GM&O Wins Certificate For Outstanding Safety Record

For the second consecutive year, Gulf, Mobile and Ohio has received the E. H. Harriman Certificate of Commendation for its outstanding safety record for the year. The award was presented at the 38th annual award dinner of the American Museum of Safety in New York on September 20, with Gen. Superintendent of Motive Power C. M. House accepting the certificate on behalf of the company. Presentation was made by James G. Lyne, editor of Railway Age and chairman of the museum's committee of award.

GM&O won the award on the basis of the railroad’s overall safety record for the year, involving both employees and public.

Railroad employees in 1950 experienced one of their safest years in history, with the employe fatality rate per million man-hours worked the lowest in history, said R. W. Brown, chairman of the executive committee of the Reading Railroad in an address at the dinner.

"Fifty years ago, at the turn of the century, one out of every seven accidental deaths in the United States resulted from a railroad accident. Today, the railroad ratio is only about one out of every 30 accidental deaths. In 1910, notwithstanding the fact that railroads performed more than four times as much freight service and nearly twice as much passenger service as in 1990, fatalities resulting from railroad accidents of all kinds were 56 per cent less and non-fatal injuries were 34 per cent less. Excluding highway grade-crossing accidents, the reduction in railroad fatalities between 1910 and 1950 was 73 per cent."—Railway Age

and they were the first to recognize safety as a responsibility of the management.

Gulf Transport Company Enters Memphis, Tennessee

On October 1st, Gulf Transport Company, GM&O’s highway subsidiary, inaugurated two through schedules in each direction between Mobile, Alabama and Memphis, Tennessee. The operation is conducted in conjunction with Dixie Greyhound Bus Company above New Albany, Mississippi, but there will be no change in buses at New Albany.

This service of Gulf Transport will affect Laurel, Philadelphia, Louisville, Houston, Pontotoc and other intermediate points on Mississippi Highway 15.

Gulf Transport has served this area for many years but this is the first time it has operated through service into Memphis.

All equipment on the run is air-conditioned and of the most comfortable type for long trips.

Buses leave Memphis at one o’clock pm and at one o’clock am, and are out of Mobile at 7:15 am and at 11:55 pm.

(Continued on Page 2)

GM&O Employees Hold 25 Terminal Meetings Monthly To Reduce Freight Damage

To reduce GM&O’s share in the hundred million dollar freight claim bill paid annually by American Railroads, GM&O employees hold twenty-five terminal freight meetings each month. Studying bulletins and data supplied by the Freight Claim Prevention Department and Shippers Advisory Boards, GM&O operating personnel seeks to think of the freight as their personal property, and prove to shippers that railroad transportation is the best method of shipping.

Typical of these meetings being held over the line was one in Corinth, Mississippi in August when forty-two persons

(Continued on Page 7)

The E. H. Harriman Memorial Awards were established in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, Edward H. Harriman. They are determined on the basis of the official records of the Interstate Commerce Commission for the year, railroads being ranked in their several groups according to their individual safety ratings.
HE HAS THE RIGHT IDEA
Jackson Daily News, Jackson, Miss.

President Ike Tigrett, of Gulf, Mobile and Ohio Railroad Company, has the right idea about one important subject.

He does not believe in asking government reparation or relief when disaster occurs.

Concerning recent flood losses in Missouri, Mr. Tigrett says:

"Each year our line in Missouri suffers heavy damage from floods of the Missouri river. This year our loss will be heavier than ever before.

"It has been suggested that the railroads affected should seek aid from the Federal treasury for the rehabilitation of their roadbeds and other facilities damaged as a result of the 1951 catastrophe. We believe that it would be unwise for them to seek such assistance. We will not do so. We prefer to carry our own burden. We believe that it is to our own interest to do it."

Unless they are boondoggles for a Welfare State both corporations and individuals should quit looking to Washington for aid whenever a misfortune is experienced.

A fair and equitable treatment at the hands of the government is all anybody should ask.

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THE MAIL TRAIN

Editor, GM&O News
C/o Gulf, Mobile and Ohio Railroad
Mobile, Alabama

Dear Sir:

I am proud to be a stockholder in a corporation that takes the attitude of the GM&O as expressed in the article in the last issue of the GM&O News "We'll Pay Our Own Way."

This article certainly expresses a true American spirit, and it's about time that some of our corporations and individuals realized it's their duty to support the government and not expect the government to be supporting them, either directly or through subsidies.

Very truly yours,
E. T. Bach
Baltimore, Maryland

Supt. J. R. Conover

"I recently had an occasion to be a passenger on your train 'The Ann Rutledge' from St. Louis to Chicago. I feel you would be interested in know a few of the things I found on this trip.

"After riding from coast to coast for the past forty years I have never encountered such courteous and efficient service. The ride was very smooth and I did not feel a single jerk or jar on any of the stops or at the engine made.

"Points of interest were brought to my attention by your conductor, Mr. Dooley, and there is not enough that can be said for the personal interest that was shown to a very travel callous passenger."

C. L. Doyle
630 Sandusky St.
Ashland, Ohio

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Editor, GM&O News:

On Sunday, August 19, 1951 I got on No. 16 for the Missouri Pacific Hospital at St. Louis, Mo. Arived St. Louis, Mo. at 8:05 a.m. August 20th 1951 and registered at the desk and then waited until my name was called and they entered me into the hospital.

The nurses were certainly good, treated me mightly nice.

The Missouri Pacific Hospital is something that each employee should have for it certainly is worth the money they take out of your check each month. I fully do not believe that you will find any better hospital to go to in case of need, than you will find at the Missouri Pacific Hospital. It makes me feel mighty good to know that I do not have to put out several hundred dollars as that is worth a lot to me.

I understand that if I were to take my wife that I could get her treatments for half price and that certainly is worth a whole lot to a home.

I'm glad that I am an employee of the Gulf Mobile & Ohio Railroad Company, certainly am grateful for the 7 years and 2 months that I have been with this Company.

In August of 1946 I was operated on. I got along fine, the nurses were certainly good to me and they are to be complimented for doing such a fine job in a fine spirit. I wish that every employee that reads this will not grumble or say a word against this hospital for the doctors also are to be complimented for their fine work and a good spirit.

J. E. Jones
J. O. Box No. 22
Prattville, Alabama
Railroad Buys Independence Land For Industrial Expansion

In order to afford badly needed locations for industrial expansion on our Railroad in the Kansas City area, GM&O has purchased a 185-acre tract of land in Independence, Missouri—eight miles from Kansas City.

The tract is being conditioned for prospective plant locations and lies on high ground in an area zoned for heavy industry. Part of the site lies within the City limits of Independence and the remainder just Southward. All utilities are available, one involving the GM&O, it is bounded on one side by tracks of the Missouri Pacific Railroad.

Participating in the final arrangements for the purchase of the property were Assistant Vice President L. L. Lapp of GM&O Kansas City; Industrial Engineer William Riggs, GM&O; Mobile; Mayor Robert P. Weatherford, Jr., Independence; Frt. and Pass. Agent James F. Brown, GM&O; Paul Ford, manager Gas Service Co., Independence and Judge William Randall, Independence.

Chance And Effort
Bring Czech To America

"Men's lives are chains of chances, and History is their sum."

Leopold Vidalak, former Czechoslovakian Examiner of Forestry, once member of a displaced persons camp in Germany, and today an employee of a Canadian paper company, arrived in America by a series of chances, involving the GM&O.

During 1948, Mr. Vidalak, who had held a responsible position in the Forestry field, fled for his life from his native Czechoslovakia, and went into a displaced persons camp in Germany. Into his hands in the camp there fell a copy of the Rotarian Magazine, which carried a story of GM&O's co-sponsored Farm Woodland Improvement Project in Madison County, Tennessee.

Upon reading the story, Mr. Vidalak contacted Director of Agriculture and For- estry Robert of the GM&O, asking for assistance in finding employment in the United States or Canada so that he could enter the country.

For three years, Mr. Robert expounded time and effort to bring the forester to America, finally succeeding in his efforts, helping to secure a position for him in Canada. Mr. Robert was recently in Minneapolis on business and there met Mr. Vidalak for the first time. To both men it was gratifying to meet, especially to Mr. Robert, who found his friend happily situated as a result of his efforts.


C. E. Norris Retires
From Company At Peoria

After more than thirty-five years of loyal service with the company, C. E. Norris, Division Freight and Passenger Traffic Manager at Peoria, Illinois, is retiring effective October first. Replacing him is H. W. Bell, former Assistant General Freight Agent at Atlanta, Georgia. Mr. Bell has been with the company since 1919 when he entered the traffic department in St. Louis.

Mr. Norris, who has earned the highest esteem of his fellow workers and patrons of the railroad, leaves with good wishes and affectionate regard of his associates.

Oldest Railroad Retirement Annuity 101 Years Old

A keen-minded, alert "youngster" of 101 years is the oldest railroad employee drawing a retirement annuity under the Railroad Retirement Act. This distinction, according to the Railroad Retirement Board, goes to Charles H. Crouse of Minneapolis, Minnesota, a retired freight agent of the Chicago, Milwaukee, St. Paul and Pacific Railroad. Mr. Crouse became 101 years on September 13.

Lt. and Mrs. J. G. Cassiday, Jr., Battle Creek, Michigan, are celebrating the anniversary of J. G. III, born September 7. Both Mr. and Mrs. Cassiday are former GM&O employees, Accounting Department.

Local Agents On Dwight Line Enjoy All Day Picnic

Fried chicken and all the trimmings overflowed from the baskets brought by the wives of local agents on the Dwight to Washington, Illinois line on August 29th, when they assembled with their families for an all day party.

Planned by Mrs. Murphy, wife of Agent Murphy at Washburn, and assisted by Agent D. C. Tolle of Lecon, the “get acquainted” picnic was such a success that it was voted to make it an annual affair.

After the lunch, Mrs. I. J. McBride showed two very interesting moving pictures.

Mobile, Alabama—E. D. Patton, Jr., Recept. Dept., was married to Miss Jacqueline Harrison on August 31.

Thousands Enjoy Recreational Center — Result Of Efforts Of Two GM&O Men

Oktolona, Miss.—Thanks largely to the efforts of two GM&O men, Wilson Park at Oktolona ranks today as one of the most unique recreational centers among small towns in the South.

It was in 1928 that the first swimming pool was completed here as the nucleus of what was to become known as “The Playground of North Mississippi.” Today the breeze-swept, 7-acre park offers a summer outing for the entire family.

Park Named For H. S. Wilson

H. S. Wilson, roundhouse foreman with the old M&O Railroad, envisaged the present park. Mr. Wilson, who was also Oktolona’s energetic mayor from 1927 to 1938, was later transferred by the railroad to Meridian and Mobile. In 1946, the year of his death, the park was named in his honor.

Residents of the town will tell you, “This park couldn’t have started without H. S. Wilson, and it wouldn’t still be going without ‘Peg’ Henson.”

Another GM&O Employee Manages It

Since 1939 big, genial Fred S. Henson, known as “Peg” to everyone, has served as manager of the park. He has been with the railroad for 34 years and is now chief clerk in the agent’s office at Oktolona. Mr. Henson sees to it that everything from swings to the soda pop stand functions smoothly.

If your favorite recreation happens to be wairus hunting, you would be out of luck at Wilson Park.

But facilities for just about every other form of sport and entertainment are available.

For the kids, there is swimming, wading, tennis, fishing, or scrambling over the shiny playground equipment of swings, slides, see saws and climbing gyms.

The older people can picnic, play shuffleboard or just relax under big colored beach umbrellas.

A pavilion with dance floor and juke box awaits the teen-agers.

The green rolling lawns, lined with oak and mimosa trees, draw many a family reunion and church social. Several industrial plants regularly plan outings at Wilson Park.

Church Held In Park

There is even an open air church, appropriately named the Church of the Moon and Stars, where inter-denominational services are held on Sunday nights.

Located just south of Oktolona and visible from U. S. Highway 45, the park opened June 3. It will remain available to the public until it is closed for the season in early September.

It attracts visitors from Tupelo, New Albany, Houston, West Point and other north Mississippi towns. In 1939 a crowd of 5,000 persons spent their July 4 holiday at Wilson Park.

The City of Oktolona owns the self-sustaining park, and all profits are turned back for improvements and for purchase of new equipment. Admission is charged only for the swimming pool.

Several years after the park was opened in 1929, pavilions and picnic tables were added. Then came trim, steel charcoal grills. Playground equipment and tennis courts came still later. In 1949 the baseball field—which is used for football in the fall—was constructed.

Wilson Park’s five-acre fish lake, a mecca for bass and breyers enthusiasts, was a victim of the February freeze which cracked the spillway and drained the water supply. Undaunted Oktolonaans held a massive fish fry on the spot and then repaired the spillway so that the lake can be re-stocked.

Plans For Future

Never the kind to sit still, park officials are planning some day to build a nine-hole golf course on a 35-acre pasture north of the park.

Weekday hours at the park are from 2:00 p.m. to 10:00 p.m., Monday through Friday. On Saturdays, the swimming pool is scrubbed out and refilled, and the park itself gets a thorough cleaning.

This small city of 2,500 is justly proud of its Wilson Park, which can well serve as a model for recreation-hungry communities.—Tommy Vartan of The Tupelo News.

GM&O’s “Peg” Henson
NEWS AT A GLANCE

WASTEFUL PASSENGER SERVICE NOT TO PUBLIC'S INTEREST

Several months ago President Tigrett initiated a study of GM&O passenger service . . . especially with regard to unused trains which he said "constituted a burden upon the company's resources, out of proportion to the real over-all public benefits."

He explained that the public and employees should recognize that "the local passenger train is outmoded; that most short haul passengers who formerly depended on rail service now use private automobile or common carrier vehicles operating on paved highways." Counseled that "money now being wasted in providing passenger service for which there is no real need could well be devoted to more beneficial uses in the public's interest."

HERE'S TYPICAL EXAMPLE

As an example action started for removal of trains Nos. 11 and 12, which operate one in each direction daily between Jackson, Tennessee and Meridian, Mississippi (251 miles). Trains losing more than $90,000 in 12-months period (June, 1950—May, 1951) . . . Average Passenger revenue per train mile only 17c (July).

To provide mail and express service comparable to that afforded by Nos. 11 and 12, the railroad will operate two highway post-offices and will truck the express by Gulf Transport (GM&O's highway subsidiary). Streamlined REBELS also operating in same territory.

Affected territory to get full story in newspaper advertisement detailing reasons for trains removal and outlining substitute service.

RURAL LIFE PROGRAM GROWS

Three years ago a program was instituted in railroad's Mississippi territory to promote a better way of life among rural residents. The railroad offered cash prizes in each of the 36 counties through which GM&O operates in the State and Mississippi State College Extension Service co-operated through the service of their Home Demonstration Agents.

So successful has been the program in the eyes of the public, that this year each county has decided to co-sponsor the program, half the prize money being donated by civic interests. Most important to the railroad is the fact that local participation will add much to the effectiveness of the program and will further cement the relationship between rural and civic interests.

INDUSTRIAL POSSIBILITIES TO BE TOLD NATION-WIDE

In an effort to acquaint the nation's industrialists with the advantages of GM&O's territory, the railroad will publish an advertisement in TIME Magazine; issue of October 29th . . . total average circulation 1,637,000. Advertisement also to be re-published in Line newspapers to stimulate interest in development. New industries mean new payrolls for communities; tonnage for railroads. As our territory prospers . . . so do we.

"A SHIPPER LOOKS AT RAILROADS"

Generally speaking, our railroads appear to be in excellent condition. They have approximately 37,000 more freight cars today than at the beginning of World War II (December 1, 1941), and their equipment and facilities are in much better shape. The $30,000 new cars which have been placed in service from December 1, 1941, to May 1 of this year are infinitely better and of larger capacity than the 495,000 which were retired during that period from active service. The railroads on May 1 of this year owned approximately 1,725,000 cars as compared with 1,688,400 on December 1, 1941. There are now on order approximately 156,000 freight cars of various classes—more than enough to keep the car builders at capacity for nearly a year and a half, provided steel is available. Further, we are assured that orders for many more cars and locomotives will be placed within the next six months. The bad order car situation has greatly improved, and presently is about four and one-half per cent of total ownership."

Edward F. Lacey, Executive Secretary of the National Industrial Traffic League.
Modern Methods Speed Cleaning Of GM&O Coaches

Housecleaning goes on every day in GM&O terminals. To send passenger cars out fresh and clean for each trip involves work that makes grandmother's spring cleaning seem a mere sweeping of dust under the rug.

At the Brighton Park Coach Yards in Chicago, seventy-five GM&O passenger cars are serviced daily. This includes a thorough cleaning inside; checking of water, steam, electric power and air; repairs; and, generally, washing of the exterior.

The cars are brought into the yard and parked along a service line on which water, steam, electricity and air are brought in. Here they are serviced and cleaned inside and repairs are made. A pair of wheels can be changed in thirty minutes time.

To keep the interior of the trains tidy requires vacuum cleaning after each trip. The floors are mopped with a wet mop; the windows are washed on the inside; soiled chair covers are removed to be laundered. Marks on the paint are hand washed. Then the whole car is disinfected.

Automatic Car Washer

For outside cleaning, the cars are run between automatic brushes through which water is forced in a spray. Three sets of brushes extend over the height of the car. From the first set, detergent is applied to the coach; following this, water is sprayed on the car, and brushes wash it thoroughly. There is a third set of brushes at the height of the windows for cleaning them.

A motor pulls the train slowly through these automatic brushes at the rate of one car every seventy seconds, with the whole train emerging shining in a few minutes time.

Alcorn County, Miss. Has Forestry Emphasis Month

To reach every man, woman and child in the county at least once during the month through some medium with the story of forest conservation—was the aim in Corinth, Mississippi during the month of August. Under the direction of Assistant to the Director of Agriculture and Forestry J. C. Simons of the GM&O, the program was mapped out to attain this objective.

The program was of such a comprehensive nature that at its finish, the citizens of Alcorn County were completely informed of the benefits of good forestry. Cooperation by many different groups combined to educate the people.

Women's Clubs distributed materials among their members after the Mayor gave official sanction to the program by

(Continued on Page 8)
“JEST PIE”, But Good

Since our dining cars began serving Chess Pies a few months ago, various requests have been made from pleased passengers for the recipe, and for something of the history of the pie. The recipe is available and is to be placed on the tables with the serving of the pie, but the history is elusive.

To the many inquiries the News has made as to how the pie originated, the only conclusive answer is, “I don’t know, but it’s good.”

Public libraries in Chicago and Mobile, the Wheat Flour Institute, schools of cooking, Mr. Osborne Putnam Stevens (The Food Magician) and various bakeries have netted only the fact that it is an old Southern recipe. Gourmet magazine, when consulted, admits defeat with “Chess pie, one of the most typical Southern deserts, has its origin shrouded in mystery.”

The magazine advances the theory that perhaps it was originally called Cheese pie, the “Chess” being a deviation. Major defect of the theory is that the pie contains no cheese.

Was it originally baked for refreshments after chess games, or did its slow cooking take the time needed for playing a game of chess? Perhaps, being an old Southern pie, the originator could think of no name worthy of the pie, and called it “jest pie.”

Do you have a more authentic explanation?

Recipe for Chess Pie

1/4 cup shortening
2 egg yolks
1 T. sugar
1 T. cream
1 tsp. vanilla
Cream butter and sugar thoroughly. Beat egg yolks until very thick. Add yolks, cream and vanilla to creamed butter. Add sugar and whip thoroughly until thick and creamy. Bake in pie shell 30 to 40 minutes in moderate oven.

Freight Claims Meetings

(Continued from Page 1)

attended. Besides the local employees present, representing every department in Corinth, there were also in attendance: Supt. W. H. Forlines of Jackson, Tennessee; General Agent O. Ashworth of Bloomington, Illinois; Road Foreman of Engines Jack Hancock and Special Agent W. L. Leatherwood.

Revising over the meeting was Trainmaster S. A. Dickson who turned the discussion over to Freight Agent J. C. White. Mr. White led a discussion on the monthly bulletins issued by the Freight Claims Prevention Department covering the various commodities on which most of GM&O’s claims are paid. Suggestions dealing with the handling of many commodities were brought out and individual problems were discussed.

Attending were: Gen. Agent O. Ashworth, Supt. W. H. Forlines, Road Foreman of Engines Jack Hancock, Special Agent W. L. Leatherwood, Agent J. C. White, Chief Clerk G. N. Pankey, Ass’t Cashier H. L. Archer, Cashier Walter Kemp, Claims Clerk A. H. Taylor, Rate and Bill Clerk W. H. Phillips, Agent Hunter Jackson (Tupelo), Retired Agent C. M. Laughlin (Humboldt), Steno-Clerk Virginia Stagg.


IN THE SERVICE

Robert Hall, Jr., Carman Apprentice, Bloomington, Ill.
Chester C. Coin, Switchman, Corinth, Miss.
Tommy O. Mayo, Extra Clerk, Corinth, Miss.
Sam A. Taylor, Bridge & Building Carpenter, Rockport, Ind.
Allen E. Steil, Section Laborer, Virden, Ill.
Everett Edward Sanders, Trucker, Bloomington, Ill.
Eddie Lee Hampton, Laborer, Jackson, Tenn.
Isaac Gerald Craig, Carman Apprentice, Meridian, Miss.
Richard Paul Prescott, Jr., Baggage-Messenger, Bloomington, Ill.
Joseph Herman Weil, Fireman, Tupelo, Mississippi.
James Wilbur Dougherty, Car Inspector, Joliet, Illinois.
Edward Neil Harris, (Re-Enlist), Machinist Apprentice, Jackson, Tenn.
William Miller, Machinist Apprentice, East St. Louis, Ill.
Russell F. Holcomb, Jr., Machinist Apprentice, East St. Louis, Ill.
Ott Morro Tolbert, Section Laborer, Braidville, Ill.
Philip C. Middleton, Section Laborer, Gardner, Ill.
Along the Line...

Newton, Mississippi — Mr. Marshall Courtney, formerly a GM&O clerk in the Passenger Department, is attending college in Newton, preparing to enter the ministry.

Mobile, Alabama—There are three B's in the W. T. Burns family now: Beverly (former switchboard operator) and Biddie (Traffic Department) have been joined by Beverly Anne, who weighed six pounds and two ounces on her arrival.

Mobile, Alabama—Mr. Harry R. Lang, Station Accounting Department, was married to Mrs. Made M. Moore on August 17.

Mobile, Alabama—The Freight Receipts Department is buying baby gifts for Ann Montgomery Sawyer, daughter of Mr. and Mrs. Tom Sawyer, and for Ann Elizabeth Schaefer, daughter of Mr. and Mrs. Hans Schneider.

Bloomington, Ill.—Engineer of Tests Wayne Lasky gave the Rotary Club an interesting talk recently on the GM&O Diesels. In discussing their servicing by the company, Mr. Lasky said that the company engines receive better care than the average passenger automobile.

Mobile, Alabama—F. E. McKean, of office of VP and GM, Mobile, has a little safety yarn about a man who was so superstitious he rode his bicycle a block out of the way to avoid a black cat ahead. A few days later he had a dislocated shoulder—be forgot to put on his pants gaiter and got his pants cuff caughtLe in the bicycle chain, which threw him to the ground.

Johnnie Byrd can't remember when his grandparents, Mr. and Mrs. Everett Byrd of Hamburg, Illinois made a trip to New Orleans and the Gulf Coast as members of the GM&O Farm Family Tour—Way back there in 1947. But he thinks the idea of a picnic and reunion every year is just grand, and is looking forward to the weekend party they are planning for the Lake of the Ozarks next year at reunion time.

Mobile, Alabama—"Shop talk" will be all right in the household of newly wed Mr. and Mrs. Hunter Reed, for both are employees of GM&O. Mrs. Reed is the former Miss Jean McCord of the office of Passenger and Station Accounts, and Mr. Reed works in the Transportation Dept.

Mobile, Alabama—Among the sixteen new Jaycees who received diplomas on Oct. 4th from the Jaycees Institute held during September were Personnel Assistant Charlie Burch of the Transportation Department and George Copeland of the Industrial Department. Charlie took first place prize for making the highest grade on the test given at the close of the course. He missed only one out of the thirty-five questions asked.

Mobile, Ala.—The members of the Gulf Terminal Baseball Club have finished in a tie for second place.

Retirements...

Terminal Switchman Fred R. Durham, Chicago, Illinois, retired on September 15, after thirty-one years of employment with the company.

Terminal Switchman T. S. Mullins, Chicago, Illinois, retired on August 31, 1951 after thirty-one years of service. He was employed as a switchman on May 7, 1929.

Operator-Leverman Walter B. Stott, Pontiac, Illinois, retired effective August 1, 1951. Mr. Stott entered the service as operator in 1909.

Passenger Flagman Frank Glaser, Bloomington, Illinois, retired from the service effective August 29, 1951. Mr. Glaser entered the service as brakeman in 1901.

Locomotive Engineer James A. Brooks, Kansas City, Missouri, retired on September 28, after forty-seven years of service with the company. He was first employed as road fireman in 1904 and was promoted to engineer on September 28, 1908.

Miss Carolee Martin, clerk in the Station Accounting Bureau, Mobile, Alabama, retired on September 1st, after 33 years with the company. On her retirement her friends with the company presented her with lovely gifts.

Caretaker Mary M. Sheppard, McShan, Alabama retired effective September 15, 1951.

8

This monument at Gainesville, Alabama to a locomotive engineer is believed to be the only one of its kind in the country. It was erected in 1912 by the President and Board of Directors of the Missionary Gainesville and Tampaola Railroad to honor the memory of Engineer Joseph C. Avery who died in the explosion of his "wood-burner." The monument stands inside the old right-of-way at the site of the accident and bears the following epitaph:

JOSEPH C. AVERY
 Died March 29, 1912
 36

The President and Directors record their testimony to his ability, faithfulness and integrity in the discharge of all the duties of his position.

The MG&T Railroad was constructed in 1885 for the purpose of forting a reduction in steamboat rates on cotton from Tombigbee River ports in the area to Mobile, on the Gulf. It connected with the GM&O (MaCo) at Minskapi, Mississippi and enjoyed varied success until the rails were removed in the post-war panic days of 1879.

Engineer Avery's grave beside the old right-of-way was soon joined by other burial plots and the area became the God Fellows Cemetery in later years. The impressive marker to Engineer Avery has witnessed the years well and still testifies to his loyalty and faithfulness to duty.

Beside the monument are Division Freight Traffic Manager Leslie Purcell of Meridian (right) and Mr. R. H. Roberts (left), reenactors of Gainesville.

Sinclair's Office Is In San Francisco — Not Los Angeles

We wish to correct the erroneous impression left with last month's News that Western Traffic Manager R. N. Sinclair is located in Los Angeles.

Mr. Sinclair has his headquarters in San Francisco, and his jurisdiction includes the Los Angeles, San Francisco, Denver, Salt Lake City and Portland offices.
Operator L. A. Gaither, Brighton, Illinois was commended by Supt. Conely for noticing and reporting a piece of iron extending about three feet from a passing freight car, preventing possible damage to equipment.

In The Life Of A Hostess
GM&O hostesses occasionally help strangers become acquainted, but Hostess Louise McLean until recently had not performed this service for a father and daughter.

She found on a recent trip from Mobile a young Coast Guard officer whose wife had died during his absence at sea, leaving an eleven months old daughter. On his return to port, the young man found it necessary to take the baby, a comparative stranger to him, to St. Louis where some of his family would care for her.

The baby had gone to sleep leaving Mobile, and Miss McLean and he debated the merits of waking her to feed her before bedtime, but decided to let her sleep. The next morning, Miss McLean dressed and fed the young child while the tired father rested for a while. He had been up all night, although the hosts had provided some milk for the baby in case of her waking, the baby had slept the night through.

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Forestry Emphasis Month
(Continued from Page 6)

officially designating the month as Forestry Emphasis Month.

Educational material was taken to all the rural schools and distributed—material suitable both for students and parents. Posters were tacked on bulletin boards and trees.

The public library put up posters and distributed forestry materials with their traveling library throughout the county.

Radio stations and movie theaters cooperated with spot announcements and feature forestry shorts. Ministers made announcements from the pulpit. An exhibit was made at the county fair.

The local newspaper carried a special Sunday edition featuring forestry and its by-products and benefits.

Climaxing the whole, a picnic was held and awards given to the boys doing the best work in the county 4-H Club Woodland Improvement Project Contest which was sponsored by the GM&O and the Corinth Rotary Club.

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

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Comparison of the first 9 months of the years...
P E O P L E  Y O U  M E E T  O N  G U L F,  M O B I L E  &  O H I O


Machinist Supervisor J. M. Williams, Tuscaloosa, Ala., retired last month, and plans to keep those flowers blooming in his yard, in addition to doing a little fishing now and then.

Checking for mechanical defects on the train were Passenger Car Foreman A. J. Light, St. Louis, (left), and Assistant to the General Superintendent of Motive Power Hubert Raines, St. Louis.

Miss Betty Rae Magee, new GM&O hostess, is a Louisianian. She graduated at L. S. U., majoring in social studies, has done welfare work and taught school.

She is shown as she checked GM&O connecting schedules in Union Station, St. Louis.

Freight Traffic Agent Frank DeBrecht, St. Louis, brought his family with him to the General Offices in Mobile on their vacation. He enters the building with Mrs. DeBrecht, right, and his two daughters, Mary Clare and Betty Anne.

“Gosh, no wonder mommie likes to come to work!” says Jerry Talbert, son of PBX Operator, Mrs. T. B. Talbert in Mobile.

Gulf Transport Clerks Mary Lord and Lesta Johnson, Mobile, Alabama, pause a moment in checking their statistics.