A Christmas Wish

If I could make a wish come true, It would not be for things, But that your ears be tuned to hear The rush of angels wings.

If I could wish all things for you, I would not leave out sorrow, For pain makes us appreciate The joys that come tomorrow.

If I could in the coming year Make any wish come true, I'd ask the Christ to breathe His peace Into the heart of you.

I can think of no more timely Christmas message than that contained in this little poem by Marie Smith Inzer, who was a Birmingham girl and married Dr. John Inzer, a noted Baptist minister. I trust it may come true to all of us.

Mary Sue Tignett

Public Co-operates In Reducing Train Losses

We have been trying to tell the public in our territory why it is injudicious for them and for us to have local passenger trains running which they no longer ride—and which, through excessive losses, burden the efficiency of other useful services.

That they realize this fact is evidenced by the fine cooperation which was accorded in the recent removal case of Trains Nos. 11 and 12 which operated between Jackson, Tennessee and Meridian, Mississippi. In hearings before both the Tennessee and Mississippi Commission's there was not a single public witness to appear in opposition.

Though the trains were discontinued arrangements were made by the Railroad with the Post Office Department to handle mail by highway post-office and two specially equipped vehicles with a mail clerk aboard were placed in service immediately. Express is being handled by Gulf Transport truck.

Thus, through mutual understanding and cooperation a satisfactory solution has been found to a modern transportation problem.

GM&O Directors Meet; Declare Dividends and Approve Equipment Expenditures

Directors of the Gulf, Mobile and Ohio Railroad, meeting at Mobile on November 17, declared dividends and authorized expenditures for 200 pulp wood cars and three road switch engines. Twelve of the Company's fifteen Directors, representing business interests throughout the Lame's 3,000 mile territory, were present.

A $1.25 per share dividend on the preferred stock and a 50c per share on the common was declared. The preferred payment is for the first quarter of the year 1952 and will be paid on September 30, 1952 to holders of record on September 10, 1952. Similar dividends have already been declared payable on March 31st, 1952 for the third quarter and June 30, 1952 for the fourth quarter of the current year. The common dividend will be paid March 31st, 1952 to stockholders of record on March 11.

(continued on Page 10)

Greeted by Vice-President and General Manager G. P. Brock, extreme right, are the company's directors who arrived aboard the Rebel in Mobile. Shown on the rear of the train are, left to right, GM&O and NOSM Directors E. D. Grinnell, W. H. Blabey, T. R. Atchison, F. M. Mayfield, Eugene Funk, Jr., J. B. Arthur, C. R. Stoot, J. P. Hickock and Eugene Holland. A complete list of GM&O and New Orleans and Great Northern (subsidiary line between Jackson, Miss. and New Orleans) directors are shown on page 2.
Passenger Department Staff Meeting Held In St. Louis

Twenty-seven GM&O passenger representatives attended a staff meeting in St. Louis on November 27 and 28, where problems peculiar to the passenger department were discussed. Attending the meeting were:


C. M. House Is Honored By Railway Club

General Superintendent of motive Power and Car Equipment C. M. House has been signaly honored by being chosen for the first vice-presidency of the Southern and Southwestern Railway Club for the coming year. His was a unanimous selection by the members.

The club, composed of some five hundred members, holds monthly meetings in Atlanta in the interest of betterment of railroads in general. Papers are read and discussed, with a valuable interchange of ideas resulting.

Booming Business In Oyster Stew Expected On GM&O Dining Cars

That extra something” the dining car stewards attempt to impart to meals on GM&O trains was a surprise recently to Arthur P. Kane, President of Kane Advertising Agency, Bloomington—and, on that occasion, to the steward himself.

On a trip on the Ann Rutledge, Mr. Kane, inspired by the chill wind outside, envisioned the warming satisfaction of an old-fashioned oyster stew. When it was served to him, Mr. Kane discovered the stew garnished with a pearl!

When he happily reported the discovery to GM&O Vice-President Bob Stevenson in St. Louis, Mr. Stevenson replied, “While I don’t know much about pearls, I hope you are so fortunate as to find enough pearls in oyster stew to make your wife a real necklace.”

ROSTER OF G.M.&O.-N.O.G.N. DIRECTORS

DIRECTORS OF THE GULF, MOBILE & OHIO RAILROAD

WM. H. BIXBY, Partner, G. H. Walker & Co. St. Louis, Mo.
G. P. BROCK, Vice President & General Manager, Gulf, Mobile & Ohio Railroad Company Mobile, Ala.
A. BOYD CAMPBELL, President, Mississippi School Supply Co. Jackson, Miss.
WILLARD R. COX, President, Coca-Cola Bottling Co. St. Louis, Mo.
A. C. GOODYEAR, Chairman of Board, Gaylord Container Corp. New York, N. Y.
F. M. HICKS, Executive Vice President, Gulf, Mobile & Ohio Railroad Company Mobile, Ala.
EUGENE HOLLAND, President, Manasota Corp. Chicago, Ill.
HERBERT J. LORBER, President, Rolins Biscuit Hunter Co. Chicago, Ill.
F. M. MAYFIELD, President, Scruggs-Vanbyrne-Barney, Inc. St. Louis, Mo.
J. F. McRAE, President, Merchants National Bank Mobile, Ala.
H. A. PHARR, President, First National Bank Mobile, Ala.
WM. J. RUSHTON, President, Protective Life Insurance Co. Birmingham, Ala.

DIRECTORS OF NEW ORLEANS GREAT NORTHERN RAILWAY COMPANY

JOHN B. ARTHUR, President, Mexico Refractories Company Mexico, Mo.
TILLMAN R. ATCHISON, General Traffic Manager, Kalten-Purina Company St. Louis, Mo.
EUGENE FUNK, Jr., President, Funk Bros Seed Company Bloomington, Ill.
A. C. GOODYEAR, Chairman of Board, Gaylord Container Corp. St. Louis, Mo.
ERNEST D. GRINNELL, General Traffic Manager, Gaylord Container Corp. St. Louis, Mo.
JAMES PARKER HICKS, Executive Vice President, First National Bank of St. Louis St. Louis, Mo.
F. M. HICKS, Executive Vice-President, Gulf, Mobile and Ohio Railroad Company Mobile, Ala.
MARVIN W. SWAIM, First Vice-President & General Manager, Alton Box Board Co. Alton, Ill.
I. B. TIGRETT, President, Gulf, Mobile and Ohio Railroad Company Jackson, Tenn.
E. E. WILSON, Vice President, Nashville Coal Co. Nashville, Tenn.
THE MAIL TRAIN

"PLEASURE TO COMMEND —"

Supt., G. M. & O. Railroad

"On October 30 I traveled from Marshall to Mexico on your train No. 25. After arriving at my home in Mexico I discovered I had left my purse on the train.

"I should like to express my great appreciation for the courtesy and helpfulness of two of your employees: the conductor, Mr. O’Hearn and Mr. H. B. Cawthorn at the depot in Mexico.

"When I went to the depot Mr. Cawthorn wired ahead and reported my loss. The conductor found my purse and dropped it at the station on his return trip. Then the agent took the purse to my husband’s office.

"It seems of added significance to me that there was no identification in the purse and that it contained both money and some antique jewelry which could not have been replaced.

"It is my pleasure to commend the service of the G&M&O and the integrity of these two particular employees."

Mrs. Robert Searless
Mexico, Mo.

SHE "AFFECTS THE QUALITY OF THE DAY"

Mr. J. B. Tigrett, President,
G. M. & O. Railway,
Mobile, Alabama.

Dear Sirs:

As president of the G. M. & O. you are no doubt responsible for the policies of the company and there is one policy for which I wish to give you credit, the policy of having hostesses on your fast trains between Chicago and St. Louis.

On the Alton Limited November 21, a Miss Evelyn Coker was the hostess and my purpose in writing you is to tell you that if all hostesses are like her you need not worry about passenger traffic. I can even forgive you for the train arriving fifteen minutes late.

I am fully three times Miss Coker’s age and yet she was as pleasant to me as to the younger men. I introduced her to a young man 16 years old who was interested in Southern colleges and she showed him every consideration. She is gracious to old and young alike and is the kind of a person who "affects the quality of the day" as mentioned in September Readers Digest, page 66.

You are to be commended for having persons such as Miss Coker in your employ.

Yours very truly,
Carl A. Dreves

THEY STAY ON THE MAILING LIST

GM&O News
Mobile, Alabama

Dear Sirs:

I am writing you to tell you how much we have appreciated the many months of GM&O News you sent free to us. We don’t want you to continue to send this to us, for we know it costs to print and mail it, and we feel it is asking too much since we cannot repay your kindness . . .

We especially enjoyed the letters President Tigrett would write and we think he is a wonderful man and a real American. All the different work your railroad does to help youth and the backward communities speaks louder than words of praise.

Thank you again for the paper. We have enjoyed it ever so much. . .

Mr. and Mrs. Victor Schreen
New Bloomfield, Missouri

New GM&O Commercial Agent in Kansas City is John P. Dowling. Mr. Dowling was connected with another railroad until his joining the GM&O family on November 1, 1951. He is married and has two daughters.

Railroad And Rural Youth
Work Together To Provide Scholarship

Unselfish service to the community by the Rural Youth in seven counties in Illinois was recognized this month with the awarding of a scholarship in each of these counties by the Gulf, Mobile and Ohio. The seven county groups were judged to have done the most outstanding community service for 1951 among the thirty counties which GM&O serves in Illinois.

The yearly Community Service project for Rural Youth in Illinois is sponsored by GM&O in connection with the University of Illinois. This year eight scholarships were awarded instead of seven, due to a tie in one county as to eligibility of candidates. $2500 was awarded.

Shown with General Agricultural Agent A. F. Stephens of GM&O (top, left) are representatives of the University and the scholarship winners. They are, top row, Dr. Janice Smith, head of Home Economics Dept.; Miss Clareta Walker, Rural Youth Extension Specialist; Assistant Dean C. D. Smith, College of Agriculture—all of University of Illinois.

Second row—Melvin J. Schlueter, St. Clair County; Douglas R. Pierse, Pulaski, Alexander County; Paul V. Leitz, Will County; John W. Sauer, Jackson County; Donald S. Robertson, Sangamon County.

Front row—Stephen E. McQuilkin, Marshall-Putnam County; Roberta Beimfor, Marshall-Putnam County; Pearl Hannesutt, Randolph County; Anna LueSta Meyer, Bond County.
TIME TO TAKE STOCK

President Tigrett held an informal meeting in Mobile recently with Department heads and Supervisory officers. He told the group that the discussion was not to be a business one—that he had called it on the spur of the moment, prompted by several inspiring Eisenhower quotations (see page 6, col. 1) he had read the night before and by the increasing evidence of moral degradation in the country.

"It is a great satisfaction to feel no shadow of scandal or crookedness in management nor secretive intrigue has ever taken place on this Railroad, he told his staff members, adding, "I am thankful for my fine associates".

Mr. Tigrett said it was a fitting time "to take stock"—to determine whether we were doing our "religious duty", "our civic duty" and were "good homemakers".

He urged a constant consciousness on the part of all GM&O Departmental heads of their responsibilities of public service and said that his ambition was "no less keen than 25 years ago to help lead the Railroad into being an outstanding citizen".

TALKING THE LANGUAGE OF THE IMPORTANT MR. PUBLIC

In their discussions the railroads have heretofore generally based their freight rate increase appeal on the basis of being permitted to earn a fair rate of return on their property investment. All of which is true and certainly understandable to interested parties. But a general public understanding of the problem is also desirable. That is why the following, from a recent address by AAR President Faricy and in the layman's language of commodity pricing is unusually enlightening.

"When the cost of production of a commercial article goes up the producer of that article is free—insofar as governmental regulation in normal times is concerned—to adjust his prices accordingly. In the United States this right to recognize changing costs in price-making continues even under the Defense Production Act, in which Congress inserted an amendment expressly affirming the principle.

"But with railroads, all this is different. Despite rising costs, freight rates can be adjusted only with the consent of the Interstate Commerce Commission and the state commissions. Such permission can be obtained only after petition and hearings, so that in point of time railroad rates inevitably lag behind rising prices, and in measure and amount they usually fall below rising costs.

"The railroads ask no special treatment, no preferred position. They ask no more than that they be allowed the same chance which other enterprises have to keep the rates which are their selling prices and their major source of revenue adjusted to the wages, prices and taxes which determine their cost of production."

YOUTHS ACTIVE IN AN INDUSTRY YIELDING GM&O ALMOST FOURTH OF FREIGHT REVENUE

Nine Mississippi High-School boys visited GM&O General Offices this month while on a tour of the Mississippi-Alabama Gulf Coast. Although still in their 'teens they are recognized young leaders in the basic field of an industry from which this Railroad derives almost one-fourth of its freight revenue.

The youths were the top winners in the Mississippi Extension Service's (GM&O sponsored) state wide woodland improvement contest and the trip was part of their reward for outstanding work in forestry conservation.

While in Mobile they visited a modern paper mill, saw Alabama's $12,000,000 docks and heard how important the Railroad considered their work. Raw forestry products alone, exclusive of such manufactured by-products as paper, the various pulp and fibre boards and kindred commodities, yielded the Company more than $8,500,000 last year in gross freight revenue. Too, GM&O must purchase approximately $2,225,000 worth of forestry products annually to maintain its property.
Along The Line

Mobile, Alabama—The News office welcomed a visitor from a GM&O “old-timer” last week when B. L. Hardy dropped in to ask to be placed on the mailing list. A former conductor and assistant yard-master on the line, he reminisced about old times. He is now living in the country near Mobile.

New Orleans, Louisiana—When Rate Clerk Jimmy Wheeler moved into his attractive new home, the boys in the office organized to help him move on their Saturday off. Now they are looking forward to the housewarming he has promised them.

Mexico, Missouri—Commercial Agent Everett W. Meng prepared for the Nemoscope magazine for the Northeast Missouri State Teachers College, an interesting story on the history and growth of the soybean industry around Mexico. The story was the major feature in the magazine.

Jackson, Tennessee—For plans for a “hang-up” vacation to Mexico, Miss Sara Margaret Black in the Jackson office and Miss Katherine Cobert in New Orleans have all the details. They have each made trips south of the border on their vacations.

Mobile, Alabama—Being congratulated in the Freight Receipts Department on the arrival of daughters are James Helland and C. V. Cooley. Both young ladies were born in November.

St. Louis, Missouri—When Mr. and Mrs. David Hendricks married on November 10, they decided on a Southern honeymoon, including Mobile and New Orleans. They are shown below in Bienville Park, Mobile, enjoying sunshine and green foliage. Mr. Hendricks is a GM&O electrician in St. Louis.

Jimmy Doolittle: Railroader And G. I.

It came as no surprise to Mississippians that the newly-appointed GM&O terminal trainmaster in New Orleans is named Doolittle. For Doolittles have been connected with the GM&O in Mississippi for three generations.

Trainmaster Doolittle’s grandfather, who worked for the former GM&O at Newton, Mississippi, had four sons, all of whom followed their father in the railroad business. One of these sons is Trainmaster Mack Doolittle of the Tennessee Division. And his son is Terminal Trainmaster J. M. Doolittle at New Orleans.

“My family did not expect me to work for the railroad,” said the third generation of railroading Doolittles; “until I slipped off in 1932 and signed up to work in the shops at Louisville.” Later he started breaking on the line, but was called into the armed services during the second world war, where he served as a gunner in the Air Force.

Stationed in Italy where his group made missions over Germany, Gunner Doolittle was one day a member of a flight attacked by 100 German fighters over German territory. The American group continued to its target, dropped its bombs, completing the mission, but was seriously crippled with the exploding of a shell in the plane. Gunner Doolittle parachuted from the plane, at the height of only 150 feet, with eleven shots in him.

Jimmy Doolittle is Captured by Germans

Taken a prisoner in a seriously wounded condition, Mr. Doolittle was surprised to find himself receiving the most solicitous care from the enemy. All efforts were made to hasten his recovery with the most complete medical care. When he was able to answer questions and was interviewed by a German officer.

Gunner Doolittle discovered the reason for his royal treatment. On his “dog tag”, his captors had read the name “James Doolittle”, and had envisioned capturing the famed leader of the Tokyo raid which had occurred a few months before.

The Germans soon discovered their mistake, however, and Jimmy Doolittle was soon receiving the same treatment dealt other G. I. s. For eight months he remained in a prison camp, until General Patton’s army liberated American prisoners. Friends recall that when he finally arrived home he only weighed eighty pounds.

When he was able to think of working again, he just “naturally” went to railroading.

Railroad Brings Interesting Experiences Too

To him, his experiences in the army are no more interesting than those on the railroad. He likes to talk about the time of the big freeze when he was at Ocolona, and the communications system was so iced up that trains were handled for five days without inter-city communication—and safely. And this year, when “the men I worked with handled 218 foreign line trains in twenty days” during the Kansas City flood. These too, were handled without mishap.

As to recreation, Trainmaster Doolittle admits inheriting a tendency from another grandfather—“my fishing grandpa.” “All he had to do was to dig up a worm in the garden and turn up a worm. He was off.” Mr. Doolittle finally admitted that he and his grandfather shared the same fishing luck—and his grandfather was “the only man in Louisville who could fish every day for six months and never get a bite—but still like to fish.”
NEW PULPWOOD CONSOLIDATION

International Paper Company's New Loading Method Doubles Wood Production In Buckatunna Area

A new system of handling pulpwood by rail from the forest to the mill has been originated by International Paper Company and the "guinea pig" installation on the GM&O at Buckatunna, Mississippi is making history for the industry.

A central loading yard, especially constructed for co-ordinated truck-rail operations and with highly mechanized lift equipment, is the key to the railhead pulpwood concentration idea which is doubling wood deliveries to the mill from this area and increasing car utilization for the railroads.

Formerly, pulpwood producers used team tracks at various local stations and unloaded from trucks to cars by hand. Now, these operations are consolidated at the central yard, which draws pulpwood to it from thirty miles in all directions. The extra truck mileage which occurs in some hauls is insignificant when compared to the additional savings and increased efficiency of the entire operation.

Load Car in 30 Minutes

For instance, under the old method five hours actual loading time, spread over a one or two day period, was the approximate time necessary to load a single pulpwood car, even with a driver's helper on each truck. At Buckatunna, the same job is accomplished in some thirty minutes and the truck driver is the only man with the truck. A crane with an operator and four laborers do the actual work.

The yard contains a track with a capacity of thirty-six cars. Roadways are constructed level with the tracks so that the trucks may cross for accessibility in loading.
YARD IDEA ON GM&O

Mechanical lift equipment unloads a truck in four minutes.

Buckatunna is seventy-one miles from Mobile and the advantage of obtaining pulpwood in quantity from the immediate mill territory is obvious. Naturally, before stepping up the cutting schedule a complete forest resource study was made to determine that there was sufficient excess tree growth to assure the permanency of the yard and that a sound forestry program in the area would be effectively followed.

Wood Procurement Superintendent Toler In Charge

Details of the wood yard operation are under the general supervision of Ardie D. Toler, Division Superintendent Wood Procurement for Mobile mill. So satisfactory has the rapid wood handling idea proven that two more yards have been completed, one on the L&N and one on the AT&N, with a second one on the AT&N under construction.

The Buckatunna pulpwod yard track has a capacity of 36 cars and when pulpwod deliveries occasionally gets ahead of shipments, the wood is banded in packages with steel strapping and placed in storage adjacent to the track. The old method of handling pulpwood stick by stick is a thing of the past at this type yard. To assure safety in transit a 6,000 pound “car trimmer”, wielded by the crane, tamps protruding sticks back into the confines of good railroad clearance.

Concentrated Loading Speeds Rail Operation

Another and perhaps the most important advantage from the standpoint of the Railroad, is the fact that the concentrated loading expedites the movement.

GM&O has just recently placed an order to rehabilitate 200 cars for service in its wide pulpwood territory. These cars follow a new design worked out by GM&O Mechanical Department in co-operation with General Steel Castings Corpora-
MAKING HISTORY FOR INDUSTRY

They feature such advantages as steel floors slotted so that excess bark is cleared enroute; larger capacity for loads on new type frame by leaving out inside braces and other technical improvements. The new cast frames are being mounted on reconditioned trucks salvaged from various other uses.

When car loading sometimes gets ahead of truck deliveries, surplus loads are banded with steel stripping and stored beside the tracks.

The "trimmer" automatically tamps protruding sticks into line.
Eisenhower “Quotes” on Human Relations (see page 4)

“The best foreign policy is to live our daily lives in honesty, decency, and integrity; at home, making our own land a more fitting habitation for free men, and, abroad, joining with those of like mind and heart, to make of the world a place where all men can dwell in peace. Strong in the rightness of our purpose, we can then place our case and cause before the bar of world opinion—history’s final arbor between nations.”

“We cannot, of course, attain perfection in human relations even within the smallest community, no matter how many laws we pass or policemen we hire. The rogue and the villain skulk in the corners. But as we put street lamps on those corners so that decent folk may walk abroad after dark, so we can relight the lamps of brotherhood where they have been extinguished among men.”

Government ownership or control of property is not to be desired principally because of the historic inefficiency of governmental management of productive enterprises. Its real threat rests in the fact that, if carried to the logical extreme, the final concentration of ownership in the hands of government gives it, in all practical effects, absolute power over our lives.”

Pre-Civil War Document
Owned By Retired Employee

A document dated February 15, 1862 redeemable for fifty cents from the Mobile and Ohio Railroad Company has been found among family papers by GM&O Retired Machinist Robert J. Holt of Jackson, Tennessee.

It is easy to understand Mr. Holt’s possession of such a paper, because in addition to himself, his father, two grandfathers and his great-grandfather worked for the company.

Jackson, Tenn. Force Busy Rehabilitating

One week following an extensive fire in the repair shops in Jackson, Tenn., found cleaning up operations well under way, and some of the damaged machines reconditioned and back in service.

Repair work in progress includes the cleaning up and inventory of machinery, materials and tools. At the north end of the shop, regular activities in connection with train repair have been uninterrupted.

A new diesel pit under construction is being carried forward. It will be one of three new diesel pits in the improved facility.

There has been no loss of work to employees as a result of the fire.

One week later, disassembling and assembling had brought about a changed appearance in the shops at Jackson.

Machinery and tools were cleaned and inventoried. O’Neal Pearson and J. F. Taylor are shown cleaning drills.

New diesel pit, under construction, one of three to be built, was undamaged by fire.

Some machines damaged by the fire have already been reconditioned. Cliff Vanthoeghe operates lathe back in service.
Chicago Railroads Honored
For Their Defense Efforts

For their assistance in making the civil defense program of Chicago effective enough to merit a Freedom Foundation Award, the railroads of Chicago were honored at a luncheon on November 29 at the Sherman Hotel. The Foundation honored Chicago "in recognition of the cohesive effort of industrial, commercial and other organizations in organizing a realistic and practical civil defense program for this city."

Officials of thirty-four railroads, the Railway Express Agency, the Pullman Company and the Chicago Union Station attended the luncheon in their honor, where they were presented copies of the Freedom Foundation Award to the city.

Representing the GM&O at the meeting were Vice-president S. A. Dobbs and Superintendent R. F. Jeter. Mr. Jeter accepted the award on behalf of the company.

Deceased

Retired Trucker Sidney McShan, Okeechobee, Mississippi, on October 11, 1951. He was employed by this company on May 30, 1916 and retired on March 15, 1950.

---

Retired Agent-Telegrapher S. A. Vermillon, Higginsville, Missouri, on November 11, 1951. Mr. Vermillon entered the service on May 1, 1935, and retired on July 21, 1957.

---

Retired Flagman I. D. Benjamin, Peoria, Illinois, at his home on November 14, 1951. Mr. Benjamin entered the service on January 15, 1914 and retired May 8, 1943. He is survived by his wife.

---

Mrs. J. E. Robbins, wife of Engineer J. E. Robbins, Jackson, Tennessee passed away on November 29, 1951. She is survived by her husband, one son and one daughter.

Three former GM&O hostesses met in St. Louis recently for lunch and to talk things over. They were left to right, Miss Amy Beaze, Jackson, Tennessee; Mrs. Clement Hoffman (formerly Miss Phyllis Shimkus), St. Louis; and Mrs. Donald Zachritz (formerly Miss Marilyn Cocks) of St. Louis.

Four New Hostesses For GM&O Streamliners

"The position of Hostess of the Gulf, Mobile and Ohio Railroad is one of dignity and very great importance," says the manual of instruction for GM&O hostesses. And GM&O hostesses are selected with this fact in mind.

Four new hostesses have been added to the staff in the past few months. They are Miss Marion Johnston, Miss Charlotte Hudgens, Miss Sara Ann Stewart and Miss Grace Kittrell. As all GM&O hostesses, they are college graduates with some business experience.

Miss Johnston, top right, from Mobile, Alabama, was educated at Wesleyan College, Macon, Georgia, and the University of Alabama.

Miss Johnston's business experience includes secretarial work, recreational director for recreation department of Mobile, and the position of case worker for the county department of Public Welfare.

Miss Hudgens, adding candy packets to Christmas tree on train, attended Sullivan College and Judson College, Marion, Alabama. During her school years she served as president of the junior and senior classes, was editor of the annual, and was selected as May Queen. At her graduation she received the alumni award for the best all round senior.

From Nashville, Tennessee, she worked as an office assistant before coming to the GM&O.

Miss Stewart, shown checking the reservation card with Pullman Conductor Lang, left a school teaching job in Mobile to become a GM&O hostess.

Miss Stewart had an outstanding college career at Duke University and the University of Alabama.

She received one of the thirty-three scholarships in the United States to Columbia University in the summer of 1948; she received the Kappa Delta scholarship cup in her sophomore and senior years; and she appeared in Who's Who in American Colleges and Universities.

Miss Kittrell, shown reading with little Miss Joanna Johnson, received her degree from Sophie Newcomb in New Orleans, but also attended Randolph Macon College. At both colleges she participated in student activities.

She has served as a guide on Mobile's famed Azalea Trail and has been a member of the Carnival Court.
Conductor A. L. Atkinson, Bloomington, Ill., was commended by Supt. Conerly for discovering a broken rail and immediately notifying the dispatcher so that sectionmen could be called to make repairs.

Agent T. B. Brock, Rives, Tennessee was commended by Division Special Agent Crocketer for his assistance to the special agent's department in relaying information of value to that department.

Fireman A. B. Crabtree, Slater, Missouri is dubious of the possibility of winning an argument with a cow—and with forty head of them he thinks it downright impossible.

When his train rushed up on forty of them grazing in the much described "contented" fashion on the railroad right of way, Fireman Crabtree admitted defeat without unnecessary rise of blood pressure. He merely left the train and drove the cattle approximately one-fourth of a mile up the track and back into their pasture in order to avoid striking any of them. For this action he earned the commendation of Supt. Miller, and we hope the cows.

Conductor O. O. Grotian and Brakeman F. L. Howard were commended by Supt. Miller for discovering a broken rail by the feel of their train passing over it, and reporting it immediately.

Fireman Paul M. Kidder, Jackson, Tennessee showed personal interest in making repairs to a motor generator, saving an engine failure and preventing a serious delay to the train.

Fireman A. W. Hawkins was commended by Supt. Forlives for his thorough inspection in regard to diesel operation, as a result of which he discovered a fire in a high voltage compartment before it could cause serious damage.

Conductor J. D. Amfahr was commended for discovering a broken rail and immediately reporting it to the yard forces.

Conductor A. Lavine, Chicago, Illinois, was commended for discovering a fire in a storage rail car and notifying the fire department in time to prevent serious damage.

G.M.&O. Directors Meet
(Continued From Page 1)
1932 and follows a similar one already provided for payment on December 26, 1931.
Most of the Directorate arrived in the City aboard the Rebel.

President I. B. Tiggett told the Board headed by Chairman A. C. Goodyear, also Chairman of Gaylord Container Corp. of New York City, of the Road's plans to build at a cost of approximately $1,125,000, 200 pulp wood cars in the Company's own shops and expenditures for the program were voted. The cars, Tiggett said would be used to meet increased activity of the pulp wood industry on the Company route in the deep south. (See story on pages 4 and 5). Also approved was the purchase of three diesel road switch engines, costing some $475,000.

Following the GM&O Board meeting, Directors of the Company's subsidiary line, the New Orleans Great Northern Railroad, also convened. Interest was declared payable on the 5% Income Debentures of this Company, 1¼% on September 30, 1952, and 1% on March 31, 1953, in addition to the 1¼% heretofore declared payable on March 31, 1952.

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>47,501</td>
<td>47,043</td>
<td>51,809</td>
<td>47,950</td>
<td>51,962</td>
<td>59,096</td>
<td>53,930</td>
<td>57,779</td>
<td>54,370</td>
<td>61,648</td>
<td>57,956</td>
<td>56,402</td>
</tr>
<tr>
<td>1951</td>
<td>60,686</td>
<td>48,699</td>
<td>58,846</td>
<td>55,932</td>
<td>56,640</td>
<td>59,168</td>
<td>50,153</td>
<td>56,001</td>
<td>56,103</td>
<td>63,770</td>
<td>58,582</td>
<td>58,582</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Year</th>
<th>1950</th>
<th>1951</th>
</tr>
</thead>
<tbody>
<tr>
<td>576,227</td>
<td>617,400</td>
<td></td>
</tr>
</tbody>
</table>