Chairman of the Corporation Tigrett, President Hicks (right) and Executive Vice President Brock as they were photographed by a Mobile newspaper photographer upon their recent promotion to higher executive offices.

Three GM&O Executives Elected To Higher Corporate Offices By Board

Three executives of the Gulf, Mobile and Ohio Railroad were elected to higher corporate offices November 7 in Mobile by the Company’s Board of Directors. The Directorate also authorized purchase of 100 freight cars and payment of dividends on stock.

Promoted were: (1) J. B. Tigrett, of Jackson, Tennessee from President to the newly created senior executive office of Chairman of the Corporation; (2) F. M. Hicks of Mobile from Executive Vice-President to President and (3) G. P. Brock, also of Mobile, from Vice-President and General Manager to Executive Vice President and General Manager. At the same time A. C. Goodyear, Chairman of the Board of Gaylord Container Corporation was made Chairman of the GM&O Executive Committee.

In conjunction with these corporate changes, Assistant to President C. B. Whitlow of Jackson, Tennessee, was named Assistant to Chairman of the Corporation and Executive Assistant F. J. Lott of Mobile, Assistant to President. B. M. Sheridan, formerly Publicity Director, was made Assistant Vice-President, Public Relations.

The 100 new freight cars are to be wood rack cars for use in the pulp wood industry and they will be constructed in Shops of the Railroad at a cost of approximately $600,000.

Dividends declared were $1.25 per share on Preferred Stock for the fourth quarter of the current year, to be payable June 30, 1953 to stockholders of record at the close of business on June 10, 1953 and 80c per share on the Common Stock to be paid concurrently with the regular quarterly dividend of $1.25 per share on the Preferred Stock declared at a previous meeting for payment on December 28 to stockholders of record on December 6, 1952.

Board of Directors Dedicates Portrait of Chairman Tigrett

In recognition of his inspiring leadership, Directors of the Gulf, Mobile and Ohio Railroad Company dedicated and permanently hung a portrait of Mr. Tigrett, Chairman of the Corporation, in the lobby of the General Offices during ceremonies connected with the four-day Directorate meeting here November 5-8.

Director W. J. Ruathon, Protective Life Insurance Company President of Birmingham, made the presentation on behalf of Board members and Mr. Hicks, GM&O President and business associate of Tigrett for the past forty years, made a brief address during the ceremony. Dr. Howard M. Beavers of the First Baptist Church pronounced the benediction.

Mr. Ruathon said that the portrait was an indication of the “measure of respect and warmth of regard” that the Directorate felt for Mr. Tigrett and that it would be a “record for posterity.”

About him he said: “It is phenomenal for an entire Board of twenty-one men of such heterogeneous interests and from

(Continued on Page 2)

Director Stout Is Honored

GM&O Director Charles B. Stout, president of the Dixie Portland Flour Company of Memphis, Tennessee was honored on October 25th by Earlham College of Richmond, Indiana, from which he graduated in 1904. He received a citation “for his record in the field of business and for public service which has reflected honor upon his college.”

The citation was awarded Mr. Stout and twenty other outstanding graduates at the annual Homecoming Dinner, which climaxd a week-long convocation emphasizing the contributions of the college in the fields of science and religion.

During the program the Stout Memorial Meetinghouse was dedicated. The building was given the college as a tribute to the Quaker parents of Mr. Stout.
Promotions (Continued from Page 1)

In announcing the dividends on Common Stock, Chairman Tigrett stated that notwithstanding the better-than-average earnings enjoyed by the Company this year the Board deemed it advisable to await results in 1953 before considering an increase in the regular quarterly rate or an extra dividend.

The Company, organized in 1940, paid an initial dividend of 50c per share on its Common Stock in 1948, a like dividend in 1949, and $1.55 in 1950. In 1951 regular dividend basis of $2.00 per year was established and 50c per share was paid quarterly in 1951 and 1952.

As a result of this dividend action the Board also authorized payment of additional rental to its subsidiary, the New Orleans Great Northern Railway Company, under the terms of its lease of the properties of that Company.

Later the NOGN Board declared interest payable on its 6% income Debentures due 2032, 1% on June 30, 1953 to holders of record on June 25, and 1% on December 30, 1953 to holders of record on December 22. In addition to 1% previously declared payable on December 26, 1952.

Fourteen GM&O and seven NOGN Directors attended the three-day conclave which began with an unveiling of a portrait of the new Chairman of the Corporation for permanent hanging in the lobby of the Company's General Offices here.

Mr. Tigrett Forty Years a Rail President

Mr. Tigrett began his Railroad career in 1872 as President of a 40-mile line serving his home town of Jackson, Tennessee. In 1919 he became President of the 400-mile Gulf, Mobile and Northern and has continued to head the properties through a succession of amalgamations expanding the line to its present 3,000 mileage. He is recognized nationally for his progressive policies and humanitarian ideals.

Mr. Hicks Started As Agent

President Hicks started his railroad work in 1873 as a station agent at Crockett Mills, Tennessee. He has served in various executive capacities on the Railroad since, having been Corporate Auditor, Comptroller, Traffic Manager and Vice-President in charge of Traffic. He was elected Executive Vice-President in 1934.

Mr. Brock With Company Since 1922

Executive Vice-President Brock came to the Company in 1922 in the Operating Department and has been respectively Assistant General Manager, General Manager and Vice-President and General Manager, the latter office which he assumed in 1940.
LINE PAPERS SALUTE RAILROAD PROMOTIONS

FIFTH JACKSONIAN TO BECOME PRESIDENT

(Jackson, Tenn. Sun)

Frank M. Hicks, native of Jackson and executive vice-president of the Gulf, Mobile and Ohio Railroad for a number of years, has retired from the presidency. His election took place at a meeting of the rail directors at Mobile Friday. He becomes the fifth Jacksonian to be named a railroad president.

Over 100 years ago Judge Milton Brown, Jackson lawyer who had seen conspicuous service in Congress, organized the Mobile and Ohio Railroad Company and became its first president.

John L. Lancaster, who began his rail service with the Illinois Central in Jackson back in the eighties, served for a number of years as president of the Texas and Pacific Railroad. Later he became chairman of the board.

J. B. Tigrett, who became president of the GM&O a number of years ago, was elevated to chairman of the board at the Mobile meeting.

Clark Hangerford, president of the Frisco Railroad with headquarters in St. Louis, was born on North Royal Street in Jackson, but moved with his parents to North Carolina when he was five years of age.

MR. TIGRETT'S ACHIEVEMENTS

(Montgomery, Alabama Journal)

Another "Ike" took his place in the limelight over the weekend. It was Ike B. Tigrett, the veteran president of the G. M. & O. railroad who was elevated to chairmanship of the board of his rail system, while P. M. Hicks was advanced to president to relieve the elder man of some of the heavy duties he has been performing.

Mr. Tigrett deserves to take things more easily. He has made a record as a railroad man, and his pride is that of every Southerner. He started in a small way with a comparatively small railroad with small prospects. But he began to build.

He surrounded himself with a group of live, energetic and ambitious young men and things began to hum. Mr. Tigrett won the confidence of financial interest always looking for men who can do things. His lines began to expand and prosper. The culmination came when he took over the Chicago and Alton railroad, a northern system connecting Chicago, St. Louis and Kansas City. That linked the Chicago and Alton with the G. M. & O. at St. Louis and gave Mr. Tigrett a through railroad from Mobile to Chicago by way of St. Louis which he called "the Alton Route." This through North and South railroad from the Gulf to the Great Lakes fills an imperative need for both regions and Mr. Tigrett and his corps of assistants have been making the most of it through service to both North and South.

It was a great achievement, and its possibilities for the future are inestimable. We salute Mr. Tigrett upon his elevation to a position where he can at least have a little more leisure than he has permitted himself throughout his busy life.

Attending the monthly safety meeting held in Mobile during October were:


Promotions

(Continued from Page 2)

Whitlow, Assistant to Chairman of the Corporation, is also President of the Gulf Transport Company, railroad highway subsidiary. He joined the Road in 1928 in a clerical position, served in the President's office in various capacities being made Executive Assistant in 1946. He has been Assistant to President, and President of the Gulf Transport Company since 1947.

Lott, new Assistant to President, has been associated with the Executive offices of the Company since 1937, the last five years as Executive Assistant.

Sheridan has been in the Public Relations Department of the road for 20 years.

Santa's Fifteenth Trip On Rebel Is Televised

For the fifteenth consecutive year, Santa Claus has arrived in New Orleans aboard GM&O's streamlined Rebel. Sponsored by D. H. Holmes department store, Santa boarded the train again this year at Jackson, Mississippi for his personal appearance trip through Mississippi and Louisiana before taking up his pre-holiday duties in New Orleans.

This year, in addition to the thousands who saw him at train side, Santa had a new and wider audience through Radio and Television Studio WDSU in New Orleans. His complete trip on the Rebel was televised for the benefit of youngsters who could not get to the train to see him.

Birthday greetings to P. C. Lovelace, retired clerk from the Freight Receipts Department in Mobile. Mr. Lovelace celebrated his ninetieth birthday on October 16th.
TIMELY TOPICS

AID FOR CHRISTIAN COLLEGES

Recently, one of our employees questioned the action of the Management in contributing to the support of several small Christian colleges on our Railroad instead of raising wages.

Let's look at the record:

During the year 1932, GM&O employees will receive approximately two million seven hundred and fifty thousand dollars in increased wages resulting from the application of the cost of living formula. Total contributions to the denominational colleges will not exceed fifty thousand dollars, which, after all, may increase the educational advantages for the children of our employees.

SIXTY BILLION DOLLARS TO REPRODUCE RAILROADS

If the Class I railroads of the United States were to be reproduced new today from scratch—equipment and all—they would cost in the neighborhood of sixty billion dollars.

This estimate is based upon expert testimony presented in a recent ICC case.

Sixty billion dollars is an incomprehensible sum to most persons.

It is nearly double the amount of money in circulation in this country.

It is more than the total value of all farm property in the United States.

It is almost equal to the total national wealth as late as 1888.

It is equal to $389 for every man, woman and child in the United States.

DIVERSIFIED FREIGHT TRAFFIC ON GM&O

In a recent prospectus issued by White, Weld & Company of New York on our Railroad the following was said about the diversification of our freight traffic: "Serving such important cities as Chicago, Kansas City and St. Louis on the north, and Memphis, Birmingham (both over trackage rights) Mobile and New Orleans on the south, G. M. & O. hauls a large amount of manufactures and miscellaneous traffic that is expanding with the steady changes in the character of the territory, particularly in the southern part where industrial growth has been substantial. Considering the fact that revenues from this traffic classification (manufactures and miscellaneous) had risen from $18.5 million in 1941 to $45 million in 1961, an increase of 145%, whereas all other freight revenues have advanced from $22.2 million to $38.2 million, or only 73% over the same period, the continuing industrial development has significant implications for the future.

"Although the road hauls a large volume of manufactures and miscellaneous traffic, it is not heavily dependent upon any single item, for not one within that group produces as much as 5% of revenues. The only commodity contributing over 5% of revenues is lumber, shingles and lath (considered singly in ICC traffic statistics) which averages about 6%. Total forest products revenues amount to approximately 11%; agriculture, with bananas, flour, corn and cotton the big items, 16%; animals and products 2%; and mines, with coal, sand and gravel the larger contributors, around 14%. Less than carload freight accounts for 4% of the total. Thus traffic on the whole is well diversified."
GM&O CHEMISTS FIND ANSWERS IN BLOOMINGTON LABORATORY

J. T. Sullivan, chemist assistant, determines the flash point (temperature at which vapors flash when exposed to a small gas flame) of illuminating oil used in signal lamps.

Engineer of Tests Wayne Lasky, in GM&O laboratory at Bloomington, inspects samples of dirt that had accumulated in crankshaft of engine resulting in its failure.

Why have chemists on a railroad?

Engineer of Tests Wayne Lasky at a speech in Bloomington referred to this question, with the answer that a railroad chemist is really a safety device—plus an economy measure. A chemist attempts to prevent railroad mishaps by discovering potential trouble in equipment before it happens. His second and equally important job is to find and recommend means of increased economy and efficiency in railroad equipment maintenance.

At GM&O's laboratory at Bloomington, Illinois, a staff of seven people is engaged in finding answers for our railroad. Engineer of Tests Wayne Lasky and Engineer of Research M. A. Hanson examine new railroad products in regard to their suitability for GM&O. They study types of oil to find the most efficient for use by GM&O's diesel engine line-up, and then find ways to reclaim the used oil for re-use. They look for causes of failure in equipment, and make recommendations to avoid re-occurrence. But most important, they are constantly making tests to discover where equipment is wearing, so that repair or replacement can be made before trouble develops.

Under the supervision of the laboratory staff, oil samples and water samples from all passenger diesels and all freight diesels

(Continued on Page 7)

Chief Chemist H. E. Frank determines wear on engine by means of spectrographic oil control. Lubricating oil from engine is burned to an ash and tested by a spectograph, left, to determine metals present in it worn from engine parts. Excessive wear on any part can be found by presence of metal from that part in ash.

A record of performance is kept on each of GM&O's diesels, similar to that of a patient in a hospital. Laboratory Assistant H. W. Kilze checks cards for 256 diesels.

Engineer of Research M. A. Hanson points with pencil to an invisible crack in a journal, detectable by means of the "Magnaglo." Besides spotting trouble in materials in use, GM&O chemists investigate and inspect new material and equipment.
GM&O Mother Is Jackson’s Oldest

Mother’s Day this year in Jackson, Tennessee, brought recognition to a well-known GM&O mother and grandmother—Mrs. Frances Virginia Emmons—who was declared the oldest mother in Jackson. Ninety-seven years old on her last birthday, Mrs. Emmons’ life has been closely tied to that of the railroad.

She came to Jackson as a bride of an engineer of the former Mobile and Ohio Railroad. After he lost his life in company service, she made her home with a daughter, Mrs. J. I. Gilliken, whose husband was Conductor J. I. Gilliken (deceased) of the former GM&O. And her grandson is Vice-President Jack Gilliken of the Gulf Transport Company.

Mrs. Emmons was born near Gainesville, Alabama. She remembers well when, at the age of five years, she saw the first cadets get on the boat to go down the Tombigbee River for the War Between the States.

“And when I was nine, they returned. I sat in the gate-post and watched Forrest’s Brigade pass by to surrender. It took three days for them to pass.”

She attended school in a log house near her home, where the boys spent Friday afternoons delivering speeches and the girls recited poetry. What is more, Mrs. Emmons can quote much of that poetry today. When telling about the capture of John Brown of Civil War fame just twenty miles from her home, she recalled a poem chanted by the youngsters of the day:

John Brown’s dead and the last word he said Was “Don’t keep me here long remaining.”
And they drew him up a rope and dragged him up a slope
And landed him in the happy land of Caanan.

Although she sometimes reminisces about the past, Mrs. Emmons is completely interested in the present. She enjoys quiz programs on the radio, and is dismayed by the memories of most contestants. Newspapers and most popular magazines are read daily, her favorite being the Reader’s Digest.

Mrs. Emmons has four children, and, as for grandchildren and great-grandchildren—“Oh, so many I hate to count them!”

There are those who use the word “reminiscence.” Mrs. Emmons says, “No, I never did.”

The answer to the long-standing and much mooted question of whether proper highway weight limits does not lie in the simple application of the laws, but in the willingness of many states, before conclusive technical data were available, to make the costs to the public and the damage to the highways.

The billions of dollars already spent and to be spent over roads would seem to compel every state legislature and official to carefully analyze the results of the Maryland and other road tests. If they are not qualified to do so, let them employ reputable and unbiased professional engineers to do the job. The cost of such investigations will be money well spent.

Then, based upon the findings, let every state, accordingly adopt reasonable vehicle weight, size and speed limits and vigorously enforce them. And, finally, let every class of vehicle pay, in proportion to its use and wear, its share of our highway costs.

—J. B. Tigrett, Chairman.
FIRST SHIPMENT OF TOOLS LEAVES TUPELO PLANT VIA G. M. & O.

First shipment of tools has been made from the Rockwell Manufacturing Company Delta plant, located on the GM&O at Tupelo, Mississippi. The plant to manufacture wood and metal machine tools was located on our line in late 1951.

★ IN THE SERVICE ★

Ronald Houston Rogers, Miscellaneous Clerk, Mobile, Alabama.
Bobby Charles Ellis, Train Dispatcher, Jackson, Tennessee.
A. R. Stratman, Switchman, Marshall, Missouri.
Charles W. Hubbard, Comptometer Operator, Mobile, Alabama.
Elliott Eugene Salomo, Laborer, Bloomington, Ill.
Joe Victor McNeil, Machinist, Artesia, Mississippi.
Clarence O. Lewis, Section Laborer, Carlinville, Ill.
N. E. Ard, Office Assistant, Mobile, Alabama.
Maurice Curtis, Laborer, Mobile, Alabama.
John Charles Maher, Agent-Operator, Boling Green, Mo.
John Wesley Sharp, Carman Helper Apprentice, Venice, Illinois.
Harold Edward Holloway, Freight Carman, Bloomington, Ill.
Cyrus John Campbell, Section Laborer, Dwight, Ill.
Irvin B. Hutchinson, Pipefitter Helper, Bloomington, Ill.

COMMENDATIONS...

Brakeman C. D. Evans, Reedsboro, Illinois, was commended by Supt. Connelly for interest in his work when he discovered the brake sticking on a car which was pulling out of the yard. He boarded the train and rode it to the stock yards south of the city so that he could release the brakes.

Switchman Frank Halton, Venice, Illinois, was commended by Supt. Thomason for observing eight inches of flange broken off the lead wheel of a car and reporting it to the yardmaster so that the car could be cut out.

Train Porter Dave Strickland, Chicago, Illinois was commended for showing the use of his personal automobile for the handling of messages or other use at a time of emergency.

Operator A. L. Arslin, Jr. was commended by Supt. Forlines for discovering a brake beam down on a passing train and flagging the train to notify the conductor.

Conductor H. L. Hayes, Bogalusa, Louisiana, was commended by Supt. Currie for his alertness, when on stopping to inspect hot boxes, he found an arch bar broken and handled the car to prevent damage.

Operator J. E. Hopson, North Cairo, Illinois, was commended by Supt. Forlines for discovering three inches of flange gone from a car and notified the conductor who stopped the train and set it out.

Operator S. N. Jones, Union City, Ten., was commended for noticing a hot box on a passing train and flagging the train so that the car could be set out on the siding. The car was found to have a broken journal.

Engineer W. M. Frailey, Tannus, Ill., and Fireman W. F. Mitchell, Tonnas, Ill., discovered an incapacitated man lying across the tracks and took steps to prevent the man from being struck by a train.

Telegraph Operator J. E. Hopson, North Cairo, Illinois, detected a broken flange on a passing car and notified the conductor, who had the car set out.

Mr. Bransford Whitlow, Pres. Gulf Transport Co.

Dear Sir:

I have just returned from St. Louis via your bus line, and it was my good fortune to have a Mr. H. Andrews as driver each way.

I have made numerous bus trips, but have never before had a driver so patient with and courteous to all passengers.

Being a mother of small children myself, I was very much impressed by his seeing that children traveling alone were met before proceeding. I have certainly not found such consideration typical of all drivers. Other passengers noticed it, too, and several mentioned it.

Mrs. D. E. Luckey, Jr.
Jackson, Tenn.

Railroad Chemists (Continued from Page 5)

are analyzed daily. From a study of these samples it can be determined what part of the engine is beginning to wear, and repair can be recommended before a costly failure can occur.

Since GM&O's complement of diesels has grown from three in 1935 to 258 in 1962, this detection and prevention program has reached such proportions that technical laboratory equipment has been placed in each of the line's fifteen terminals.

Stiffest problem for the railroad chemist and research expert, says Mr. Lasky, is that of the "hot box." This familiar trouble maker is the subject of long hours of study, and one day the answer to it will be found in the laboratory of some railroad chemist.

A Quote to Remember: "A smile costs nothing, but it creates much. It happens in a flash, but the memory of it lasts forever. It cannot be begged, borrowed or stolen, but it is of no earthly good to anyone until it is given away.

So, if in your hurry you meet someone who is too weary to smile, leave one of yours, for no one needs a smile quite as much as he who has none to give."—Clipped by Supt. of Women Personnel Vera Elvert.
IDENTICAL TWINS OPERATE G M & O TRAIN
(From the Winston County Journal, Louisville, Miss.)

Probably no where else in the country do identical twin brothers operate a train, one the conductor and the other the engineer.

That is the case of Dick and Lock Doolittle, identical twins, who run a Gulf, Mobile & Ohio freight train between Louisville and Jackson, Miss. They have been together regularly the past six years and off and on since they began work for the railroad—Dick, Nov. 5, 1897, and Lock Oct. 15, 1909.

Their late father, Horace E. Doolittle, was pumper for the G. M. & O. at Newton.

Eugene Doolittle, has been switchman at Mobile since 1917. Another brother, Boul, was ditcher engineer at Mobile from 1900 until his death in 1910.

Two nephews are also with the G. M. & O.—James Doolittle, son of Mac, with 11 years service, as trainmaster at New Orleans, and Pete Holman has been yard clerk at Mobile since 1942.

The Doolittle theme song could be "We've Been Working on the Railroad"—all these add up to a total of 221 Doolittle" years for the G. M. & O. . . .

They say that when younger that they used to do a lot of "scrapping" that they don't do now. However, Dick says, "I get mad enough at him some time when I'm on the end of a 150 car long train, but by the time I walk to the engine I've cooled off."

Lock began as a fireman in 1909 and became engine in 1929. He lived at his hometown, Newton, until 1913 when he moved to Laurel and resided with his family until they moved to Jackson in 1946.

Lock says, "I've not missed a pay day since I began and if I was ever late for a call, I can't remember it."

Dick, who lives in Louisville, says he hasn't been quite as lucky as Lock. He's been away from work a few times. First from April, 1918 to November, 1919, when he was in the army—16 months of the time overseas at Bourdeau, France . . . and of all things—a track private working on the railroad. He had been promoted from brakeman to conductor just before he went into the army and that's where he took up in Dec., 1919.

They hope they can stay together a few more years, until they retire.

Gloria Swanson Is Passenger

Gloria Swanson, famous screen, stage and radio TV star who now heads a dress manufacturing company bearing her name, left St. Louis on the Ann Rutledge last month after a stay in St. Louis. Occasion for her trip was the showing of the Gloria Swanson models at a St. Louis department store. Miss Swanson modeled her own designs.

Since Miss Swanson's agency is located in New York, GM&O's Passenger Representative in that city, Miss Alfreda Topping, booked the party's trip aboard GM&O trains.

Remember when—Lewis Gilmer Clark in the office of Supt. of Terminals in Mobile looked like this? Picture was made in 1912 in Bay Minette, Alabama.

Heroic Action of Townspeople Saves G M & O Station

To the people of Sebastopol, Mississippi, goes the credit for preventing the burning of GM&O's station in that little city on October 25th. A cotton gin near the station had caught fire during the afternoon, with the fire spreading quickly down a railroad loading platform toward the station.

By the time the fire was discovered, it was too late to save the station. The townspeople concentrated on fighting the fire to save the station. Women and children joined the men in their efforts. Two men, Mr. B. Eason and Mr. L. Gilmore, were given particular credit for their efforts in throwing water on the flames, protected by a grain door which they carried between them and the fire.

Although the cotton loading platform was destroyed, the station was little damaged except for glass broken by the heat. Freight and records which had been removed for fear the station would burn had been replaced by the time railroad officials arrived on the scene.

Gulf Transport Safety Awards

The following Gulf Transport Company Truck Operators were presented safety awards for safe driving during the period September 1951 through September 1952:

- Truck Opr. M. B. Easley, 6 yr. award.
- Truck Opr. A. M. Munn, 7 yr. award.
- Truck Opr. Arthur M. Neal, 1 yr. award.
- Truck Opr. J. D. Perkins, 7yr. award.
- Truck Opr. H. B. Stanford, 5 yr. award.
- Truck Opr. W. A. Wood, Jr., 13 yr. award.
- Truck Opr. W. R. Young, 10 yr. award.

Safe driving awards for safe driving during the period October 1951 through October 1952 were presented during the month of October to:

- O. E. Harmon, 5 yr. award.
- E. R. Hill, 1 yr. award.

J. S. Armour Passes In Mobile

General Car Foreman of Mobile area J. S. Armour died after a brief illness in Mobile on September 27th. Mr. Armour had been in the employ of this company since 1918. He is survived by his wife and one son.

Mr. Armour was first employed by the former Mobile and Ohio Railroad in the freight department at Meridian, Mississippi in 1918. He was promoted to freight car inspector in 1921 and to chief car inspector and repairer in 1927. He received his promotion to the position of general foreman car department, Mobile area, on September 1, 1949, and held this position until his death.
ALONG THE LINE . . .

Dallas, Texas—Mr. L. L. Walker, DFA, GM&O Railroad, Dallas, Texas, was recently elected as a Member of the Dallas Traffic Club Board of Governors, for a term of two years.

Jackson, Tenn.—Miss Evelyn Beare, formerly hostess on the GM&O, will serve as the 1953 Maid of Cotton tour secretary, the National Cotton Council announced last month. Another former GM&O hostess, Miss Lilian Sledge, is the Tour Manager.

Mobile, Alabama—GM&O soldiers being welcomed back from service are Bobby Leggett, Charles Kincaid, Olin Dowdle, Jack Olive, J. G. Canaday, Jr. and L. J. Crocker.

Coal City, Ill.—Pvt. Anton Togniato, who is on leave from GM&O, has been awarded the Combat Infantryman Badge, symbol of the front line soldier and worn only by those who have been under fire. He is with the 7th Infantry Division in Korea.

Mobile, Alabama—Weddings celebrated in the general office are those of Mrs. Yvonne Smith, clerk accounting bureau, to Mr. H. M. Booth; Miss Elizabeth Turner, passenger and station accounting dept., to Mr. Jack Miller; Russell Hendrix, passenger and station accounting dept., Miss Ann Dyess, and George Robinson, transportation dept., to Miss Frances Willis.

Mobile, Alabama—In the passenger and station accounting dept., Mr. and Mrs. J. C. Swart, are celebrating the arrival of son, Mark Michael, and in the freight receipts department H. L. Edgecomb is passing the cigars for the arrival of son, Mark Stephen.

Albany, Georgia—Commercial Agent W. E. Byard, Jr. and Mrs. Byard announce the birth of a son, Kenneth Wayne, on October 21.

Kansas City, Missouri—On August 30, a son, Patrick, was born to Lt. and Mrs. Julian Smith, formerly employed in the Traffic Department at Kansas City and now stationed in England as transportation officer for the Air Force. The Smiths have another son, Michael, and have now completed the pair of "Pat and Mike."

Mobile, Alabama—Being welcomed back into the Transportation Department after a tour of duty with "Uncle Sam" are James E. Leachman, Stephen W. Crutcher, John S. Lock, Jack H. Beck and George E. Robison.

Operator A. L. Elwood, Lincoln, Illinois, who entered the service of the company in 1904, retired effective June 1, 1952.

RETIREMENTS

Engineer Thomas Fletcher, Kansas City, Missouri, retired on October 31, 1952. Mr. Fletcher was promoted to yard engineer on October 17, 1917.

Fireman Joel Newman, Jackson, Tennessee, retired on September 29, 1952. He entered the service of this company in 1911.

Fireman S. A. McCown, Jackson, Tennessee, retired on September 15, 1952. He was employed as fireman on May 4, 1920.

Trucker Lowery Miller, Okolona, Mississippi, retired on November 7 after being in the service since October 10, 1916.

Operator L. M. Ballard, Macon, Mississippi, retired on October 17, 1952.

Switchman E. L. Milligan, Slater, Missouri, retired on October 1 after more than forty-seven years of service with the company, having been in the service since 1910.

Switchman J. H. Liemand, Slater Missouri, who entered service as a switchman on April 13, 1917, retired on October 10, 1952. Mr. Liemand's physical condition makes it impossible for him to continue in service.

Engineer T. P. Hanner, Slater, Missouri, retired on October 8, 1952. Mr. Hanner had been with the company since August 4, 1916 when he entered the service as fireman. He was promoted to engineer on June 23, 1917.

Passenger Conductor A. L. Atkinson, Normal, Illinois, retired effective June 21, 1952. Mr. Atkinson entered service as brakeman on July 17, 1903 and was promoted to freight conductor on June 25, 1904 and to passenger conductor on April 21, 1919.

RETIRED FRIENDS GET TOGETHER

Retired Conductor W. J. Gunn of Roodhouse, Illinois and Mrs. Gunn vacationed in California this fall, visiting former railroad friends. Mr. and Mrs. L. A. Clowers. Mr. Clowers is a retired switchman who formerly lived in Springfield, but now lives in San Francisco. In the picture they are, left to right, Clowers, Gunn, Mrs. Clowers and Mrs. Gunn.

GM&O Offers $300 Prize Money

The Agricultural and Forestry Department has announced that GM&O will, this year, offer $300 in prize money to boys in counties in Mississippi served by the line who do the best work in forestry.

GM&O Director of Agriculture and Forestry S. A. Robert, left, stands with Vocational Teacher W. E. Ethington, center, and Jack Whistead of Neshoba County, Mississippi. Jack is one of the entrants in GM&O's forestry contest.

The money will be administered through the Vocational Agricultural Program in Mississippi.

In order to enter the contest, the participant must make improvement cuts on 10 per cent of woodland or 10 acres; control the grazing on entire woodlot; construct and maintain firebreaks around and through the entire woodland; and practice selective cutting of trees that are sold or used on the farm.

Awards will be made to the boys making the highest score on those practices.

GM&O Participates In Festival Activities

To climax annual festivities in connection with the harvesting of the soybean crop in Missouri, the city of Mexico, Missouri selected this month a Soybean Queen and sent her on a complimentary trip South aboard GM&O's Rebel from St. Louis. She was accompanied by a hostess representative from the city of Mexico. The two young ladies, Misses Betty Levington and Betty Myers were met in Mobile by a GM&O representative who conducted them on a tour of Mobile, the Gulf Coast and New Orleans.
Commendations

Teamwork on the part of three men prevented possible serious consequences to No. 18 when it passed Argo, Illinois with a defective truck under the dining car. Mr. Ralph Barn, employed by the BrOCT Railroad and operator of the Argo Interlocking Plant, observed No. 18 passing with the defective truck. He reported this condition over the speaker system and it was picked up by Yardmaster P. D. Driskill, Chicago. Yardmaster Driskill immediately instructed Operator R. K. Smith at Corwith to set the remote control signals at "stop" for No. 18. Operator Smith quickly complied. This entire procedure consumed approximately 30 seconds—an outstanding performance on the part of each of the three men.

Engineer E. W. Will and Fireman R. R. Baskin and Engineer V. G. Hallworth and Fireman R. E. Blair were commended by Supt. Thompson for good judgment in exchanging diesels of their trains at Murphybore when one developed engine trouble. This decision prevented delayed tonnage.

Conductor G. H. Flowerree was commended by Supt. Miller for observing from his train a motor-car set-off on fire and burning toward the track. He reported this condition, and a section crew was dispatched to put out the fire.

When Operator W. R. Headington, Artesia, Mississippi, learned that No. 29 had arrived in Okolona, Mississippi, with engine trouble, and the electrician at Okolona was unavailable due to illness, he drove the Artesia electrician, Mr. T. E. Bayliss, from Artesia to Okolona to make the necessary repairs. At the early hour of five in the morning, Mr. Headington, with Mr. Bayliss, made the trip in his own car at no expense to the railroad, and the engine was repaired in a very few minutes' time.

Section Foreman D. R. Gibson, Oakton, Ky., was commended by Supt. Feil for observing a hot box on a passing train and notifying the conductor, who stopped the train to find the wheel had come out of a journal box. The car was set out to avoid trouble.

Switch Foreman L. Chaddeon, Bloomington, Illinois was commended by Supt. Conkly for discovering, while switching, that a steel tire had worked off engine. He immediately called this to the attention of the engine crew so that engine could be repaired.

Engineer G. W. McFarland and Fireman E. J. Banister were commended for exchanging engines when the unit of their train failed, saving delay in tonnage.

Operator R. L. Riddell, Lincoln, Illinois discovered a hot box on a train passing the Lincoln station. He signalled the crew so that the car could be set out without causing damage.

Engineer C. B. Allen and Fireman Lake Hursey, Jackson, Tennessee located the trouble in their engine when it failed to pull properly. Fireman Hursey cleaned the armature with sand paper, causing the engine to load up and avoiding delay in handling the freight.

Engineer A. R. Henry reported an inoperative light in a grade crossing signal, with the result that repairs were immediately made.

For ingenious handling of their train when they discovered fire flying as a result of a broken journal, Conductor H. E. Hamrick, Flagman A. R. Betts, Brake- man J. A. Baker; Engineer L. R. Samuell and Fireman E. F. Price were commended by Supt. St. John. After discovering the broken journal, they managed to shunt the car to a point between the switches where-by the siding could be used as main track until the car was repaired. In doing this they were careful to see that the ties were not damaged to any extent.

Mr. H. J. Godaux, Meridian, Miss., was commended by Supt. St. John for discovering a broken rail and reporting it to the dispatcher.

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**OUR FREIGHT BUSINESS**

Revenue Car Loads Billed And Received On GMen

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<thead>
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<th>1951</th>
<th>1952</th>
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Comparison of the first 10 months of the years...........