The third, Miss McCarron, joined the company the same year, and now works in the Receipts department in Mobile. Training by only one year of service is Miss Bessie Kearney of St. Louis, who was secretary to the late General Passenger Agent Stanly Curtis for twenty-one years.

Their appearance beliesing their forty-four years of service, the Misses McMa
hon told of their service record. Miss Katie entered the service on January 1, 1906 under Agent A. L. Pollard as clerk stenographer. At the present time she is Voucher Clerk in the East St. Louis office. Miss Mayme, thinking her sister had a good job, joined the railroad family four months later, on April 4, as car record clerk. Both have enjoyed their work, but agree that the last few years "have been the best of all."

Their ambition is to take a trip over the line, particularly to Mobile in the sailing season. During the years there has never seemed to be time to get to the southern terminus, although they have been as far south as Corinth.

That the Gulf, Mobile and Ohio is aware of the importance of its women workers is evident in the recent appointment of Mrs. Vera Elvert to the position of Director of Women Personnel. Mrs. Elvert is interested in all the problems of the women of the line, and ever anxious to prove of benefit to them.

Excellent Cooperation

Dear Mr. Dobbs:

I am belatedly thanking you for the excellent cooperation I had from Bert Weaver and Robert E. Jennings, your station Passenger Agent in St. Louis, in connection with the wheelchair transfer of my father en route home from Texas early in June.

He lived only 24 hours after we got him to Chicago, but the kindness of Bert and Bob Jennings helped us over one of the humps on the trip home.

I hope you will put a gold star on the blackboard for each of them!

Sincerely,

Ed. Gould
Chicago, Ill.
Along the Line...

Atmore, Ala.—Miss Irma Beasley became the bride of Jeffery Crooker on July 29. Miss Beasley is an employee of the Passenger Receipts Department in Mobile and the groom is in the Rate Department.

Chicago, Illinois—Operator Charles A. Peterson was retired from service on July 12. Mr. Peterson came to the railroad in March, 1923.

Mobile, Alabama—Called into active duty with the Marine Corps are Mr. Barney Smith, clerk in Transportation Department and Mr. Montague (Monty) Lyons Jr., Legal Department. Monty saw active service with the Marines in World War II, largely in the Pacific area.

Roodhouse, Illinois—Congratulations to Mr. and Mrs. L. D. Polite on their Golden Wedding Anniversary. Mr. Polite went to work for our line in 1903 and was retired as passenger conductor in October, 1940.

Mobile, Alabama—The Disbursements Department announces the birth of three babies recently. Chief Clerk J. R. Lynch has a new son, Joseph Patrick, Clerk Alton Anderson has a son, Alton, Jr., and Payroll Clerk L. W. Hayes is the father of Mary Eileen, born on August 2.

Commends Hostess Service

Dear Sir—

I wish to commend your railroad for the fine service you are rendering the public in St. Louis through your hostess service, and particularly Mrs. Elvert, whom I understand is in charge.

I arrived in St. Louis last Friday evening from Kansas City three minutes after the “Rebel” for Mobile had left the station. Through Mrs. Elvert’s quick thinking and prompt action, I was put into a cab at the station and rushed over to the East St. Louis station, where I was able to board the train I had missed.

Without Mrs. Elvert’s capable assistance I should have been inconveniently delayed in arriving in Mobile.

I always like to give a word of praise for work well done, and I would like for Mrs. Elvert to know that I appreciated her kindness and cooperation tremendously.

Very truly yours,

(Mrs. C. G. Thomas)
Pensacola, Fla.

Murphysboro, Illinois—Conductor W. P. Been retired by service with the line recently. He was employed as brakeman in 1937 and held the position of passenger conductor at his retirement.

Springfield, Illinois—Willard S. Roger, clerk in the office of Division Traffic Manager E. H. Yarke, and well known amateur baker in Central Illinois, has thrown his “Chef’s Cap” into the ring at the Illinois State Fair this year.

Willard, who is one of the few male participants, has entered the Angel Food Cake Division and hopes to capture the blue ribbon for his culinary achievements.

Mobile, Alabama—The Freight Receipts Department is receiving cigars on the birth of Miriam Celeste Holt, daughter of Mr. and Mrs. R. E. Holt. Mr. Holt is in the Sorting Bureau.

Mobile, Alabama—Miss Vera E. Key, IBM Machine Operator in the Receipts Department was married to Mr. James Cunningham at the Myers Memorial Baptist Church on August 11.

Mobile, Alabama—Clerk F. M. Kopper-smith, Jr. of the Valuation Department is being congratulated on his daughter, Marcia Florette, born on August 5.

B. V. Bodie Addresses Auburn Rotary Club

Superintendent B. V. Bodie was the principal speaker at a recent meeting of the Auburn Rotary Club. He reviewed the history of the GM&O, and extended thanks to the fire department, the police department and the citizens of Auburn for their cooperation during the derailment. Assistant Chief Special Agent W. B. Jess accompanied Mr. Bodie during his visit.

Miss White Inspects Car Named In Her Father’s Honor

Miss Peggy White recently visited the line and inspected the new Pullman car named for her father, the late finance Vice-President Culver White. Miss White, whose home is in Tucson, Arizona, was visiting her grandmother, Mrs. G. M. White, whose husband, for many years was general passenger agent and later, until his death, treasurer for the company.

Miss White was interested to know the accommodations of the car, including the wide windows, giving the effect of picture windows. Each berth has its own air-conditioning unit, and each upper berth is equipped with its own ladder which can be folded up into the berth and used at the occupant’s convenience.

The berths are equipped with latex rubber foam mattresses, and when they are made up, the seats are adjustable.

Miss White, who has always felt a part of the GM&O family, remarked that her ambition was, when a little girl, to be a hostess on the line, and, although other projects have intervened, she hasn’t quite abandoned the idea of coming back “home.”

ANSWERS To Questions On Page 3

1. A station which is used by more than one railroad.
2. The locomotive (U.P. “Big Boy”) with tender weighs 550 tons.
3. Device used to support rail on crossties.
4. A motor coach, or auto-car, operated on rails.
5. A yard.
6. None.
7. 33 feet.
9. 120 years ago (in 1828 to be exact).
10. Less than a mile. With average length cars it is about 7/8 of a mile in length.
Rail and Highway Overloads

It was 120 years ago that a young civil engineer named Horatio Allen drove the first locomotive to run on tracks of a transportation company in the United States. The engine proved too heavy for the light wooden rails, and from that experience, as well as from much experience since, the railroads have learned that they cannot afford to overload their tracks and bridges.

That is why the railroads apply the very best engineering research and skill to determine the loads and the speeds at which they can be carried without damage to tracks or bridges. ONCE THESE FACTS HAVE BEEN DETERMINED, THE RAILROADS PERMIT NO HEAVIER TRAINS AND NO GREATER SPEEDS THAN THE ROADBED AND STRUCTURES ARE BUILT TO CARRY. If it becomes necessary to operate heavier cars and locomotives over any stretch of track, then the railroads protect tracks and bridges by issuance, and enforcing, "slow orders.

Highway engineers also have learned the same lesson.

They have found that it is important to protect public highways from the effects of excessive loads and excessive speeds. Failure to protect them means damage and in many cases even destruction. And that, in turn, results in added costs.

Any damage to tracks and bridges caused by trains which are too heavy or too fast is paid for by the railroad itself, and properly so. On the other hand, damage done to the public highways by overloaded trucks is almost never paid for by the vehicles that cause the damage. INSTEAD, THE COST OF THIS DAMAGE IS BORNE BY THE TAXPayers AND THE MOTORISTS.

Besides being built to provide the nation with its essential mass transportation, the railroads were purposely constructed to carry heavy loads — loads that our public highways never were intended to carry.

WILLIAM T. FARIChY, President
Association of American Railroads

1400 Employees Apply For Group Insurance

Approximately 1400 applications for the GMO Group Insurance have been received as a result of the recent canvas of the system, totaling $1,970,000 of new insurance.

The new applications, together with those previously insured, bring the total number of employees insured to 7500 with approximately $12,000,000 of insurance.

Impetus for the new canvas was a reduction in the rates for those employees whose age is 50 and under. Representatives of the insurance company have been traveling throughout the system in an effort to contact every employee.

Employees who have not been contacted during this campaign and whose age is 50 and under can obtain the group insurance without medical examination if their application is submitted to Mr. A. M. Yost, Auditor of Disbursements, Mobile, on or before August 24, 1936.

Those over 50 and not presently insured may obtain the benefits of the Group Insurance by obtaining a satisfactory physical examination.

Associated Press
(Continued from Page 5)

Gulf. His last merger was with the Alton Line running from St. Louis to Chicago.

Merger Out

A couple of years ago, there was talk about the GMO joining up with the sprawling St. Louis-San Francisco (Frisco) system, but Tigrett said that was all out now.

Interviewed in his private car here, Tigrett was non-committal when asked what role he expects the GMO to play in the nation's mushrooming preparedness program.

"I haven't had an opportunity to study the needs we can fill," he said.

But added, "We certainly can be counted on to do our best. whatever is asked."

Tigrett had high praise for the West. Saying, "The more that I see of the West, the more I become enthusiastic about it."

He quickly added, however, that the GMO is entertaining no ideas of branching into the West.

After West's Business

Tigrett, nevertheless, said his railroad is interested in increasing its share of freight originating in the West and for that reason, he has visited the GMO's offices throughout the Western cities on his itinerary.

Traveling with Tigrett are his wife and Gm&O Vice President and Mrs. R. E. Stevenson.

"We're calling this our forty-sixth wedding anniversary tour," Tigrett said, adding that they celebrated the event July 25 in Portland, Ore.
Commendations

Machinist J. J. Petrey, St. Louis, Mo. was commended by Supt. Bodie for assistance to train crew in taking down brake rod and loading it in Diesel engine room, saving delay to the train.

Flagman W. E. Ripley, Venice, Ill. was commended by Supt. J. C. Miller for alertness in finding a brake beam down and making repairs.

Conductor T. W. Grotjan, Switchmen D. M. Harris, Wm. Stubblefield, E. L. Donaldo, Engineer M. S. Hall, Fireman W. H. Munckton and Clerk W. D. Hancock were all thanked by Supt. J. R. Conwell for their voluntary efforts in replacing pole which had shifted on a flat car.

Passenger Agent Sam N. Richardson, Corinth, Miss. was thanked by Supt. Forlines for notifying a brake beam down on a passing Southern Railway train.

Mr. W. M. Mauldin, Pontotoc, Miss. was thanked by Supt. W. R. Moore for going down the track and flagging a train to prevent an accident when the track was fouled by telephone and electric wires as the result of a automobile accident.

Mr. Clyde Medlin, Alamo, Tennessee was thanked by Supt. W. H. Moore for discovering a fire in the Alamo depot and promptly turning in the alarm, preventing serious damage.

Engineer J. C. Richardson was commended by Supt. Forlines for efficient handling of his engine to avoid setting up a dangerous situation.

Fireman G. G. Pyron was commended for expert handling of diesel when trouble developed, and alertness in saving damage.

Brakeman G. W. Childers, Jr., Bloomington, Ill. was commended by Supt. Bodie for discovering hole under track caused by culvert breaking down. Brakeman Childers promptly reported same so that proper precautions could be taken.

DECEASED

Operator Clarence Johnson Dunn on July 29, 1950 at Okolona, Mississippi. He was in the employ of the company from August 5, 1915 until the time of his death.

Former Engineer Fred Fuiten, on Aug- ust 1, 1956 at the Veterans’ Hospital at Dwight, Illinois. Mr. Fuiten entered service as a fireman in January 1913 and was promoted to engineer in 1942. He retired in July, 1948 account of disability. He is survived by his wife, who lives in Bloomington.

Switchman B. A. Tate at Springfield, Illinois on July 4, 1950.

Retired Engineer Lonnie C. Daniel at home at Norman, Illinois. Mr. Daniel entered the service as fireman in 1905 and promoted to engineer in 1909. He retired from service in 1946 account of disability.

Cashier Frank W. Youch at Cairo, Illinois on July 10. Mr. Couch had been in the service of the company since 1936.

Retired Agent and Telegrapher G. A. Coleman Meridian, Miss. on June 7, 1950. Mr. Coleman went to work for the company in 1897 and retired on August 8, 1941, giving almost 44 years of service to the line.

Engineer J. H. Johnson at Tuscaloosa, Alabama on July 23. Mr. Johnson came to work for the line in 1963 as fireman and was promoted to engineer in 1907. Mr. Johnson received a 40-year service pin from the railroad several years ago.

Stanley B. Knapp, Yard Foreman at Cairo, Ill. on July 28. Mr. Knapp came to the Company in April, 1946.

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

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<tr>
<td>1949</td>
<td>52,946</td>
<td>61,476</td>
<td>52,608</td>
<td>49,630</td>
<td>48,212</td>
<td>47,761</td>
<td>48,310</td>
<td>53,079</td>
<td>53,576</td>
<td>55,537</td>
<td>52,354</td>
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<tr>
<td>1950</td>
<td>47,021</td>
<td>42,043</td>
<td>51,808</td>
<td>47,950</td>
<td>51,962</td>
<td>49,976</td>
<td>53,530</td>
<td>53,370</td>
<td>55,575</td>
<td>51,016</td>
<td>54,427</td>
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Comparison of the first 7 months of the years...