Two Hundred Pulp Wood Cars To Be Added To Growing Fleet

Two hundred pulp wood cars are to be added to our fleet just as soon as delivery can be made on the frames and the work completed in our own shops.

This order will augment a complement of 300 such cars recently placed in service and will be used to service the expanding timber products industry in the territory.

These cars will be a prototype of the original 300 and will include improvements developed by our own mechanical department, the General Steel Casting Corporation and pulp wood users.

Chief among these innovations are (1) slatted and sloped floors so that surplus bark will be cleared enroute (2) solid cast steel frames, eliminating end bracing and permitting larger and easier loading (3) lower frames for ease in loading and unloading.

Retired GM&O Employees Will Receive 30% Increase In Retirement Benefits

Higher retirement and survivor benefits are in store for most of the Nation's railroad workers and their families as a result of amendments to the Railroad Retirement Act approved by President Truman on October 30.

The Railroad Retirement Board estimates that 250,000 retired railroad employees will receive increases averaging 30 percent, and 150,000 survivors of deceased employees will get increases averaging 45 percent in their monthly benefits. The first checks to include some increases will go out about December 1. Other increases will be made as soon thereafter as possible. No action is required by any beneficiary until notified by the Board.

The new law does not change the tax-rate schedule.

Here is a run down of the principal changes:

(1) Most retirement benefits will first be raised by 15 percent. The higher payments will go to all persons now on the rolls as well as to those who will retire in the future. The maximum annuity now payable will rise from $144 to $185.60 a month.

(2) A monthly benefit will be allowed for the wife of a retired employee over age 65, if she is also over age 65 or has children under 18. This benefit amounts to 30 percent of the retired employee's benefit up to a maximum of $40. The wives of about 80,000 retired employees currently receiving benefits will be able to qualify for this benefit immediately. The maximum payable to a man and wife will be $305.60; eventually, combined benefits above $300 will be possible.

(3) Benefit after age 65 is now creditable toward retirement, but the most service that can be counted when service before 1937 is included is still 30 years.

(4) The monthly benefits payable to the survivors of deceased railroad employees will be increased by 33 1/3 percent and lump-sum death payments by 25 percent. The maximum amount payable to a family will rise from $109 to $160 a month.

(Continued on Page 8)

Three New Locomotives Go Into Service

Delivery of three new Alco-GE diesel-electric locomotives to the Gulf, Mobile & Ohio has been announced by H. E. Warren, Vice President, Purchasing and Stores.

The 1600 h.p. road switching locomotives, built by the American Locomotive Company at Schenectady, N. Y., were put into mainline freight and passenger service late in October. They will be operated on the Western Division. The all-purpose locomotives will also do triple duty as yard switchers.

The three units cost approximately $158,500.00. The delivery of the new locomotives brings to twenty-one the number of road switching locomotives now in service on the G. M. & O.

Weighing approximately 120 tons each, the locomotives are about 56 feet long and have a 46-foot wheel base. They have a normal speed of 65 miles per hour.

New type air-chime whistles, closely simulating the blast of the traditional steam locomotive whistle, are installed on the units.

The G. M. & O. road switching locomotives are equipped with multiple unit controls so that two or more units may be operated as a single locomotive of greater horsepower.

A powerful steam boiler in each of the units, equivalent to the heating capacity of twenty-five averaged-sized homes, answers railroad requirements for heating long passenger trains in sub-zero temperatures.

The major electrical parts on the locomotives were supplied by the General Electric Company.

G. M. & O. has been completely dieselized since 1949, when it became the nation's first major railroad to have only diesel locomotives in service.
Winston St. John Named Supt., Southern Division; W. F. Selph Made Tuscaloosa Trainmaster

Effective November first, W. St. John is appointed superintendent, Southern division, with headquarters in Meridian, Mississippi, according to an announcement made by General Superintendent F. D. Bridges. Incident to this appointment, William F. Selph is appointed trainmaster of the Montgomery District and J. M. Doolittle trainmaster in charge of the Terminal at New Orleans. Mr. St. John fills the vacancy created by the death of Superintendent L. C. Spencer.

Mr. St. John entered the service of the company in 1923 as flagman on the Montgomery District. He was employed as brakeman at Tuscaloosa, Alabama, from October 1925 until January 1930. From January 1930 until May 1942, he served as switchman in the Transportation Department at Tuscaloosa, Alabama, and from May 1942 until November 1942 he served as terminal trainmaster at Meridian, Arkansas and Montgomery. He continued to

Trainmaster Selph

Trainmaster Selph entered the employ of the GM&O in 1923 as brakeman on the Alabama division where he remained until January 1932 when he was transferred in the same capacity to New Orleans. From May 1932 until October 1934 he worked as building custodian at Laurel, Mississippi. In 1934 he became a patrolman in the department of the special agent, which position he held until August 1937. In 1942 he entered the transportation department again as brakeman on the RD District. In 1942 he worked as Assistant trainmaster at Louisville, Mississippi. He was later transferred to the Alabama division where he worked as Assistant trainmaster. On January 1, 1949 he was appointed trainmaster on the Louisiana division with headquarters at New Orleans, Louisiana with primary jurisdiction in Canal Yard. He has held that position until present appointment as trainmaster at Tuscaloosa, succeeding Mr. St. John.

Superintendent W. St. John

Mr. Doolittle came into company service in 1942 in the transportation department as brakeman on the Tennessee division. He worked as mail supervisor in the transportation department at Tupelo, Mississippi from October 1945 until June 1946. He was appointed assistant terminal trainmaster at Corinth, Mississippi in June 1946 and assistant trainmaster at Okolona, Mississippi on January 1, 1949. In February 1951 he was transferred to Tama, Illinois as assistant trainmaster, which position he has held until his present appointment as trainmaster succeeding Mr. Selph in New Orleans. (Picture and additional story on Mr. Doolittle to appear in later issue).

Employer’s Daughter is Morale Builder in Korea

Mrs. M. Moloney, who has worked in the Accounting Department for twenty-three years, is looking forward to the return home of her daughter, Eileen, known in army circles as Lt. Eileen Moloney. Lt. Moloney, who is due home for a visit soon, has been a nurse in the United States Army for three years, serving the last two of them overseas.

She has been a member of Medical Unit MASH (Mobile Army Surgical Hospital) 8063 during a good part of the Korean War. This Unit has been in the midst of the fighting since the beginning. It was in retreat last November and December. It received a Unit citation for having been the first medical outfit to cross the parallel twice.

So outstanding has been the service of this group that Abbott Laboratories in its bi-monthly publication, WHAT’s NEW presented a story of the Unit with artist’s drawings to illustrate the story.

Regarding Lt. Moloney, it wrote: “Perhaps the most popular girl with the MASH 8063 was Lt. Eileen Moloney of Mobile, Alabama. Responding to both nicknames—’Alabama’ and ‘Irish’, she invariably helped morale in the postoperative tent with her good nature and wit. She is cheerful about her extra weight and talks of romance breezily in such terms as: ‘Get a tank deal working!’

“When the sketch was made she had been in Korea four months.”

In the Service

Thomas H. Doran, Jr., Office Assistant, Mobile, Alabama.

John Lynch Clinton, Chief Clerk, Mobile, Alabama.

Fred L. Foote, Manager Reservation Bureau, Chicago, Illinois.

J. D. Perkins, Junior Clerk, Mobile, Alabama.

James B. Selk, Signal Helper, Delevan, Illinois.

George Nuel Prustry, Sheet Metal Apprentice, Bloomington, Ill.

Herman L. Schults, Upholsterer Apprentice, Bloomington, Ill.

Anton Roy Togliatti, Section Laborer, Pequot, Illinois.


Loren Nelson Fouts, Section Laborer, Chatham, Ill.

Billie Harold Pratt, Section Laborer, Girard, Ill.
Traffic Department Announces New Commercial Agents For St. Louis

Effective November first, the Traffic Department announces the promotion of Ernest Reiney Jr., Frank R. Debrecht and C. C. Boken. To be located in St. Louis, each will have the title of commercial agent.

Mr. Reiney moves to St. Louis from Kansas City, where he has been located for the past three years. He has been with the company since 1936 when he entered the service of Gulf Transport Company in Jackson, Tennessee. In 1937 he became associated with the freight section in New Orleans. He was later transferred to Jackson, Tennessee as freight traffic agent, and remained there until 1942 when he entered the armed services.

On his return in 1945 he was located again at Jackson, Tennessee, and at St. Louis. In 1947 he was promoted to commercial agent in Birmingham, and from there transferred to Kansas City.

Mr. Debrecht has been in railroad service since 1922, when he entered the employ of the B & O. In 1945 he came to the GM&O as chief clerk. He was promoted to freight traffic agent in St. Louis, which position he has held until the present time.

Mr. Boken began his railroad career with the former Mobile and Ohio in 1922 at National Stock Yards, Illinois when the M&O and Southern Railway operated a joint livestock agency.

In December 1924 he accepted a position in the local office at East St. Louis as clerk, remaining there until 1929. He was transferred to the traffic department in the St. Louis office in 1929, and was promoted to freight traffic agent in June 1930.

Free Men Send The Light

"The chain-smoking Lt. General Nam II picked up his wooden 'Red Star' matches at Kwang. These sputtered out. He turned to his lighter. It alternately flickered a tiny flame and gave into a blazing fire. Desperately he picked up U. S. matches from the truce table. They worked every time. Thereupon Fred Klomann, president of Local 2149 of the AFL United Match Workers at Oswego, N. Y., cabled Vice Admiral C. Turner Joy: 'Products made by free men under a competitive economy will always be of high quality and superior to those of regimented slave labor. With the thought that they might demonstrate this point if presented by you to General Nam II we are sending you air express a case (2500 matchbooks) of good American matches. Who knows but what they will help General Nam II see the light?"
G. M. & O.'s Glenn Yard In Chicago Handles Thousand Cars Daily

During the month of September, 32,683 freight cars were handled through GM&O's Glenn Yard in Chicago. This typical monthly operation was performed on nineteen two-mile long tracks in one section and five other tracks in another section.

Under the supervision of Superintendent R. F. Jeter, Glenn Yard is a make-up and break-up point for trains in all directions. In-coming trains are classified for their movement out, and all freight cars arriving on GM&O trains into the city of Chicago are re-distributed from the yard.

Redistribution includes the placing of cars on team tracks for unloading, switching of L. C. L. merchandise to Brighton Park, and distributing to connecting railroads and local industries. Sixteen industries in the immediate vicinity of Glenn Yard are served exclusively by GM&O with industry tracks.

Glenn Yard has had a long history. As early as 1867 the railroad maintained a yard in Chicago. The annual report to stockholders for that year refers to the type of rail being used for the heavy traffic on the "track laid in our yard in Chicago".

Construction of the Chicago yard in its present form, however, was initiated in 1910, with a number of additions being made to it in 1913. Then it was that there were built a 30 stall engine house, a yardmaster's office, cinder pit, new turntable, oil house and office.

Major additions were made to the facility in 1934, and in recent years it has been streamlined for the most efficient operation by approximately 225 GM&O employees.

The yard was named for a former chief engineer of the company.

General Yardmaster C. D. Bowsher, standing, with Supt. R. F. Jeter, in Mr. Jeter’s office in Glenn Yard, Chicago.

Switchman J. W. Henry signals the engineer handling a cut of cars switching in Glenn Yards, Chicago.

Conductor E. P. Dibble, left, checks his orders before taking a train out of Glenn Yard, while Clerks E. Larson, center and Assistant Agent E. W. Ringrose, right, look on.

Yardmaster G. D. Starr in tower at Glenn Yard directs the make-up and break-up and movement of trains.
NEWS AT A GLANCE

ABOUT RATE INCREASE APPLICATION

Last March the railroads sought a 15% rate increase ... received a portion (6% in the South) on August 26. Now, in light of $56,000,000 operating increase in September and revenue decline of $16,000,000 below year ago, railroads petitioning to have percentage raises upped to the full 15%.

Present revenues insufficient "to meet operating expenses, rents, taxes and fixed charges; to make necessary capital improvements; to pay installments on existing equipment obligations and make down-payments on necessary new equipment, and to pay dividends on any reasonable basis."

Actually since 1938 the level of freight rates have increased only about 57.6 percent, and the average revenue for hauling a ton of freight one mile has increased only 48 percent. This in comparison to rise of 131 per cent in commodity prices generally ... and taxes to an even greater extent.

AND SPEAKING OF TAXES

In the last ten years (1941-1950) the Class I railroads of the United States paid $10,755,000,000 to the Federal state and local governments in taxes. These taxes went to defray the general costs of these governments as well as the cost of military operations, schools, public institutions, highway construction and maintenance, and some of it helped to subsidize competing forms of transportation.

THOSE ADVERTISING MAPS

In an era of declining rail mileage, the formation of the GM&O System from some 800 miles in 1940 to approximately 3,000 miles today, is rather unusual. In fact, GM&O is the newest major rail system in the country, although segments of it have been serving the public for more than 100 years.

So it is necessary to constantly refer to the location of our Lines in order to better acquaint our patrons and prospective customers with the extent and scope of our transportation plant. This is done by the inclusion of maps in our advertising media wherever possible. (See TIME Magazine advertisement page 10.)

In the limited confines of an advertisement it is naturally impossible to include every city on the railroad, although we would like to do so. Therefore, the map has only those points necessary to clearly define the geographical location of our Line and to make the map attractive from a standpoint of eye appeal.

We know that those cities not included will realize that no slight is intended. Timetable, transportation data and other material where space permits, all have complete maps with all on-line points included.

NEW INDUSTRIAL DIRECTORY

A new directory which will show all industries, firms and warehouses located in towns on the Gulf, Mobile and Ohio, is being prepared by the Traffic Department. When completed it will act as a guide to patrons, affording a quick reference as to those businesses in our territory. In addition to showing those firms which we serve directly, it will also list all companies on other railroads specifying on what railroads they are located.
Friends Honor C. E. Norris At Retirement

On the occasion of his retirement, Division Freight and Passenger Traffic Manager C. E. Norris of Peoria was honored by a farewell dinner by close to a hundred of his friends, members of the Peoria, Illinois Transportation Clubs. Mr. Norris retired on October first after thirty-three years with the company.

Toastmaster for the party was E. A. Davis, traffic manager for Caterpillar Tractor Company. Congratulatory speeches were made by Assistant Vice-President S. A. Williams, GM&O Chicago, and Freight Traffic Manager J. F. Walkmeyer, GM&O Mobile.

Presented to Mr. Norris was a self-winding, water-proof "Tissot" watch, with the instructions that he try it out swimming in Miami, where he plans to make his home.

Mr. Norris is succeeded in Peoria by H. W. Bell, formerly of the Atlanta, Georgia office.

Deceased

Freight Agent F. S. Pearce, Alton, Illinois, died suddenly on September 27, 1951. Mr. Pearce was born in 1890, and entered railroad service as an operator on July 24, 1916. He had been agent at Alton since 1934.

Retired Freight Conductor F. A. Smith passed away at his home in Springfield, Illinois on August 21, 1951. He went to work with the railroad as a brakeman on November 6, 1903 and was promoted to freight conductor in 1916. He retired from the service in 1937.

Passenger Conductor George J. Day, Bloomington, Illinois, died on St. Louis on September 10, 1951. Mr. Day entered the service as a brakeman in 1911, was promoted to freight conductor in 1920 and to passenger conductor in 1945. He is survived by four daughters and five sons.

Locomotive Engineer W. H. Hansen, Bloomington, Illinois, died on September 12, 1951. Mr. Hansen had been making his home with his daughter in Chenoa, Ill, since his retirement in 1940. He entered the service in 1904.

Mrs. E. Woolen, wife of retired Agent E. Woolen, Mathiston, Mississippi.

Dispatcher Robert E. Provee, Murphysboro, Illinois on October 10, 1951 at his home. Mr. Provee began his career with the company in 1915 in the car department at Tamms. He transferred to telegraph operator in 1916 and worked as telegrapher and agent until 1943. At that time he became dispatcher, which position he held until his retirement in 1946. He was 64 years old.

Engineer M. T. Clinton, Tuscaloosa, Alabama on September 30, 1951, of pneumonia. Mr. Clinton was employed as fireman on September 5, 1917 and promoted to engineer in March, 1937.

Retired Engineer Thomas McGrath, Jackson, Tennessee on October 4, 1951. Mr. McGrath entered the service of the company in 1889 and was retired in 1937.

General Office "Chit Chat"

Chester Fesin was in the office recently saying goodbye, as he is leaving shortly for an assignment in Tripoli, Africa.

Arthur Rodwell re-enlisted for three years in the Air Force.

Allen Sullivan, Freight Receipts, and wife have a baby daughter, born at Port Custer, (Battle Creek) Michigan.

Chas. Sheehan and wife, have a daughter born October 30, whom they have named Cynthia Ann.

Wedding bells rang during the month of October for James Ezell, Rate Clerk, who was married to Miss Ruth Welch on October 20.

Miss Mary Agnes Hoffman, Comptometer Operator who was married to Francis Devaux on the morning of October 27.

Mr. and Mrs. Trois Martin are the proud parents of a fine boy, Phillip Trois born September 16. The mother is a Key Punch Operator.

Miss Billie Jean McCord, stenographer in Passenger and Station Accounting Department, was married to Sgt. Hunter Ream on September 29, 1951.

The Receipts Department welcomed the return of two of its employees from the Armed Forces: Terrence White and Emanuel Tapia. Both have resumed their duties.

At the farewell party given Div. Freight and Passenger Traffic Manager C. E. Norris at Peoria. Mr. Norris (seated) was congratulated and presented a watch by left to right, Harry Willius, GA Burlington Lines and President of Transportation Club in Peoria; H. W. Bell, GM&O Freight and Passenger Traffic Manager succeeding Mr. Norris and E. A. Davis, Traffic Manager of Caterpillar Tractor Co.
500 GM&O Employees Have Pennsylvania Alma Mater

One of the most familiar cities in the U. S. to many Gulf, Mobile and Ohio people is not even on our lines. In fact, it's nearly a thousand miles from the nearest G. M. & O. rails. Yet numbers of Gulf, Mobile and Ohio men have come to think of Scranton, Pennsylvania as being practically next door.

The reason is that Scranton, a famous coal mining center, is also world headquarters for an educational institution that more people call "Alma Mater" than any other school in the world—especially railroad people. Scranton is the home of International Correspondence Schools which, during its sixty years of existence, has taught nearly six million students in 400 courses made up of more than 2,000 different subjects.

On the Gulf, Mobile and Ohio nearly 500 employees have enrolled for I. C. S. courses during the last ten years. Hardly a train is dispatched anywhere without one or more crew members who know Scranton, Pa. and what it means. Many key men in G. M. & O. departments are I. C. S. graduates.

Most popular I. C. S. courses among railroadmen are: Diesel Locomotive, Steam and Diesel Locomotive Engineer, Air Brake, Car Inspection and Air Brake, Railroad Apprentice Training, Roadmaster, Section Foreman, Bridges and Buildings, Traffic Management, Railroad Administration, and Railroad Signaling.

I. C. S. got its start back in the late

(Continued on Page 10)

Forestry Winner Treats Pine Trees As Crop

Cliff Miller, Pontotoc 4-H Club member, has been named state winner in the 1951 4-H Woodland Improvement Contest sponsored by the G. M. & O. Railroad in the state of Mississippi. GM&O sponsors these projects in three states.

As state winner, Cliff will receive an all-expense paid trip to State 4-H Round-up in Jackson November 15-16; an all-expense paid trip to National 4-H Club Congress in Chicago and a four-day educational tour to wood using industries in Mississippi and adjoining states.

District and third place state winner in 1950, Cliff, this year faced keen competition from more than 725 4-H Club members from 79 counties.

Young Miller, who is president of the state 4-H council, began his forestry work seven years ago, according to Ralph Robertson, assistant Extension forester.

Cliff's father, L. C. Miller, had clear cut the area that is now Cliff's forestry project and planned to sell the farm. It was largely due to Cliff's persuasion that he did not sell, reported R. A. Simmons, Pontotoc County Assistant agent, who has assisted Cliff with his 4-H Club work.

"Did not sell the farm but let me plant seedlings on the cut-over area," Cliff said. "That, my first year in forestry, I set out 5,000 seedlings."

Not only has the forestry project benefited Cliff financially with an income of $2,455.52, but it also controlled the washing of the soil from the hillside of the highly erodable area in which his forestry project is situated.

He has practiced successive planting, Agent Simmons reported. The first year he began at the top of the hill and has progressed downward each year until now, after seven years, his trees look like stair-steps.

"My pines are not just a 4-H Club project," Cliff stated. "They are a crop

(Continued on Page 9)

HOW MANY BANANAS IN A TRAINLOAD?

Passengers on fruit ships amuse themselves by guessing for a prize (a stalk of bananas) the number of bananas on a stalk. Typical figures range around two hundred.

The Louisiana Missouri Press Journal had a more complicated problem in computing the number of bananas in a trainload—or two trainloads. Figuring 2 and 1/2 bananas to a pound and two trainloads at ten and one half million pounds, the Journal estimated that 29 and one quarter million bananas had made the trip via GM&O through Louisiana on two trains during October.

The picture below is one of the trains making the trip.
"GM&O Courtesy And Service Alive"

Mr. W. R. Godley, General Passenger Agent,
GULF, MOBILE AND OHIO R. R. Company,
Chicago, Illinois.

Dear Mr. Godley:

I feel that I would be remiss in my obligations if I did not report to you a situation you developed for me on the trip from Alton to Chicago last Sunday night, October 14th.

Due to a very careless mistake on my part, I left my son’s horse in haste to catch the train to Chicago, and picked up the coat of his suit and put it on—rather than my own. When we got to the station in Alton I found that I had no transportation which covered the last of a round-trip ticket from Los Angeles to Alliance, Ohio, and that also my Pullman tickets were missing.

I had to keep my schedule and boarded the train, and Mr. E. W. Dooley, passenger conductor on that train, rendered us a service which was certainly far beyond his call of duty, and did it in a most friendly manner.

He was successful in communicating with the ticket agent at Alton, who had my son bring the tickets to the station, and when I stepped off the train at Chicago, your Union Station passenger agent and Mr. Dooley met me at the platform and not only provided substitute tickets on the trip from Alton to Chicago—but also provided me with substitute railroad tickets and Pullman tickets for my trip on the Pennsylvania from Chicago to Alliance.

Further, neither Mr. Dooley nor your agent would accept any fee or gratuity, and merely expressed the hope that they had secured my good will for the G. M. & O.

I am a skeptic to the point where I think southern hospitality and western friendliness are traditions of the past, but I am convinced that G. M. & O. courtesy and service are very much alive. I want to congratulate you and your organization and to thank Mr. Dooley in particular.

Yours very truly,

W. H. Brott, Alliance, Ohio.

Train Porter Makes Friend For Company

J. Saunders
Train Porter,
Chicago, Illinois.

It is indeed pleasing to me to receive the following letter from our representative at San Antonio, Texas, regarding a passenger on train No. 1, September 17, 1951.

"A Mrs. Rittenhouse, of this city, just called me and told me that she came out of Chicago in the chair car of our No. 1 Monday, September 17, en route to San Antonio.

This lady said that her reason in calling was just to tell me that she never saw a more courteous train porter than we had on No. 1 that day, that he just went out of his way in trying to make the passengers comfortable, handling their baggage, etc., and she felt that any man who just showed such an interest in his work and that of his company as this porter, his superior officers should know of it and asked that I pass her comments on to the proper person.

Mrs. Rittenhouse said she understood the porter’s name was Jim Saunders, and that she happened to be calling me was that when this porter found out she was coming to San Antonio he gave her my name and suggested that she call me to arrange for any return reservations she might need at any time."

I know you too will be glad to receive this information and want you to know the Management also appreciates such letters of commendation of employees.

J. R. Conely, Superintendent.

"This Kind Of Service Can’t Be Paid For"

Supt. G. M. & O. R. R.

Dear Sir:

This is to commend one of your employees who is a credit to your record of friendly service.

Last Tuesday evening on the "Midnight Special" out of St. Louis, I rode in the Chicago coach. When I got on the car was comparatively uncrowded so I curbed up on both of the seats to sleep, figuring the porter would ask me to share my seat when the car was full. The money for my pillow and my ticket was in my hand. Having ridden bus and train for 3 days and nights I was on the point of exhaustion. When I awoke—we were in Joliet, Illinois. I had a pillow tucked under my head and my ticket had been checked. But the thing I appreciated most was how the coach was full yet my seat and the one occupied by another sleeping young woman in back of me, were still all ours.

I learned from another passenger that all night long the porter had kept anyone from disturbing me and that he had made several trips back—once putting my coat over my shoulders after it had slipped to the floor.

That kind of service can’t be paid for, but that porter deserves the commendation of his employers. So, I’m telling you about it in hopes you'll pass my thanks on to him.

Alice Jane Aitken
Oak Park, Illinois.

Editor’s Note: Porter was L. J. Dean.

L. C. Spencer Dies At Montgomery

L. C. Spencer, Superintendent, Southern division, with headquarters in Meridian, Mississippi, passed away suddenly in Montgomery, Alabama on October 16, 1951. His death came as a shock to his many friends over the entire system.

Mr. Spencer had been in the service of this company since 1911, when he was employed as telegraph operator. He held this position at various points on the line until 1928 when he became yardmaster and general foreman at Corinth, Mississippi. In 1940 he was appointed trainmaster in Murphysboro, Illinois.

From 1941 until 1944 he served as trainmaster, J&O Districts at Jackson, Tennessee, and from May 1944 until August 1945 as trainmaster, jurisdiction over J&O Districts, Memphis and Birmingham Districts. In August 1945, his jurisdiction as trainmaster included Okolona, Birmingham and Memphis Districts.

Effective July 1, 1946, he was appointed superintendent of the Southern Division, with headquarters in Meridian.

Mr. Spencer is survived by his wife and two daughters.

Retired Employees

(Continued from Page 1)

(5) A survivor will now be permitted to earn $50 a month in social security employment without losing that month’s annuity payment.

(6) A new minimum provision is added which will guarantee that both retirement and survivor benefits paid under the railroad system, together with any social security benefits which may be payable, will in no case be less than the benefit the social security system would have paid if railroad employment were covered by that system. This will in many cases produce increases over and above those already mentioned.

(7) In the future, employees who retire with less than 10 years of railroad service, and the survivors of those who die with less than 10 years of service, will receive their benefits under the Social Security Act the same as though the railroad service had been performed under that Act.

(8) A reduction will be made in the amount of retirement benefits payable to an employee who is also entitled to a retirement benefit under the social security system and who worked in railroad employment before 1937.
Conductor B. W. Norton, East St. Louis, Illinois, was commended by Supt. Thomsen for discovering a brake beam down on a passing train and signalling the crew of the train.

Retired Section Foreman R. F. Strain. Guntown, Mississippi, proved himself a good railroader still, even though he has left active service. On October 9th when an automobile struck the side of the Rebel near Guntown, injuring some of the occupants of the car, the train crew was unable to locate a doctor or authorities to take charge of the situation.

At the suggestion of Supt. Fortines, the dispatcher advised the crew to call on Mr. Strain. The wonderful service and assistance of Mr. Strain in this emergency earned the gratitude of both the train crew and the management.

Brakeman W. W. Hall, Rockhouse, Illinois, was commended by Supt. Conerly for his close attention to duty when he discovered a broken wheel on a car of his train and called it to the attention of the conductor.

Switchman F. W. Thompson, Venise, Illinois was commended by Supt. Thomas for his alertness in observing a spring plank down in a car already lined up, and notifying the car inspector.

Engineer C. E. Johnson, Venise, Illinois, was commended for discovering the inspector’s supply box at the south end of the Brooklyn yard on fire and promptly reporting and helping extinguish the fire.

Retirements

Mechanic Edward W. Gray, Tuscaloosa, Alabama, retired on September 28, 1951 after forty-seven years of service with the company. On his retirement, his fellow employees presented him with a lovely gift.

Brakeman H. L. Meeks, Jackson, Tennessee, retired on October 3, 1951. Mr. Meeks entered the service on January 15, 1918.

Train Brakeman W. Y. Thomas, Jackson, Tennessee, retired on November 2, 1951, after being in the employ of the company since September 3, 1909.

Terminal Switchman W. J. McEvilly, Chicago, Illinois, retired on October 31, 1951. He was first employed by the company on September 13, 1929.

Operator E. W. Moneyham, Trenton, Tennessee was commended by Supt. Fortines for his interest and cooperation shown when he detected from the platform of the station, when “off duty”, a badly stuck brake on car of a passing train. He notified the rear end crew of the train, who corrected the trouble.

Switchman J. R. Duggan (The Hat), was commended by Supt. of Terminals Hoeksema for still having “plenty under the hat”, when he discovered a broken flange on a wheel of a car being placed in a train.

Forestry Winner

(Continued from Page 7)

just as much a scotchen corn. In talking my dad out of selling the farm I knew that if I were to get the most good out of it after I began to farm it myself, I would have to do something to control the erosion. Trees were the answer.”

In addition to being state forestry winner, Clell will compete against other state winners for sectional honors and a $396 scholarship at National 4-H Club Congress.

District winners in the project are: northeast, Gale Denley, Vashon County; east central, Robert Edd Gary, Webster County; southeast, Guy Wayne Davis, Pearl River; southwest, Jerry Lee Myers, Pike, and northwest, Claver Blair, Carroll County, the club department announced.

### OUR FREIGHT BUSINESS

<table>
<thead>
<tr>
<th>Revenue Car Loads Billed And Received On GM&amp;O</th>
<th>1950</th>
<th>1951</th>
</tr>
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<tbody>
<tr>
<td>Jan.</td>
<td>69,409</td>
<td>48,699</td>
</tr>
<tr>
<td>Feb.</td>
<td>59,640</td>
<td>85,640</td>
</tr>
<tr>
<td>Mar.</td>
<td>50,018</td>
<td>55,012</td>
</tr>
<tr>
<td>Apr.</td>
<td>53,830</td>
<td>58,640</td>
</tr>
<tr>
<td>May</td>
<td>59,770</td>
<td>58,512</td>
</tr>
<tr>
<td>June</td>
<td>54,370</td>
<td>53,188</td>
</tr>
<tr>
<td>July</td>
<td>61,418</td>
<td>66,153</td>
</tr>
<tr>
<td>Aug.</td>
<td>57,950</td>
<td>56,001</td>
</tr>
<tr>
<td>Sept.</td>
<td>56,402</td>
<td>54,169</td>
</tr>
<tr>
<td>Oct.</td>
<td>58,876</td>
<td>63,775</td>
</tr>
<tr>
<td>Nov.</td>
<td>51,268</td>
<td>52,169</td>
</tr>
<tr>
<td>Dec.</td>
<td>51,878</td>
<td>52,169</td>
</tr>
</tbody>
</table>

Comparison of the first 10 months of the years

<table>
<thead>
<tr>
<th>1950</th>
<th>518,786</th>
</tr>
</thead>
<tbody>
<tr>
<td>1951</td>
<td>558,876</td>
</tr>
</tbody>
</table>
Room to GROW on the GM&O!

Many business men of today remember their boyhood when they bought their first little big-ho-wire "room to grow..."

- GM&O Territory provides ample room to grow... all the facilities industry needs for present efficiency and future expansion. We serve the great Lake-Gulf Coast Area well; we know it well. We will be glad to counsel with you on any plant location problem.

- May we help you?

Mr. J. D. Tyler, San Jose, Illinois, heard a strange noise as train No. 21 was passing through San Jose, and on his investigation, found a piece of rail missing from the track. He immediately reported this to the dispatcher who called sectionmen to repair the track.

Mr. D. H. Bohm, Pontiac, Illinois, while driving along the highway, noticed a hot box on a car of one of our trains and notified the operator at Dwight, where the train was stopped and necessary attention was given to the car.

Mr. M. H. Jones, Ovett, Miss., called the dispatcher's office at La Grange, Miss, and reported that there was something wrong with our track near the crossing at Clarks. Investigation by our section forces disclosed a broken joint. By his interest and prompt action, Mr. Jones prevented the possibility of any serious trouble at this point.

Mr. O. C. Adleff, Springfield, Ill., discovered a plank sticking up in the middle of the track on a crossing at Springfield. Mr. Adleff took the time to report the condition so that measures could be taken to prevent an accident.

Mr. James Atkinson, Houlka, Miss, notified a hot box or hot wheels on a car of a passing freight train, and called a railroad office to report it.

Mesers. Lit Wilson, H. A. Wilson, Henry Archie, Jessie Wilson and Davis Wilson of Finger, Tennessee discovered a broken joint in the track just south of Finger and protecting the joint notifying the proper authorities and flagging ahead. An incoming locomotive to acquaint the crew of the defective track.