Members of the GM&O hostess force use their spare time to wrap candy to present to children riding the trains during the Christmas holidays. Shown (left to right) are Miss Merie Blanton, Miss Louise McLean, Miss Barbara Blomeyer, Miss Evelyn McNight and Miss Phyllis Shinkus.

A Christmas Thought

"The food that I share with others Is the food that nourishes me. The strength that I spend for others Is the strength that I retain. The freedom I seek for others Makes me forever free. The pain that I ease in others Shall take away my pain. The load that I lift from others Makes my load disappear. The good that I see in others My greatest good shall be. The love that I feel for others Comes back my life to cheer. The path that I walk with others Is the path God walks with me."

Author Unknown
(Selected by Mrs. I. B. Tigrett)

Directors Approve Purchase Of $8,000,000 In New Equipment; Declare Common Stock Dividend

Directors of the Gulf, Mobile and Ohio Railroad meeting in the company's general offices in Mobile on November 27, approved the purchase of eight million dollars worth of new freight cars and declared a 50c per share dividend on common stock. Eleven directors of GM&O and six out of town directors of New Orleans Great Northern Railroad, a subsidiary, were in Mobile for the meeting.

The $8,000,000 expenditure for freight equipment will include 790 box cars, 300 gondolas and 403 ore cars. The ore cars, it has been previously announced, are to be used in connection with the movement of ore from the Tennessee Coal and Iron Company's new docks at Mobile to the Birmingham industrial area.

GM&O now has an application before the Interstate Commerce Commission for a shorter route, using Louisville and Nashville tracks, between Tuscaloosa and Birmingham.

In commenting on the 50c common dividend, totaling a $1.00 per share payment for 1930, President I. B. Tigrett said that

(Continued on Page 2)

Arriving in Mobile for the Board of Directors meeting were (left to right) Charles B. Stout, president, Dixie Portland Flour Co., Memphis; John E. Arthur, president, Mexico Refractories, Mexico; Mr. James B. Hickox, executive president, First National Bank, St. Louis; T. R. Atchison, general traffic manager,Ralston Purina Co., St. Louis; W. H. Bixby, partner, G. H. Walker & Co., St. Louis; President Tigrett; Willard R. Cox, president, Coca Cola Bottling Co., St. Louis; Mr. F. M. Mayfield, president, Scruggs-Vandervoot-Barney, St. Louis. and E. D. Grinnell, general traffic manager, Gaylord Container Corp., St. Louis.
Christmas Greetings

To every person employed by the GM&O Railroad now and to those who have retired. Mrs. Tigrett and I send our warmest Christmas Greetings.

I. B. Tigrett
President

Directors
(Continued from Page 1)

The directors had considered a larger dividend payment, but felt that it would be unjustified in view of the company's large outstanding debt. He said also that they were of the opinion the Company should rather establish a dividend rate which it hoped it could continue in the future.

The Gulf, Mobile and Ohio is showing a net income through October of $8,457,185 of which $1,750,000 after taxes, Mr. Tigrett said, was "abnormal and non-reoccurring" because it represents back payment from the government for mail handled and adjustments of inventory and reserve accounts.

The GM&O president also said that the directors took into account (1) That some $2,000,000 cash would be needed as a down payment on the equipment order authorized (2) The necessity for putting on a permanent basis some $6,000,000 worth of temporary financing for equipment already bought this year and (3)

The uncertainty as to Federal income taxes for the year 1956.

GM&O has 917,235 shares of common stock outstanding and payment of the dividends will be on December 28 to holders of record of December 8.

The payment of this dividend necessitates the payment of additional rental to New Orleans Great Northern Railway Company under its Lease dated June 1, 1933, which will enable New Orleans Great Northern Railway Company to pay 1% interest December 28, 1950, and 1¼% interest June 30, 1951, along with the 1¼% heretofore declared payable December 28, 1950, and the 1% heretofore declared payable June 30, 1951, on its 5% income debentures due 2002.

The regular quarterly preferred dividend of $1.25 per share will be paid on December 28 to holders of record of December 8.

Fred W. Johnson Elected Assistant Vice President

Fred W. Johnson, Jackson, Miss., was named assistant vice president at the recent meeting of the Board of Directors in Mobile. Prior to his promotion, Mr. Johnson had served as executive general agent in that city.

In commenting on Mr. Johnson's promotion, Editor Fred Sullivan of the Jackson Daily News said:

Daily News, Jackson, Miss.—Congratulations to Fred Johnson, popular Jackson (Continued on Page 3)
Sending Telegrams Made Easier For Railroad Passengers

Every railroad traveler automatically will have a charge account with Western Union and can send telegrams on route easily and conveniently under a new plan now being placed in operation with the cooperation of the railroads. It has been announced by E. D. Pitt, Southern Division General Manager of the Western Union Telegraph Company.

The new plan avoids the necessity for cash payment. The traveler merely hands his telegram, written on a special new telegraph blank being placed in Pullman and other railroad cars, to the train attendant for sending at the next stop. He can charge it to his home address, or can have it charged, of course, to his business charge account or Western Union Credit Card number. He also can send it collect.

The new arrangement will save travelers and railroad men the time and trouble involved in figuring tolls and making change. To provide this convenience and service to their passengers, the Pullman Company and the various railroad passenger associations have cooperated with the telegraph company in establishing the new plan.

Rules Car Teaches Safety Practices To GM&O Train Service, Yard Personnel

A familiar sight at various points along the line is the Instruction Car—a passenger car in which Rules Instructor Bob McAlpin is holding classes on the Standard Code of Operating Block Signal and Interlocking Rules of the Association of American Railroads. The Gulf, Mobile and Ohio’s new rule book for the operating Department goes into effect the early part of next year.

Assisted by Trainmaster W. R. Barr of Tuscaloosa, Mr. McAlpin has held approximately 50 well attended classes, a third of those scheduled to be held. Meetings are for employees in train and yard service—dispatchers, telegraph operators and train order operators.

Attendance has been very good, according to the instructors, and the men have shown a rapt interest. Each man who attends, receives a certificate of examination that can be carried with him since it is the same size as a card pass.

The Instruction Car is equipped with a diagram showing aspects displayed by all aspects of signalling and a tablet of charts used to illustrate application of train orders.

Fred W. Johnson
(Continued from Page 1)

citizen from general agent to assistant vice-president of the Gulf, Mobile and Ohio road. Mr. Johnson will continue to make headquarters in Jackson. . . . Mr. Johnson has won many friends since being assigned to the Jackson territory and easily ranks among the top-notch civil leaders in this city.

Rules Instructor McAlpin looks over his notes preparing for the class.

Trainmaster Barr demonstrates chart used to illustrate application of train orders.
Passenger Furniture Gets “Face-Lifting” In Bloomington Upholstery Shops

Skilled Technicians Rebuild Chairs And Sofas Used In Light Weight Cars

Furniture used in the light weight cars (on the Abraham Lincoln and Ann Rutledge) is undergoing complete overhaul and renovation in the upholstery shops at Bloomington. This program, a part of GM&O’s passenger equipment modernization program, is being carried out coincidentally with the rehabilitation of the passenger cars, an operation now being conducted in the Bloomington car shops.

Skilled technicians completely rebuild the chairs, tables and sofas used in these cars at the rate of 20 hours for the average chair, including repacking the springs and padding, sanding and refinishing the wood parts, and re-upholstering with new fabric. The material used in the upholstery is plush, a material selected for its beauty and durability. In normal use, this material will last several years.

The program is planned to continue until all the equipment is completely renovated, and will probably last a year.

Earl Van Hook begins the actual upholstery of one of the chairs by tacking the new material on the arms and sides of one of the chairs.

Francis Flynn repacks the springs and begins rebuilding of the cushions. The undercovering, shown in the picture, holds the padding in place and serves as additional protection for the actual upholstery material, which is applied in the next step.

Dean Crowder completes the next step in the operation adding new padding and fastening it in place with the undercovering material.

As Arlie Van Hook applies the finishing touches to one of the chairs, Foreman J. L. Shumaker inspects the finished product. The completed furniture is then stored until it is placed in one of the passenger cars which are being renovated in the Bloomington shops.

Philip Butler covers the repacked cushion with plush. This material, selected for its beauty and utility, has a normal life of several years, in ordinary use.

Adrie Christ sews the cloth which will be formed into upholstery for the backs, sides and cushions of the chairs.
Aluminum Foils Opens Jackson, Tennessee Plant

Newest industry on the GM&O is the Jackson, Tennessee plant of Aluminum Foils, Inc., which began its operation this fall.

This new industry, a subsidiary of the Swiss Aluminum Corporation, will produce aluminum foil for industrial and commercial purposes in the new plant which is located on the GM&O in the northern outskirts of Jackson.

The new, modern building which houses the offices and ten new rolling mills, is of steel and concrete construction. This structure occupies 90,000 square feet of floor space and is one of the most modern and completely equipped manufacturing plants in the nation, according to W. S. Hannett, president of the company.

The Jackson plant will be under the management of Walter Baeniger, a veteran of 15 years with the parent company. A native of Switzerland, Mr. Baeniger has represented the Swiss Aluminum Company in many countries. He states that the Swiss Aluminum Corporation, founded in 1898, was one of the first commercial producers of aluminum in the world.

When the plant is in full operation it will employ from 200 to 250 persons, many of them highly skilled and specially trained to operate the specialized machinery that is needed to manufacture aluminum foil.

The parent company, the Swiss Aluminum Corporation, owns four plants overseas—one in Switzerland, one in England, one in Germany and another in Shanghai, China.

Most of the production of the Jackson plant will be used domestically, and very little is expected to be available for export, according to Mr. Hannett. He pointed out that usage of aluminum foil is increasing by leaps and bounds in the United States and that the Jackson plant will have to keep up record production to meet that demand.

The Swiss corporation is engaged in bauxite mining as well as aluminum production, according to Mr. Baeniger. The operations of the parent company include securing raw materials, producing aluminum, reducing the oxide to metal, and processing the metal into a variety of forms.

In the Jackson plant, ten modern rolling mills will process the aluminum ingots into the valuable and useful foil. Each of these mills, with its own power unit and sub basement facilities costs an estimated $100,000.

In addition to Mr. Baeniger, supervisory personnel of the Jackson plant includes Roger Laufer, assistant manager; Frank Tschorn, chief engineer, and Ogden Collins, office manager. Headquarters for the corporation is located in New York.

The new plant will occupy a 30-acre tract on the GM&O just north of the Ray-O-Vac battery plant in the new industrial area of the Tennessee city.

In an address before the Jackson Rotary Club, Mr. Baeniger expressed his appreciation to the GM&O for their cooperation in the selection of the plant site. Negotiations on the site selection were begun by the GM&O industrial department nearly 4 years ago, and before the plant was definitely established at Jackson, each of the three Swiss corporation directors visited the site with GM&O industrial representatives to study the proposed location and its potentialities.

Among the four winners in the beauty section of the annual year book for Mississippi State College for Women is Miss Leslie Farrell, daughter of Division Freight Traffic Manager Leslie Farrell of Meridian.

Murphysboro Celebrates Centennial Anniversary

Spearheading Murphysboro's centennial celebration this year was a special trip to St. Louis via Gulf Transport charter bus by 120 of the city's businessmen. The travelers were gaily bedecked in whiskers as required by centennial law.

During the five-day festivity, the Murphysboro high school held its Homecoming Celebration. Miss Rosemary Bishop, an employee of the Ray-Mar Bus Station (Gulf Transport Depot) in Murphysboro, was elected Homecoming Queen. The high school senior also served as an attendant to the Centennial Queen in the four-pageant program depicting the history of Murphysboro's history.

The passenger and station accounting department is receiving cigars on every hand, with the addition of two baby girls to the cradle roll set. Mr. and Mrs. Howard Cummings have named their daughter Mary Cecile and Mr. and Mrs. Floy G. Byrd are the parents of Jeannette.

Union Asbestos And Rubber Company Leases GM&O's Bloomington Locomotive Shop Building

The Union Asbestos and Rubber Company has leased the GM&O's locomotive shop in Bloomington recently, and expects to start production on a small scale sometime in February, according to UARCO President Norman C. Naylor.

The lease, which has been approved by the Illinois Commerce Commission, includes the 4 1/4-acre shop building and six acres of land north of the building. The Bloomington plant, one of seven operated by UARCO, is a part of the Fibrous Products Division. Other two divisions of the company include the Equipment Steel Products Division and the Equipment Specialties Division.

The locomotive shop is now being cleared of GM&O equipment, and by February UARCO plans to have enough equipment installed to begin production. From then on it will continue to activate operations in one section of the large building at a time as more and more of its production machinery is installed. The plant is expected to be in full production within 12 to 18 months, and it is estimated that it will employ approximately 250 persons.

During the past two years the GM&O Industrial Department has made strenuous efforts to lease the building to an industry which would bring additional employment to the city of Bloomington, and development of this industry is to a great extent, the result of these efforts.
Mexico Festival Group Names Soy Bean Queen; Winner Awarded Tour of Gulf Deep South

Mexico, Missouri has just held its first Soybean Festival, complete with parades, exhibits and Soybean Queen. And this queen, Miss Josephine DiBlasi, who was elected by popular vote, received a trip into the “GM&O Southland” from the Chamber of Commerce of Mexico.

Accompanied by her sister, Miss Jennie DiBlasi and a GM&O representative, the Soybean Queen rode the Rebel from St. Louis to Mobile and visited on the Gulf Coast and in New Orleans for a week.

Gulf, Mobile and Ohio is proud of the part it has played in the development of the soybean industry in Audrain County, Missouri.

Soybeans were first introduced in the county by A. F. Stephens of Gulf, Mobile and Ohio Agricultural and Forestry department, who had witnessed their success in Illinois, and believed the soil around Mexico was suitable to that in successful soybean sections. Five varieties were brought in, with ten farmers volunteering to make the experiment in planting. Later, seed were brought in by the carload and after three years, soybeans were regarded with favor in the county.

During the war, Gulf, Mobile and Ohio, interested in increasing the yield in the county, offered prizes in a soybean Achievement program for greatest yield on an acre. A processing plant was started which burned but was later rebuilt. It has a 700,000 bushel storage capacity and 700,000 bushel cracker capacity, accommodating the million bushel per year yield of the county. At this plant, the meal is separated from the oil for the conversion into the various products made from soybeans.

Among the products on display made from soybeans were margarine, cooking oil, soap, plastic toys, medicine, flour, canned beans, plastic household articles, crackers, livestock feed and various other articles.

That the crop is profitable for the farmer is evident from a favorite story circulating during the festival of a young farmer asking his check from the processing plant for his crop. Asked why he wanted the picture, he replied, “Well, it’s not every day that I receive a check for $37,000.00.”

Laurel Surgeon Dies; Served GM&O 30 Years

Dr. C. H. Ramsey, retired chief surgeon at Laurel, Miss, died in Laurel on December 4.

Dr. Ramsey, who had served as local surgeon for the GM&O and as chief surgeon (Laurel General Hospital), retired from the service on September 1, 1948 after 30 years of services.

In writing of his death, Vice President and General Manager G. P. Broack said:

“Dr. Ramsey rendered loyal, faithful and efficient service. He was widely known and held in high esteem by all who knew him.”

An office romance in the accounting department has culminated in the marriage of Miss Grace Gandy, key punch operator, and Mr. Charles J. Green, rate clerk.


Attending the Soybean Festival were GM&O representatives from several departments. In the station at Mexico were found General Agricultural Agent A. F. Stephens, St. Louis; Commercial Agent E. W. Meng; Superintendent J. R. Conery, Slater; Mechanical Inspector B. R. Paschal; Trainmaster Walter Henley; and Claim Agent J. E. Roberts.
First Of 300 Flat Cars Roll From Assembly Line In GM&O Shops

Cast Steel Frames Assure Maximum Car Economy

The first of 300 flat cars, now under construction in the Bloomington shops, will roll from the assembly line this month, and Superintendent of Motive Power & Car Equipment C. M. House stated that the program will be completed sometime next year. A total of 54 new Car Department employees have been added for this program.

The cars, which feature a cast steel under frame and side frames, are being constructed in two sizes. There will be 250 in the 41 foot six inch length and 50 will be 56 feet six inches long. The under frames will weigh approximately 15 tons, and the completed cars approximately 20 tons.

Aside from the frame, which is produced by General Steel Castings Company, most of the parts used in these cars will be reconditioned parts salvaged from obsolete equipment. Construction and assembly of these cars is similar to the methods used with the pulpwood cars under construction at Meridian (NEWS, June ‘50).

A unique feature of these flat cars is the construction of the ends of the under-frame. Special pockets are provided for the installation of end posts, should it later become necessary to convert these cars into rack cars. According to Mr. House such a conversion could be made at any time during the life of the car, and would require only a few days.

The cast steel frames and the welded construction assures maximum life and the greatest operating economy, with a minimum of maintenance.

First sample car is completed at Bloomington. In the background, a box car is being renovated.

“Jose” As In “Hose”

Vice-President Industrial, T. T. Martin, who never lacks for a colorful bit of folklore about any locality under discussion on the GM&O, recently became curious as to the pronunciation of San Jose, Illinois, and as to why it was so named.

He found that it is pronounced to rhyme with “hose”, not Mr. Hurst’s first name. And it was so named because the land for the town was donated by a man named Sanford Joseph.

Miss Bonnie Brown became the bride of Charles Hubbard on November 22. Mr. Hubbard is a clerk in the Overcharge Claim Bureau in Mobile.

Shop Superintendent H. Osten, Mechanical & Electrical Engineer J. P. King and Northern Region Master Car Builder Al Harris study the blueprints for the new flat car as construction begins.

Fittings are placed on the frame before it is mounted on the truck. Shown checking the progress of the work are (left to right) General Freight Car Foreman B. J. Mangum, A. R. Cewart, F. L. Garke and O. H. Fischer.
Clippings From The Press

New Orleans States. New Orleans, La.—Better indicators of Southern potentialities than the frequent platitudes are such solid bits as appeared in print recently. The Gulf, Mobile and Ohio railroad has ordered purchase of $8 million worth of new freight cars.

Management of the line feels, in other words, that the outlook for business in the South where GM&O trackage lies is encouraging enough to warrant such a sizable outlay. Here is another instance of action outpacing words.

Herald Tribune. New York, N. Y.—Both houses of Congress currently are studying in committee the need for possible revision of the national transportation policy. These are matters worthy of deliberation, and all interests are being heard. But the same Congress in its appropriation measures is proposing Federal expenditures of almost $1,800,000,000 next fiscal year for aid to aviation, highways and waterways. The railroads, which want and ask no such Federal help, will continue to pay their own way as long as they can, and at the same time pay a portion of the taxes which support their competitors.

Banner, Booneville, Miss.—Hon. Sidney Fincher . . . while introducing the able guest speaker at the Rotary Club, Mr. J. C. Simmons, Assistant Director of Forestry and Agriculture, spoke not only for the Club, but for the town and county when he said, “We can always depend on the representatives of the GM&O R. R. to come to our assistance and to help promote anything for the development and progress of our town.”

Inquirer, Galion, Ohio—Anyone who gives more than passing thought to the factors that contribute to the prosperity and welfare of a community will have to agree that the railroads are doing a 24-hour-a-day job in this respect. They provide the basic and essential transportation service for goods and people and beyond that assume a matured and responsible outlook toward the communities they serve.

Railroads as a whole . . . employ 1,250,000 people who collect more than $4,300,000,000 in wages each year. They give indirect employment to thousands more who provide products and services used by railroads in construction, operation and maintenance. Capital improvements account for $1,285,900,000 annually and materials and supplies take another $1,800,000,000. The government takes $850,000,000 each year in railroad taxes.

These impressive figures are the result of a big operation based on private capital, planning and management . . . Whenever the railroads have been called upon to do a big job they have always met the problem full force and mastered it. It’s a shining example of free enterprise.

Register, Mobile, Ala.—J. I. Gillikin, vice-president of the Gulf Transport Co., Tuesday night was named and installed as president of the Mobile Traffic and Transportation Club, succeeding E. D. Farmer. Assisting as vice president will be K. W. Reed, treasurer of the Mobile Paint Manufacturing Co. Gillikin was former vice president of the club.

Tennessee Valley Appeal, Adamsville, Tenn.—In preparing to attend the annual business meeting of the National Editorial Association . . . we decided to . . . go by rail (GM&O) . . . We boarded the Rebel, crack streamliner train at Selmer shortly after midnight . . . The train was clean, air conditioned and comfortable, having ample facilities for lunches, reading, or for just plain rest which many times is what the traveler wants more than anything else. The management of the road makes every effort to insure the comfort of the passengers . . .

Daily Times Leader, West Point, Miss.—The Gulf, Mobile and Ohio Railroad company is spending $10,000,000 for new freight cars, in order to meet the needs of shippers here in the expanding South—and this, if you ask us, more than justifies the faith of President I. B. Tigrett, head of that great railway system.
Railroad Hour Praises Increasing Efficiency

The following message was broadcast on a recent program of the Railroad Hour, national radio show sponsored by the Association of American Railroads.

Most of us have stopped to watch a train go by—and, as we have watched, have wondered where trains come from, where they go, and what they carry.

Lists of the trains are carrying people—about one and a half million passengers every day. Many of these trains carry express, too, and mail—about 99 per cent, in fact, of all inter-city mail.

But most of the trains carry freight—all kinds of freight—things that have to be moved from the places where they are produced to the places where people need and will use them.

Railroad trains are doing this job with ever-increasing efficiency. This year, for instance, the average freight train is carrying more tons of freight than ever before—and is making higher average speeds than ever before. The result of these new load and speed records is that the average freight train turns out service equivalent to carrying more than 20,000 tons one mile in an hour.

Many things... all working together... have made it possible for freight trains to do this. More powerful locomotives, operating more efficiently, enable heavier trains to run at higher sustained speeds. These trains are running over stronger, heavier rail, and better roadbeds. They are guided by improved signals and modern communications.

On these and countless other improvements made since the end of World War II, the railroads have spent nearly five billion dollars. This billion-dollar-a-year improvement program is helping the railroads to serve our expanded civilian economy—helping them to meet to the full the transportation demands of our armed services—and, at the same time, to establish new records for efficiency.

Respectfully yours,
/JVGrv

Proud of their newly decorated station are the people who work in it. Shown, left to right, are Gen. Yardmaster J. L. Peters, Trainmaster Pennebaker, Agent F. R. Pearce, Francis Pointer, Cashier D. Long, Yard Clerk L. C. Fitzgerald, Yard Clerk H. Wild and Clerk John McKinney.

Dear Mr. Tigrett:

I have delayed writing this letter for some time, but your issue of The News dated November 16, has brought such good and interesting news, particularly the story of Mr. Bisceo Seals, that I could not procrastinate any longer. From 1922 to 1925, I covered the entire South: from Norfolk to San Antonio, Texas, including several trips over the old Mobile and Ohio Railroad, from Birmingham to Mobile.

I have read every copy of The News since the first issue and have watched the progress and success that you have made of these properties. You have merchandised a railroad to the public, and you have the public with you, that has made such a grand success by co-operation. The article on Mr. Bisceo Seals and his activities again proves to me that you have solved many employee problems.

In 1937, I purchased a $1,000 bond in the Mobile and Ohio Railroad then in receivership. The price at that time was $317. After the re-organization in 1940, then called Gulf, Mobile and Ohio, I received bonds (preferred and common), in the amount of about $230 in exchange for the old $317 bond. Approximately, this investment is worth about $1150 in today’s market. Another, good example that you know how to run a railroad, appears to me here.

Respectfully yours,
/JVGrv

Joseph V. Garlan, Roslyn Heights, N. Y.
Commendations

Engineer J. V. Rush and Fireman J. A. Steed by Supt. Follines for efficiency in handling engine with leak in pipe without delay to the train.

Operator E. W. Griffin by Supt. Connerly for discovering hot box in passing train and notifying crew.

Section Foreman M. T. Parsons for noticing that a pole had shifted on a passing train and notifying crew.

Engineer C. D. Buller by Supt. Miller for discovering a broken rail as his engine passed over it, stopping the train and notifying the section foreman so that repairs could be made.

Fireman A. W. Hawks for proving of assistance to the train crew while “dead-heading” when trouble developed in the engine.

Lineman J. E. Hoffman by Supt. Bodie for discovering a broken rail when pattering his line looking for wire trouble. He immediately reported the condition for repairs.

Conductor W. C. Boyd by Supt. Currie for discovering a stripped joint on a bridge and notifying dispatcher who called the section foreman to make repairs.

Conductor J. E. McDonald for discovering on a passing train a tank car with dome cap hanging on a chain and liquid contents splashing out and notifying the proper persons for corrections to be made.

General Foreman S. L. Wade who, although retired from company service, held his interest at heart when he observed a passing car with a broken flange and notified a member of the crew, thereby saving trouble for the crew.

Conductor C. G. Langley for detecting a broken rail and promptly reporting this condition.

Our Freight Business
Revenue Car Loads Billed And Received On GM&O

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Comparison of the first 11 months of the years...........

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DECEASED

J. E. Stevens, for fifty-two years connected with the Gulf, Mobile and Ohio, for a large part of that time master mechanic of the Southern Division, died on November 23 at Tuscumbia, Alabama. He was seventy years old.

A native of Mississippi, Mr. Stevens moved to Tuscumbia with the GM&O in 1906. He served in Murphyboro, Ill., in East St. Louis, and in Meridian, Miss. In 1947 the personnel of the GM&O held a celebration in honor of his retirement as master mechanic of the Southern Division.

All GM&O employees in Tuscumbia were honorary pallbearers at his funeral.

Baggage Man Dan W. Ramer of Jackson, Tennessee at Humbolt on November 16. A native of Ramer in McNairy County, Mr. Ramer had lived in Jackson many years. He is survived by his wife and two sons.

Retired conductor J. W. Hitz at Bloomington on Nov. 21, 1950. Mr. Hitz entered service as a brakeman August 11, 1919 and was promoted to conductor in 1913. He retired from the service on Sept. 7, 1937. He is survived by his wife.

Retired Operator James H. Potts at Trenton, Tenn. on Nov. 3, 1950. Mr. Potts was employed by the company in 1906 and retired on Jan. 9, 1946. He is survived by his wife and one daughter.

Miss Anita Primo, for many years an employee in the transportation department, Mobile, Alabama on November 28, 1950.