Mississippi Governor and GM&O President Discuss State’s Development Program

Governor Hugh White of the State of Mississippi (right), welcomes President I. R. Tigrett of GM&O to one of the regular Board meetings of the Mississippi Agricultural and Industrial Board. Railroad personnel, headed by Mr. Tigrett, made a presentation of the Company’s various development programs within the State.

It was the first of some thirteen conferences which the A&I Board of which Governor White is Chairman, will have with public service companies within the State.

Railroad Presentation Is First Of Series
At Invitation Of A & I Board Directors

Our Railroad was the first of thirteen public service institutions invited by Mississippi Governor Hugh White to appear before his Agricultural and Industrial Board in a program to correlate efforts for the further economic advancement of the State.

Headed by President Tigrett, four representatives of our Company made presentations of GM&O activities within the State in the fields of:

1. TRAFFIC—F. M. Hicks (Executive Vice-President)
2. INDUSTRIAL—T. T. Martin (Vice-President)
3. AGRICULTURE-FORESTRY — S. A. Robert (Director)
4. PUBLICITY-ADVERTISING — B. M. Sheridan (Director)

In introducing the GM&O delegation which also included:

A. Boyd Campbell (Mississippi Director); Fred Johnson (Aast. V. P. and member A&I Board); C. B. Whittlow (Assistant to President) and F. J. Lott (Executive Aast.)

Mr. Tigrett told the group in part that “we feel highly honored to be considered of sufficient importance to Mississippi to warrant an invitation to appear before this distinguished Board which has done so much to incite the agricultural and industrial development of the State.

“We are constantly striving to increase the measure of our citizenship by participating in civic enterprises and by carrying our part of the community load.”

(Continued on Page 2)
Tell G M & O’s Mississippi Story

(Continued from Page 1)

The following are quotations from the full report of the speakers:

Mr. Hicks told the Board: "... it is GM&O’s policy to establish rates suitable to the needs of the particular industry. For many years the southern carriers have maintained rates on the commodities manufactured by the industries of Mississippi on bases calculated to move the traffic to market on a level which permits the Mississippi producers to compete with producers in other sections. It is our thought that competitive rates are more important than uniformity.

"Basic commodities such as cotton and cottonseed products, sand and gravel, lumber and forest products, still constitute about 80% of our Mississippi originating tonnage. Being such an important part of our tonnage, it naturally follows that we have kept the transportation charges on these commodities within and from Mississippi fully competitive with other southern sections..."

Mr. Martin said: "Since about thirty of the communities we serve in Mississippi have already availed themselves of the 'Balance Agriculture with Industry plan of financing,' it is this attitude of confidence on the part of industries in the government, citizenship and labor in the State which becomes of increasing importance to us in our efforts to bring in industries.

"It has been a matter of much satisfaction... to us to see the increasing interest shown in Mississippi by manufacturers who require more highly skilled labor... for some twenty years we have been telling manufacturers, not that cheap labor was available, but that the people of Mississippi were inherently intelligent, trainable to a high degree of skill, and willing to do a good job in return for good pay."

He made a suggestion: that suitable industrial property adjacent to railroads be protected by civic planning.

Mr. Robert's report: "The GM&O Railroad Company endeavors in many ways to contribute to the betterment of Mississippi. My assignment is to discuss approaches through agriculture, forestry, work on mineral resources and with the citizens both adult and youth. Whenever possible, the programs are carried on with or through established state and federal agencies, civic clubs, farm organizations and other interested groups."

"More than half the lands in Mississippi are listed as in timber. Of these millions of acres, the major portion is embraced in farm woodlots. The greatest neglect of timber is in these small farm holdings."

... He outlined the railroad's development efforts in Mississippi in limestone, crop stabilization, pest control and other agricultural fields.

Eulogy for GM&O Attorney

During the annual memorial services for the deceased members of the bar, held at the opening of the Mississippi Supreme Court, former GM&O Attorney Ellis B. Cooper of Laurel, Mississippi, was among those eulogized.

The eulogy to Mr. Cooper, who died a few months ago, was presented by Lunsford Casey of Laurel, judge of the Jones County Court, and son of GM&O General Agent B. D. Casey of Laurel.

Freight Claim Prevention

Forty-seven employees met at the agent's office in East St. Louis August 19 to discuss ways of avoiding freight damage and subsequent claims. Particularly discussed were methods of handling hollow building tile and grain to prevent damage.

It was pointed out that money paid out for claims is wasted money, for the consignee loses and the shipper does not benefit, and that all employees should try to reduce this loss.

Agent L. A. Bouchard was chairman of the meeting.
Former Hostess Tour Manager
For Maid of Cotton

Miss Lillian Sledge, former hostess for the GM&O, has been appointed tour manager for the 1963 Maid of Cotton, who will be selected by the National Cotton Council in co-operation with the Memphis, Tennessee, Cotton Carnival Association in December. As secretary for the 1962 Maid of Cotton tour, Miss Sledge is well acquainted with the contest and tour, which covers a period of seven months and 60,000 miles on three continents.

Miss Sledge served as hostess on the GM&O from 1948-1956, leaving the line to become associated with the Mississippi Agricultural and Industrial Board on its hospitality program, a part of which was the Miss Hospitality contest. She is a native of Meridian, Mississippi.

★ IN THE SERVICE ★
A. R. Edgar, Jr.—Junior Clerk, Mobile, Alabama.
Richard R. Brown—Clerk, Mobile, Ala.
Earle E. Clague—Clerk, Mobile, Ala.
Floyd William Graham—Messenger-Clerk, Venice, Ill.
Emsly Seldwyn Walker—Mail Clerk, Mobile, Ala.
James Clements Moore—Painter Apprentice, Tuscaloosa, Ala.
Leverett Potts—Carman, Tuscaloosa, Ala.
McKinley Sanders—Section Laborer, Holt, Ala.
James Rowell—B & B Mechanic (2nd Class) Over, Miss.
Harold Houston Rogers—Miscellaneous Clerk, Mobile, Alabama.
Bobby Charles Ellis—Train Dispatcher, Jackson, Tennessee.
A. B. Strachan—Switchman, Marshall, Missouri.

With GM&O Banana Inspector Lake Byrd (center rear, wearing helmet) is the Shop Force of NRC. They are, left to right, Eugene Thornton, Herman Neibhard, Emmet Porter, Harold Pritchett, Frank Bryant, Jr., Byrd, Earl Wilkins, Knowles Bryant, Frank Grimes and Asst. Gen. Foreman Clayton Miller.

Seventy New Refrigerator Cars Placed In Service

Seventy new refrigerator cars, built for assignment to the GM&O by the Northern Refrigerator Line, were placed in service in Mobile this month. This brings the total of new cars in banana service on our line up to two hundred and fifty and the total number bearing GM&O Insignia to 894.

A new feature of the cars is a fan, which contributes to the perfect condition of the fruit in transit.

Upon the delivery of the cars to GM&O in Mobile, crews of Northern Refrigerator Line, with GM&O inspectors, checked each one to assure its freedom from defects.

VOTE
In recent national elections in some free countries, the following percentage of eligible persons voted:

- Australia: 96 per cent voted (1951)
- Great Britain: 83 per cent voted (1951)
- Sweden: 80 per cent voted (1950)
- Western Germany: 75 per cent voted (1949)
- Canada: 74 per cent voted (1949)
- Israel: 72 per cent voted (1951)
- United States: 51 per cent voted (1948)

Only about one-half of our voters went to the polls in the last presidential election. The right to vote is a privilege and a responsibility. Let us make this year's vote the largest ever recorded in our history! Get out and vote November 4th! Urge all your friends to do likewise.

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★ ★ ★

RAILROAD ANNIVERSARIES

April 20, 1863—First steam railroad—six miles long—in Washington Territory, between Upper and Lower Cascades.

August 28, 1864—First permanent Railway Post Office car for picking up, sorting, and distributing mail en route was placed in operation on a run from Chicago to Clinton, Iowa.

September 22, 1865—First railroad in Nebraska opened westward from Omaha, 16 miles.

October 2, 1865—First railroad opened to Kansas City—from St. Louis.

1865—First block-signal system introduced by Ashbel Welch.
Recognized For Outstanding G. T. Safety Record

On July 22, 1952, A. L. Lewis, truck operator, completed his fifteenth year of safe driving with Gulf Transport Company.

Gulf Transport regularly presents the bus and truck operators with safety awards for yearly safe-driving records. These awards are issued on the same basis as used by National Safety Council and Markel Service.

However, to show appreciation for this fine record set by Operator Lewis, a Hamilton wristwatch was presented him by Mr. C. B. Whittington, President of Gulf Transport Company. This watch is engraved with the following inscription:

"Presented to A. L. Lewis in recognition of 15 yrs. safe-driving 7-22-52 Gulf Transport Co."

Mr. Lewis was employed by Gulf Transport July 22, 1936, and holds top seniority as truck operator. In the sixteen years he has been with the company he has operated 493,786 miles and has had only one chargeable accident.

Mr. Lewis and his family reside in Jackson, Tennessee.

COMENDATIONS

Engineer A. D. Paul, Conductor F. B. Swiney, Fireman J. B. Jackson, Jr., Brakeman T. H. Treadaway and Brakeman F. A. James were commended by Supt. St. John for discovering a fire on a trestle and stopping their train to extinguish it.

Agent C. E. Melton, Yeomans, Illinois, discovered hot boxes on two cars in a train passing through Yeomans, and he signaled the crew so that necessary attention could be given these cars. All of this occurred while Agent Melton was off duty.

Engineer C. A. Verger, Bogalusa, Louisiana, and Conductor L. R. Arnett were commended by Supt. Currie for noticing trouble in the track and stopping their train to find a broken rail.

Messenger E. W. Fischer, Venice, Illinois, was commended by Supt. Thomason for noticing the improper loading of a car and calling the matter to the attention of the agent so that he could handle for correction.
THE MAIL TRAIN

Holly Springs, Miss.

Mr. S. A. Roberts,

For many months, I have planned writing you. I want you to know about the progress that is being made in my County through the Happier Living Contest. You will never know the change that has been made as I do, since I was in the beginning, but I am sending you a clipping to let you know just how we are improving. We had 30 girls to enter the contest this year and we toured the seven most improved homes. However, all homes have made some improvements.

We don’t know how to thank you and your company for this contest. This is the help that I have long awaited.

Obligingly yours,

LESAYE LEE DAVIS
Negro Home Demonstration Agent

Ed. Note—The Happier Living Contest is sponsored by the railroad for Negro girls in the state of Mississippi. The clipping mentioned in the letter was from the Holly Springs, Miss., SOUTH REPORTER and stated about the results of the contest: “All homes had been greatly improved with new porches, new steps, screened porches, screened windows, etc. To the girls rooms were added bedroom, grooming units, study units, clothes closets, nice spreads and curtains made of sacks, tables and dressers made of cheese boxes with croquet curtains.

SAVES MONEY FOR “ABE” TRIP

Dear Sir:

I am an 11-year-old boy, and I have been very interested in the Gulf, Mobile & Ohio R. R. (The Alton Route) which goes by my grandmother’s house 7 miles north of Bloomington.

On Thursday, July 17, 1932, my mother and I made a round trip from Bloomington to Chicago and back on No. 2 and 3, the Abraham Lincoln. I had saved up the money for my fare. (Half fare). The Abe was 8 minutes late when it got to Bloomington, but it got to Chicago on time.

Coming back we ate in the diner (my mother is from the south) our meal was very, very good, my mother said you must have a cook from Mobile.

Will you please send me the last GM&O Annual Report? I would like to have any material you might have on the old Mobile and Ohio Railroad.

Very truly yours,

Henry R. Etter
St. Louis, Mo.

COMMENDS ALTON LIMITED PORTER

Passenger Department:

Last Saturday, Aug. 2nd, my little daughter and I came down from Chicago on the Alton Limited. The train was packed and the air conditioning failed in our car, and we were delayed an hour because of a derailed freight car. All conditions could have made it a most difficult and unpleasant trip, but Jim Saunders, our porter, made it otherwise. He worked hard and walked long distances to find us seats. He was kind, courteous, cheerful and helpful to everyone. He gave us attention one hopes for and should receive from all railroad employees, but unfortunately do not. This is a story I hope you have heard about Mr. Saunders many times, but I wanted to add my words of appreciation. I am visiting my parents and you probably know my father, Lou Schultz, formerly with Butler Brothers.

I know that you will be glad to receive this information, and to know that passengers appreciate such actions on the part of our employees, which tends to merit their friendship and patronage.

Yours truly,

Mrs. Louise Liveridge
Ironton, Mo.

Conference Chairman R. J. Wagner (left) and GM&O Vice President and Comptroller R. E. DeNeefe (right) welcome President Tigrett as the 22nd Convention of Southeastern Railroad Accountants convenes in Mobile. Mr. Wagner is assistant comptroller and tax examiner of the Line Railroad and Mr. DeNeefe was program chairman for the two-day meeting.

GM&O IS HOST

(Continued from Page 1)

“We are constantly trying to reduce expenses which do not afford a useful service to the public. Take passenger trains for instance. We have never tried to take off a passenger train simply because it was losing money. The test is, what useful purpose it performs to a community or communities. We do not have a passenger train in the South today which is not losing money.

“In 1900 the railroads retained from their earnings approximately seventy-five percent with which to pay dividends, pay debts, make improvements, etc. Twenty-five percent went for taxes. In 1901, the situation was just reversed—taxes took 78.4 percent and the railroads were permitted to retain only 21.4 percent of their earnings to make improvements, pay debts, pay dividends, etc.

“This might provide me an opportunity for a discussion of politics if I wanted such an opportunity. Suffice it to say, in my opinion there are dangerous trends—one of them being the apparent inefficiency of government management which brings about high taxation.

“I have been trying over the years to worry less about problems that I could not help. Sympathy, prayer and religion have settled some problems and disputes satisfactorily than physical force ever did.

“I believe in God. I believe in prayer. Of course, I don’t quite go along with the man who prayed solitarily and said, ‘Lord, use me in any way you see fit—but I prefer to be used in an advisory capacity.’

“If our employees might have a management composed of high-minded Christian men and if Management might have high-minded Christian men and women as employees, all of whom believed in the teachings of Jesus Christ, then a lot of disputes would cease to exist.

“We all have our problems, both Management and workers, but I do not believe that we have ever encountered a problem that could not be solved when fair and intelligent men got together and tried to understand each other’s viewpoint, keeping in mind the Golden Rule.”
NEWS AT A GLANCE

NEW EQUIPMENT OBLIGATION . . . $192,000 EVERY SIX MONTHS

Last month our Company borrowed approximately five million dollars to finance the purchase of freight cars and locomotives.

This means that every six months for the next thirteen years, irrespective of good or bad business years, we must pay back $192,000, plus interest which will have to be paid for the use of this money over the 13-year period amounting to approximately $1,000,000. And all this is in addition to almost 2½ million dollars in cash as a down payment.

Of every dollar spent by the railroads in 1861 for improvements, 78c was for equipment.

YOUR COMMUNITY CHEST DRIVE

Your Railroad contributes to recognized Chest Drives for welfare purposes. . . . tries in many ways to be a good citizen in the communities it serves. The national Chest Drive is now in progress; individually all of us can realize personal pride in accepting our share of civic responsibility. 'It is democratic to live for and not off the community.'

NEW CARTOON BOOK FOR CHILDREN

"Railroads Deliver the Goods!" is the title of a new cartoon book in color just issued by the Association of American Railroads for free distribution to the youth of America. Using the comic-book technique which appeals so strongly to young people, "Railroads Deliver the Goods!" tells the story of railway operations and especially of railway freight service in language which teen-age readers will understand.

That "Railroads Deliver the Goods!" is definitely classed as an educational item is attested by the fact that the book was produced in collaboration with the editors of Scholastic magazines and it will appear as an insert in the October 8 issue of Senior Scholastic, Junior Scholastic, World Week and Practical English—which have a combined circulation in classrooms throughout the United States of 1,500,000 copies, with an estimated readership of 4,000,000 students.

BORDEN ENLARGES MACON PLANT

The Borden Company milk plant located on our line at Macon, Mississippi will soon produce instant coffee. A bouquet to the Traffic Department which has been able to change rates on the green coffee inbound and the glassed-packed outbound product so as to make the Mississippi plant competitive with similar plants in the North and East.
EVERYDAY MAGAZINE of the St. Louis POST DISPATCH on Sept. 7th carried an interesting feature on G&M&O hostesses. Excerpts from the story, written by Mary Kimbrough, and the POST DISPATCH pictures are reproduced here.

The eleven young women whose job it is to make the Gulf, Mobile & Ohio trains seem “just like home” to travelers, have their own set of house rules in the St. Louis apartment which they share on a rotating basis. No slippers left on the floor, keep telephone messages straight—and don’t date each other’s boy friends.

Called “hostesses” because they are employed to see to the comfort of the railroad passengers just as they would guests in their own homes, the girls occupy a suite at the Forest Park Hotel during their every-other-night stopovers in St. Louis.

The G&M&O was the first railroad to employ hostesses, starting the service in 1935.

The one of the 11 who has no trip assigned that day is always the grocery-buyer and cook, and the girls pride themselves on serving meals at an average cost of 55 to 60 cents. Their favorite menu consists of steak, broccoli with Hollandaise sauce and salad, although when the budget runs low, they have to be satisfied with less glamorous fare.

Although they cannot accept gratuities, they occasionally receive gifts from grateful passengers and they’re always happy when those gifts take the form of food to be shared by the whole group. One traveler sent a case of salad dressing, another a case of spaghetti, and a little boy in the South sent a bushel of potatoes in the midst of the shortage.

Their housekeeping chores are simple, as the hotel maid cleans their rooms, but they have strict house rules in the interests of neatness and order. If one forgets to pick up her slippers, a gently-worded reminder goes up on the kitchen bulletin board. The rule is addressed to all, but the guilty one knows it’s for her, and further infractions are avoided.

However, when they go to bat over their great-grandparents’ loyalties in the War Between the States, they show no such gentle respect for one another. The present crop is divided solidly and enthusiastically, although the eight Southerners far outnumber the three “Yankees” from Moabzly and Hannibal, Mo., and Quincy, Ill., and don’t let them forget it. (A third Missourian, from Caruthersville, sides with the rebels). A Confederate flag is battered and torn after frequent good-humored encounters, but the Union sympathizers let it remain on display in the interests of friendship since two miscellaneous Northerners burned its predecessor in the bathtub, throwing a fervent Mississippian into near-hysterics and temporarily endangering the friendly harmony which exists in apartment 415.
ALTON BANK DISPLAY COMMENORATES RAILROAD'S HUNDREDTH ANNIVERSARY

On September 9, 1852 our railroad operated the first train from Alton to Springfield, Illinois. To commemorate the one hundredth anniversary of the occasion, The First National Bank and Trust Company of Alton honored GM&O with a historic lobby display.

Mannequins showed what the well dressed woman traveler wore in 1852 and others, garbed in costumes of the present day GM&O hostess and conductor, gave the modern day transportation touch. Placards conveniently placed about the lobby told the GM&O story in signboard form.

The Alton-Springfield segment of the railroad was built under the direction of Benjamin Godfrey of Alton and the road at that time was named the Chicago and Mississippi Railroad Company.

The bank display is the idea of Assistant Cashier Homer Kennedy and his program has won national recognition in the financial field.

Gulf Transport Safety Awards
The following Gulf Transport Bus and Truck Operators were presented safety awards for safe driving during the period August, 1951, through August, 1952:

Bus Opr. C. K. Bennett, 7-yr. award due 8/15/52.
Bus Opr. Woodrow Cox, 8-yr. award due 10/16/52.
Bus Opr. W. Haberman 5-yr. award due 8/28/52.

NO COMPLIMENT
—from the Mobile Register
It is no compliment to the trucking industry that an average of about one out of every three transport trucks weighed on the state of Alabama’s portable scales on the Mobile Bay causeway Tuesday and Wednesday of this week was found to be violating the legal weight limit.

Such flagrant violation of the legal weight limit should bring censure for the trucking industry. It shows a woeful deficiency in respect for law governing traffic loads on the highways.

The trucking industry all over the country is quick to cry that much of the criticism and complaint directed at it lacks justification. But when it gets caught cold in flagrant violations of legal weight limits it makes its own cry less convincing.
RETIEMENTS

Conductor J. V. Tillman, Jackson, Tenn., retired from company service on June 3rd after more than fifty years with the company. He was first employed as a brakeman on May 1, 1909 and was promoted to conductor on February 9, 1909.

Engineer F. L. Wanstreet, Murphysboro, Ill., retired July 1, after almost fifty years with the company. He was employed as a fireman on September 11, 1906 and promoted to engineer November 20, 1920.

Agent E. E. Gentz, Normal, Illinois retired on June 30 to apply for his pension. Mr. Gentz entered service on October 6, 1904.

Conductor C. R. Baker, Jackson, Tennessee, retired on July 1 after being in the service since July 15, 1902.

ALONG THE LINE . . .

Mobile, Alabama—Keeping the Passenger and Station Accounting Department in cigars these days are Tabulating Machine Operator K. P. Mixon, celebrating the arrival of a son; Clerk J. M. Bronsfield and Key Punch Operator E. P. Way each happy over the arrival of a daughter.

Mobile, Alabama—Mr. C. W. Harben, clerk, Station Accounting Bureau, and Miss Ellen Pauline Thompson were married September 1st in Lucedale, Mississippi.

Bloomington, Illinois—Mr. A. Bridges of the Western Weighing and Inspection Bureau turned a page into the past when he mailed Mr. F. N. Johnson, Accounting Department, Mobile, a train order issued at Bloomington on January 17, 1885.

Springfield, Illinois—Robert L. Crother, on leave from the GM&O, was recently promoted to private first class. He is serving with U. S. forces in Trieste.

Mobile, Alabama—An office romance in the Passenger and Station Accounting Dept., culminated on August 29 in the marriage of Mrs. Carolyn Ennis to Mr. A. J. McClintoc. Mrs. McClintoc is a typist and Mr. McClintoc is a sorting machine operator.

Carlington, Illinois—F. N. Burkardt, veteran GM&O agent at Carlington, took a vacation this year during the county and state fairs, at which he exhibited his Nubian milk goats. At the county fair he won half the awards offered, and at the state fair his goats, and other goats under his care, won 4th, 5th and 7th in the class of 72 goats.

Mr. Burkardt has raised goats as a hobby for a number of years.

Agent-Operator E. A. Haynes, Waterloo, Illinois, retired in September after being with the company since 1909. Mr. Haynes retired due to illness in the family.

Fireman L. Jennings, Artesia, Miss., retired on August 25, 1952, after being with the company since April 13, 1906.

Conductor C. A. Johnson retired on September 1st. He was employed as a brakeman on September 16, 1908, and promoted to conductor on March 7, 1957.

Agent Joe Earnest Taylor, Kenton, Tenn., who entered service of this company on May 1, 1910, retired on September 20, 1952.


Agent-Telegrapher R. W. d. m. Armstrong, Missouri, retired on September 7, 1952, after being with the company since 1916.

Engineer G. C. Stephenson, Slater, Missouri, retired effective Sept. 3, 1952. Mr. Stephenson entered the service as fireman Feb. 21, 1905, and was promoted to engineer Dec. 10, 1909.

Carman John Kochiender, Bloomington, Illinois, retired in July after fifty-four years of service with the company, without a lost time injury. Mr. Kochiender, who is seventy-seven years old, began his railroad service in 1886, and has been in continuous service since 1911.

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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

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During August the GM&O Traffic Office in Chicago held a picnic at Herrick Lake, west of Chicago, with such success that plans were made for having it as an annual affair. Sixty employees with their families were in attendance. The group is shown above in a picture by Miss Chloe Owen of the department.

Harry Joe Andrews, Jackson, Tenn., has received the principal appointment to the U. S. Naval Academy at Annapolis for Tennessee. He is the son of Brakeman Jeff Andrews of Jackson.

Agent E. E. Knapp (right) of Atlanta, Illinois has recently completed a new home which he shows Transmaster Pennewaker (left).

When Cabinet Maker W. O. Hankey (center), Bloomington Shop, retired on December 31, 1951, he was presented with a 20 year pin by S. M. Tudor (right), President of the Brotherhood of Railway Carmen, for the Brotherhood. General Passenger Car Foreman L. E. Flynn (left) presented him with a travelling bag on behalf of fellow emploes. Mr. Hankey first went to work for the C&A in 1895.

Passenger Flagman G. D. Short, Slater, Missouri, brought back proof of his fishing luck on his vacation during August in Tofts, Minnesota. With Mr. Short are Mrs. Short and Manager of the Hotel, Ray Krueger.

Pictured together in the station at Lincoln, Illinois are the Station force at Lincoln. Left to right, they are: Agent J. B. Jakra, Ticket Agent-Operator F. M. Sullivan, Cashier S. R. Tucker, Clerk E. F. Burger and Baggageman Claude Biggs.

In the Assistant Chief Engineer's office at Bloomington are shown the office force consisting of, left to right, D. H. Downey, Asst. Chief Engineer Carethers, Mary Caruso, John Ochs, Pauline Keith, Paul Haney, John Kopke and W. H. Stum.