Chairman Tigrett

Sums Up Year’s Work:
Looks Toward 1954

This is the final issue of the GM&O NEWS for 1953 and, therefore, we might take stock of our operations for the year.

Have our results been satisfactory? No—they never are!

However, we have shown progress. Our freight earnings have been more than they have ever been. Because of the purchase of additional equipment and other capital improvements we failed by about a million dollars to take in as much cash as we paid out. Yet we still have ample operating capital. Our employees have had higher earnings per capita than any previous year. Our stockholders have received a little more than they did last year. Our obligation to be a good citizen at all places on our Railroad has been more nearly accomplished than at any time in our history.

What will next year bring forth? Frankly, we don’t know. The expert forecasters predict a decline in business even from what it has been during the past three or four months. If, however, we can have the fine cooperation of all concerned to the end that our combined efforts may produce at least fair returns for all of us, then we shall have occasion to be gratified.

“Who gives each day the best that in him lies, Shall find the road that leads to clearer skies.”

I. B. TIGRETT, Chairman

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The above poem was selected as a Christmas message for the NEWS by Mrs. I. B. Tigrett.
NEW RELAY PASSENGER STATION IS OPENED IN EAST ST. LOUIS

R. E. Stevenson, GM&O's vice president in St. Louis.

The new modern facility replaces the old station which had served the community since 1899, when it had been erected to handle the overflow crowds for the St. Louis World's Fair of 1904. An older part of it dated back to 1875. It had withstood the tornado of 1896, the flood of 1903 and the ravages of time. In its early days it served as a meeting place for a Sunday School and YMCA activities.

In the dedication of the new building, Mr. Stevenson referred to the interesting history of the old landmark, and expressed the wish that the new station would prove of benefit to the city "because East St. Louis has been good to the railroads; it is the home of many of our employees; the city officials have been most cooperative and helpful, and the directors of the Relay Passenger Association, realizing and appreciating the importance of East St. Louis as a passenger and freight terminal agreed wholeheartedly to take the steps to make this possible."

Besides GM&O, the other lines in the Relay Passenger Association are B&O, CB&Q, IC, L&N and Pennsylvania. Each line had a representative at the dedicatory ceremony.

Respecting on behalf of the city of East St. Louis were Mayor Alvin Fields and President O. D. Meyer of the Chamber of Commerce.

Present at the dedication of new East St. Louis passenger station shown at left were left to right: Commissioner Leonard O. Reinhardt of St. Louis; GM&O V. Pres. R. E. Stevenson of St. Louis; Mayor Alvin G. Fields of St. Louis; Commissioner Robert Keeley of E. St. Louis; President Armstrong Chin of Terminal Railroad Association, St. Louis; and Commissioner Russell Beebe, E. St. Louis.

The dedication was held on November 23.

GM&O Declares Extra Dividend On Common Stock

An extra 50 cents per share dividend on common stock was declared in St. Louis on November 17 by Directors of the Gulf Mobile and Ohio Railroad. At the same time the regular quarterly 50c per share payments were authorized for the last quarter of 1953 and for the first quarter of 1954.

Chairman I. E. Tigrett reported net income for October, 1953 of $790,513 as compared with $947,189 for the same month of 1952. The 10 months of 1953 net income was $7,217,491 vs. $6,457,645 for 1952. He also stated that estimated net income for 1953 would approximate $8,000,000, up about a quarter million dollars over the preceding year. However, he said there was a decided decline in net income in September and October compared with last year and indications were that the trend for the remainder of the year would also be downward.

The Board also authorized payment of the regular quarterly dividends of $1.25 per share on preferred stock of the Company for the fourth quarter of the current year and the first quarter of 1954.

Also authorized by the Board was the purchase of 100 additional special-type wood rack cars for the pulpwood industry in the Railroad's Gulf States territory at a cost of about $7,000 each. The Railroad is commissioning an experimental flat car, built in the Company's Bloomington, Illinois shops, which will be tested by the Masonite Corporation for pallet loading of wallboard.

(Continued on next page)
It's Christmas Seal Time

The message of the Christmas Seal, how it has been fighting TB for 47 years, is being spread throughout the nation this week. Millions of little Seals started finding their way into homes Tuesday.

The design of the 1953 Christmas Seal is a simple one. It shows a little boy, dressed in green sweater and stocking cap, holding a book of Christmas cards in his red-mittened hands as he sings. The sing is symbolic of Christmas, of the spirit of giving that belongs to the season.

The tuberculosis associations throughout the United States chose this symbol for 1953 as an expression of their major objective—to prevent and control the spread of tuberculosis—so that young people will grow up in a healthier and happier world.

Children have been singing Christmas carols 1580 years. But even as old as the custom of Christmas caroling is, Tuberculosis is older, probably as old as mankind.

The money raised from the sale of Christmas Seals is used both for the treatment of cases of tuberculosis and for research for the discovery of new drugs and new methods of attack on the disease.

Buy your Christmas Seals today!

GM&O Declares Dividend

The fourth quarter 1953 dividend of common stock and the extra dividend will be paid on December 15 to holders of record November 27, 1953, along with a dividend of $1.25 per share on the preferred stock which was declared in February for payment to stockholders of record November 25, 1953. The first quarter 1954 dividend on common stock will be paid on March 15, to holders of record February 25, 1954.

The preferred dividends are payable on June 10 to holders of record May 21, 1954 and Sept. 10 to holders of record August 23, 1954.

As a prerequisite to the payment of the above dividends, the Board provided for payment on April 1, 1954, of interest on its general mortgage income bonds amounting to $1,209,250, being 5% on such bonds of Series A and 4% on bonds of Series B, for the calendar year 1954.

Following the GM&O board meeting, directors of the company's subsidiary line, the New Orleans Great Northern Railway Co., convened and declared interest payable on that company's 5 per cent income debentures due 2032, 2% on December 15, 1953, in addition to 1-1/4% already declared payable on that date, 1-1/4% on March 12, 1954, and 1% in 1955.

Bogalusa And Jackson

Bogalusa And Jackson Employees Win Recognition

Certificates of honor were awarded GM&O employees in Jackson and Bogalusa for their outstanding contributions to the Chest Drives in their respective cities.

Employees at both cities, like those at many other points on the Railroad, gave generously of their time and money to assure the success of the Drives. It was the first combined Community Chest and Red Cross Drive at Bogalusa and the fund raising campaign at Jackson was

GM&O Advertisement

Chosen For Exhibit

Each year the Chicago Art Directors Club exhibits outstanding examples of advertising technique; selected a recent GM&O advertisement for exposition in the 1953 judging.

The advertisement, which appeared in the Advertising Age Magazine and featured a large illustration of a night switching scene to convey a message of "round the clock service," was under the auspices of the United Givers Fund.
NEWS AT A GLANCE

"PIGGY BACK" SERVICE

The casual observer likes the idea of "piggy-back" service...sees a partial answer to the highway congestion problem in the proposal of General Motors and others to have truck-trailers transported intercity on railway flat cars.

But on the practical side, E. V. Hill, Chairman of Eastern Railroads Traffic Executives Association, makes these observations on behalf of Eastern Carriers Freight Traffic side of the question:
1. Railroads would have to make large investments in loading facilities and still would be at the mercy of whims of trucking companies who might decide to stop using flat car service at any time and return to the highway.
2. Trailer movements would have to be in long, SPECIAL CARS, necessitating the purchase of big car fleets with a total capacity likely beyond the available market for such traffic.
3. Fully loaded trailers might violate state motor vehicle laws.
4. Conflicting angles in general rate structure.
5. Truckers and Teamster Labor union opposition to service after costly expenditures by Railroads.
6. Doubt that enough traffic would be diverted to rails to ease highway congestion, especially in local metropolitan areas where it is the worst.

YOU STILL PAY WARTIME TRANSPORTATION TAXES

Two Federal Transportation Excise Taxes are soon to be acted upon in Washington.

They are the 15 percent tax on passenger fares and the 3 percent tax on freight charges now being collected from those who use all public for-hire services.

Both are wartime left-overs...as excise taxes are usually thought of as Luxury Taxes, but today have the effect of increasing the cost of essential transportation services. They should be repealed.

RAILROADS AND THE CHRISTMAS MAIL

The railroads will carry a mail load during the December 24-day pre-Christmas period this year that is the equivalent to delivering an average of more than one gift package or greeting card to every person in the U. S., as well as to the entire populations of Canada and Mexico.

And in 1932 the average payment to the railroads for each piece of first class mail was one fourth of one cent --- this paid for transportation service and for providing facilities for assorting mail.

On the other hand, the air carriers, which are not called upon to provide assorting space and facilities, received an average of two and two-thirds cents for each piece of first-class mail they carried—or more than 20 time as much as the railroads received for the same service.

RAIL INVESTMENT PER EMPLOYEE FAR ABOVE AVERAGE

The nation's railroads have an investment of almost twice as much capital per employee as the nation's manufacturing industries. The average railroad investment after allowance for depreciation amounts to $21,410 per employee, compared with the national average of $12,500 per employee for manufacturing companies.

FOOD FOR THOUGHT

Modern transportation facilities have brought about tremendous changes in the nation's eating habits and in the distribution of food products. Not too long ago, as history shows, most housewives were purchasing oatmeal and other cereal grains in bulk, direct from the mill. These grains had to be cleaned by hand and cooked a long time. Today, thanks to efficient railroad transportation systems and modern industrial techniques, housewives can reach into the kitchen cupboard for a box of pre-cooked breakfast food, and serve it in a matter of seconds.

L. W. Troutfetter, Traffic Manager,
Kellogg's, Battle Creek, Mich.
Two Hundred Fifty Railway Business Women Convene In Mobile, Ala.

Two hundred fifty women were the guests of the Mobile chapter of the National Association of Railway Business Women for a two day convention on November 22 and 23. Miss Clara Mayhall of the GM&O Accounting Department and president of the Mobile organization was hostess to the convention, which was attended by representatives from several Southern and Western states.

Principal event was a banquet held on Saturday night at the Admiral Semmes Hotel, at which Mobile Mayor H. R. Lusch welcomed the delegates and GM&O Vice-President of Industrial Development T. T. Martin was the principal speaker. Attending the banquet as guests were a number of other GM&O officials and their wives.

Shown in the pictures are, top left, Miss Evelyn Pierce, 2nd vice-president of the National Association from Soc Line, Twin Cities; GM&O Vice-President Martin as he addresses the group; Miss Clara Mayhall of GM&O Accounting Dept. and president of the local chapter; Miss Georgia Turpin, president of the National Association of the Western Weighing and Inspection Bureau of St. Louis.

Top right, a table of GM&O employees included, reading left to right: Miss Maureen Atwater, Mr. Julius Kusander, Mrs. Caroline Kusander, Deputy Comptroller J. S. Gibson, Mrs. Gibson, Mrs. Frank Zie- man and Mrs. Edith Lambert.

Bottom left, shows, left to right: Miss Frances Wyrem of GM&O; Mrs. Lorraine Jones; Mr. G. A. Rush, GM&O auditor of passenger and station accounts; Miss Mae Lord; Miss Minnie Lee Heath; Mr. T. C. Adams, asst. auditor of passenger and station accounts of GM&O; Mrs. T. C. Adams, and Mrs. Pauline Jones of GM&O.

Bottom center: Mr. and Mrs. F. N. Johnson. Mr. Johnson is auditor of receipts for GM&O. Bottom right, Mr. and Mrs. L. A. DeOrozuelas. Mr. DeOrozuelas is assistant to comptroller for GM&O.

"The Best Is Yet To Be"

Browning

I know of no greater fallacy, or more widely believed than the statement that youth is the happiest time of life. As we advance in years we really grow happier, if we live intelligently. The universe is spectacular, and it is a free show. Increase of difficulties and responsibilities strengthens and enriches the mind and adds to the variety of life. To live abundantly is like climbing a mountain or a tower. To say that youth is happier than maturity is like saying that the view from the bottom of the tower is better than the view from the top. As we ascend, the range of our view widens immensely; the horizon is pushed farther away. Finally, as we reach the summit it is as if we had the world at our feet.

—William Lyon Phelps
JOB NOT WORK RAILROADER SAYS
FROM THE PANTOGRAPH, BLOOMINGTON, ILL.

An invitation extended to Curtis Kies shortly after the turn of the century has meant 50 years of work to the Normal man.

A railroad signal gang pulled into his hometown, Godfrey, in southern Illinois, to do a job during 1902. The foreman asked Curtis if he wanted a job. Curtis said “yes” and he hasn’t stopped working yet.

Now 68, on Saturday he’ll have finished 30 years of continuous railroading, all of it with the companies operating the Chicago-to-St. Louis line through Bloomington.

Mr. Kies is assistant superintendent of signals of the Gulf, Mobile and Ohio Railroad. From his office in Union Station he keeps watch over the engineering department of the signal office of the GM&O. In point of service he’s top man on the road’s seniority list of northern region signalmen.

Not Ready to Quit

Is he tired of the job after 50 years? Not Curtis. And he’s in no hurry to quit.

“There isn’t a man living who enjoys his work more than I do. My work isn’t work — in the usual sense.”

He doesn’t know when he will stop answering the whistle. The railroad has a set retirement age of 70 but this can be extended. And the way the veteran railroader looks and acts today — he’s still alert and spry — the chronology of the affair shouldn’t apply.

When Mr. Kies (rhymes with ties) joined that signal gang in his hometown the line was a one-track road between Bloomington and Godfrey.

He’s seen the entire stretch double-tracked, the old diamond stack engines pass into limbo, and following them to the junking yards, the steam locomotive.

He has worked under six signal engineers and one superintendent of signals, H. C. Sampson, his present boss. In his time, Mr. Kies reports, he has seen railroading and signaling “revolutionized.”

Things are different now but when he started he worked 10 hours a day for 15 cents an hour. The men were on a six-day week and there was no overtime for “night riding.” (To a coal miner this would be the same as no partial-to-portal pay.)

For a while Curtis worked on a “Floating gang,” a crew sent all over the line on signal jobs. They rode at night and worked by day. Part of Curtis’ backlog of experience is in the building of that double-track section from Bloomington to Godfrey. He not only saw it, he says, he helped build it.

His service actually is a little more than 50 years. Mr. Kies started in March, 1902, and left the following March to work on a Great Lakes steamer. That Fall — Nov. 28, 1903 is the actual date — he returned to the railroad and has worked on it ever since.

Will Get Gold Pass

He had intended to go back to the lake steamers, he remembers, but he met his wife, married her and never got around to it. In another year and a half, on May 30, 1955, the couple will mark their golden wedding anniversary.

Mr. Kies’ service hasn’t been confined to the railroad. He has found time to be worthy grand patron of the Order of the Eastern Star in Illinois, in 1946, and to serve on the Normal Town Council (he was elected in 1952).

Saturday, when he winds up the 50 year “hitch” with railroading, Mr. Kies will receive the customary gold, lifetime pass and a button from Gulf, Mobile and Ohio officials.

THE MAIL TRAIN

GM&O CONTRIBUTIONS TO NEGRO YOUTH
Mr. S. A. Robert, Director
Agriculture and Forestry
I wish to express my sincere appreciation for your very fine contribution to the Negro youth of our State. Although I have served as an Assistant County Agent for five years, I find my qualifications almost nil when it comes to writing my true feelings toward the value of contributions of this type to our boys.

I feel that the best service of developing citizenship can be rendered to the youth. It seems that your organization realizes that this service is of vital importance to us as citizens of Mississippi.

To you, sir, and to your great organization, I sincerely trust that you will continue to help us with our young people.

Again my sincere thanks for your educational tour for our boys of Washington County, Mississippi. May God bless each of you in all your service to humanity.

Your for better club work.
Robert B. Cooper, Ass. Negro County Agent
Greenville, Miss.

RAILWAY WOMAN LIKES GM&O SERVICE
Dear Mr. Tigrett:
I wish to compliment the Gulf, Mobile & Ohio Railroad for the wonderful service and good management on your trains.

I was amazed to see the kindness shown everyone by your hostess Miss Betty North. She took the time to explain everything that was asked her no matter how trivial he question. Due to her efforts, our trip was much more enjoyable.

I was on my way to Mobile, Ala., to attend the Railway Business Women’s party and the coaches and sleepers were filled with women. To handle such a gathering is a task. I know, but it was done with precision-like clockwork.

I feel sure that if all railroads would follow your excellent example most of them would show a profit on their passenger trains instead of a loss.

Very truly yours,
Miss Martha Wolper
Chicago 22, Ill.
WILL YOU BUY THIS?

I'm an old familiar product you've seen advertised around. I was one of the standard brands long before brands or standards ever existed. I was just as vital in your great-grandfather's day as I am in yours, and I'll be just as vital in your great-great-grandchildren's lives. But in spite of my time-tested pedigree, the retailers claim I have always been a tough one to sell.

What's wrong? Can't be the lack of advertising. I've been displayed in papers and magazines from coast to coast.

What's wrong? Can't be the lack of selling points. I've been a bargain since the dawn of history. What's more, I'M FOR FREE. That's right, I've never cost anything. And what do I offer? A few minor advantages like HAPPINESS, HEALTH, WELL-BEING, SECURITY — and a MAJOR ADVANTAGE LIKE LIFE ITSELF. I don't claim to prevent dandruff or halitosis, but I've been known to PREVENT HUMAN PAIN, SORROW, TRAGEDY, POVERTY, DEATH.

NOT BAD FOR A FREE PRODUCT.

What's wrong? Why don't I go over like foamy super duper toothpaste, or those magic girdles which do so much for women who have so much, or those perfumes that cause men to leave home?

I won't deny that it's get me baffled, or that it's brutally discouraging. But don't think for a moment that I'm thinking of calling it quits. No, the campaign will go on. I'LL KEEP HAMMERING AWAY AT HUMAN WASTE, INDIFFERENCE, IGNORANCE. I'll sell myself to mankind if it's the last thing I ever do — or else my name isn't SAFETY!

THE MAIL TRAIN

(Continued from opposite page)

G. M. & O. News
And Gulf, Mobile & Ohio RR
Mobile, Alabama

I read with great interest your weekly news and have noticed that you do an outstanding job commending and commenting on many of the employees of the G. M. & O. for various civic activities which they are active.

Mr. Frank McKee, your representative here, has played a very important part on two committees of this organization. On our Site Filling Committee, which undertook a job which many said was impossible, has succeeded in the filling of the low areas in Cairo, making additional industrial, warehousing, and home sites.

As a member of the Palaszic-Alexander Agriculture Development Committee which was the instigator of the successful 100 Bushel Acre Corn Club, Mr. McKee has done more than could be expected of one individual to better the relationships of business, industries, and the G. M. & O. with our farmer friends of two counties.

My reason for sending this letter is that I am a staunch believer of commending people while they are here instead of on their tombstones.

Cordially,

Benjamin E. Shore
Executive Secretary
Cairo, Ill. Ass'n of Commerce

BLANKET BUSINESS AT BAY SPRINGS

The electric blanket owner, who turns his control box to a mild seventy degrees and retires to ignore whatever trick of temperature Winter may play, will be warmed by a blanket which may have been completed at the Northern Electric Co. blanket factory on the GM&O at Bay Springs, Mississippi. Neco prepares blankets which are sold under several different names, including the trade name of Sears, Roebuck and Co.

The plant, which located in Bay Springs less than two years ago, has already outgrown its first building, and is in the process of constructing around the original plant two new warehouses for additional storage.

"The blanket business is a seasonal one," said Plant Manager C. W. Dodd, "with shipping being done only four months of the year. The blankets manufactured in the meantime are stored until the winter demand occurs."

3000 Feet of Wire

The shell of an electric blanket is woven with twenty-eight tunnels in it, according to Mr. Dodd. Through these tunnels, workers in the Neco plant weave a seventy-two inch shuttle, threaded with electric wire. The wire, 3000 feet of it of hair-fine texture, has been coined, wound with frosting and then coated with plastic. Along with it, there are sealed into the blanket nine tiny thermostats, which maintain an even temperature throughout. The same string of wire is threaded throughout the blanket.

Neco blankets can be washed, never drycleaned, said the plant manager. In fact, in the laboratory, a sink stands with different samples of wire and insulation soaking, to see which stands up better under washing. The wiring will last as long as the shell of the blanket, according to Manager Dodd, and there is no possibility of a sleeper's being shocked.

Do blanket factories worry about moths? "Well," said Dodd, "not much. We have so many blankets that we figure there just can't be that many moths."
YOU’LL FIND TACT ON THE GM&O

From Citronelle to Chicago, on agency desks, in conductors’ bags or porters’ pockets, one is likely to discover a little book called TACT. Sent to members of the Operating Department by General Supt. P. B. Bridges, TACT tells “what to say and how to say it, of what to do and how to do it. It is the Golden Key that opens the door of opportunity.”

Says TACT:

Many years ago there was the head of a well known firm who liked to tell of his first day with the house. He started in as a lad of sixteen, and on the first day he was set at work sewing buttons on sample cards. The day was hot and sultry. The work of pushing the needle through the stiff card had hurt his fingers. He was to receive three dollars a week, and he says that by noon he had planned exactly what he was going to do about the half-dollar he was to earn for the first day’s work. He wasn’t coming back for it, as he had decided. He was through with that job.

But he tells that during the afternoon one of the members of the firm came to him and said: “You are sewing those buttons on very nicely, but you are not doing it in the best way, and you are hurting your fingers. Let me show you how to do it.” The result was that instead of quitting his job, he went home, and, flushed with pleasure, told his mother how a member of the firm had complimented him and then had shown him a better way to do his work. His enthusiasm responded to this first sign of encouragement and in later years he became one of the strongest forces in the development of a great business.

The book continues with practical suggestions and examples by which operating men hope to win friends both for themselves and the railroad.

DECEASED

Engineer J. W. Elder, Slater, Missouri, died suddenly, October 10, 1953. Mr. Elder entered service on the Western Division as fireman on October 22, 1924, and was promoted to engineer on October 10, 1939. He is survived by his wife.

Agent-Telegrapher H. Klesschulte, Alma, Missouri, on November 12, 1953 at Alma. Mr. Klesschulte came to work for the company on January 9, 1953. He is survived by his wife.

Retired Clerk Yuel D. Ralston, Roodhouse, Illinois, on November 16, 1953 at Roodhouse. Mr. Ralston entered service as a clerk at Roodhouse on October 1, 1912 and retired on November 24, 1932. He is survived by his wife.

Passenger-Conductor W. A. Ferguson, Slater, Missouri, on November 19, 1953 at St. Louis, Missouri. Mr. Ferguson entered service on the Western Division as brakeman on March 10, 1907 and was promoted to conductor on September 16, 1911. He was promoted to passenger conductor on April 21, 1948. He is survived by his wife.

Agent-Operator George R. Smith, Beaumont, Mississippi, on November 24, 1953 at Laurel, Mississippi. Mr. Smith entered the service of the company July 29, 1912 and worked until November 9 of this year. He is survived by his wife, who resides at Hattiesburg, Mississippi.

Retired Operator F. D. Deevers, Shirley, Illinois, on November 23, 1953 in an automobile accident near Shirley. Mr. Deevers was employed by the Company on February 20, 1912 and retired on May 11, 1943. He is survived by his wife and one son, F. D. Deevers, Jr., who is a fireman with the GM&O at Bloomington.

Operator W. H. Draughon, Tennessee Division, on November 28, 1953. He entered the employ of the Company in January, 1943.

J. N. Pierre, retired employee of Freight Receipts Dept., Mobile, Alabama, on November 27, 1953. Mr. Pierre retired from Company service in 1950 on account of disability. Surviving are his wife, three sons and one daughter.

Additions to the Hostess Department include Miss Jannie Marie Norwood of Jackson, Tennessee, top picture; Miss Ann Prescott Schuster of St. Louis, center; and Miss Mary Sue Woody of Jackson, Tennessee, below. Miss Woody is shown checking the passenger diagram with Passenger Representative Bill Jennings in the St. Louis Station.

Miss Schuster is temporarily employed in the office of Supt. of Women Personnel Vera Elvert before assuming duties as hostess on the trains.

Mrs. Lee Fox winds “Old Faithful” before she leaves work for the day. The clock, now in the office of Supt. of Com. K. P. Goodwin at Mobile, has been running without cessation since 1971.

It was purchased and installed in the C&H roundhouse at Venice in 1871 and was later installed in President Worthington’s office in Chicago.

Mrs. Fox is the daughter of Supt. Goodwin.
James Gillikin, Jr. recently received his highest honor when he became an Eagle Scout at the age of thirteen years. The son of J. L. Gillikin, Jr., vice-president of Gulf Transport Co. in Mobile, Alabama, young Gillikin is a member of the Spring Hill Troup 17. He won his necessary merit badges in the short time of two years and added eight additional badges for good measure in that time. He is in the eighth grade of the Mobile public school system.

The Forgotten Tombstone

The white Georgia marble tombstone had been in the freight depot of the GM &O Railroad in Philadelphia, Mississippi, for so long that it was referred to simply as “the stone”. Twenty-five years ago it had arrived at the Philadelphia station, freight paid for and for twenty-five years it had been unclaimed. Finally, to make room, it had been placed under the warehouse out of the way.

Last week the tombstone was on its way to the grave for which it was intended. Found by Otis Mayo, fifty-four year old son of Philadelphia’s first mayor, the grave of Ella Isaac, a Choctaw Indian woman who died on January 13, 1928, was located. Mr. Mayo had known a family of Indians by the name of Isaac, and on seeing the inscription, agreed to search out Indian records to find the rightful place for the erection of the monument. He also offered to pay any charges which may have accrued. There were none.

The inscription on the 28-inch high marble reads:

ELLA ISAAC
Oct. 26, 1899
Jan. 13, 1928

She was a kind and affectionate wife,
A fond mother and friend to all.

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<th>OUR FREIGHT BUSINESS</th>
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<td>Revenue Car Loads Billed And Received On GM&amp;O</td>
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Comparison of the first 11 months of the years...........

- 1952: 188,305
- 1953: 184,018

Baby Boom In General Offices

During November the following babies were born into homes of GM&O parents in Mobile.

Rebecca Jean Snow, born November 10 to Mr. and Mrs. Orville E. Snow. Mr. Snow is chief clerk in the Engineering Department.

Terence E. White Jr., born November 16 to Mr. and Mrs. Terrence E. White. Mr. White is employed in the Freight Receipts Department.

Virginia Jeanne Smith, born November 16 to Mr. and Mrs. Bradley Smith. Mr. Smith is employed in the Freight Receipts Department.

Jeffery Alan McClinton III, born November 7 to Mr. and Mrs. A. J. McClinton Jr. Mr. McClinton works in the Passenger and Station Accounting Dept.

William Porter Roberts, born November 10 to Mr. and Mrs. Porter Roberts. Mr. Roberts is with the Traffic Department.

Bonnie Jean Burns, born on November 21 to Mr. and Mrs. Oliver Burns of the Traffic Department.

IN THE SERVICE

W. K. Miller, Switchman, Chicago, Ill.
L. Joseph M. Schenk, Carman Apprentice, Bloomington, Ill.
Commendations

Brakeman N. E. Pence, Bloomington, Illinois, was getting ready to go out on train No. 67 when he noticed the odor of smoke from a car on Train No. 32 which had just arrived in Bloomington yard. He notified the yardmaster of this fact. When the car was switched out and inspected, it was found to have a fire inside of it, damaging the contents.

Brakeman C. D. Reedy, Corinth, Mississippi, found a broken rail.

When train No. 94 was being made up at Bloomington, Illinois, Yard Foreman W. T. Craig noted that a steer in one car had its hooves caught in the door of the car and was unable to free itself. Mr. Craig attempted, with the assistance of Brakemen J. D. Sturpeon and E. H. Abbott, to free the animal. When they were unable to do so, they called upon the foreman of a contractor's gang working nearby, who assisted them at the task.

Yardmaster Charles Green, Ridgeton, Illinois, was commended for discovering a hot box on a train passing through Ridgeby and notifying the crew of this fact.

Section Foreman R. S. Reeder, Jackson, Tennessee, was commended for the efficiency and courtesy with which his gang re-conditioned a street crossing at Jackson.

Fireman D. D. McMullen, Mobile, Alabama, was working on yard engine in Frascati Yard when he noticed the bolts missing in sill step of car of pole which was to be set out. He stopped the engine and notified his crew, eliminating the possibility of personal injury.

Brakeman R. N. Norris, Roodhouse, Illinois, was waiting on siding on his train when he discovered a hot box on the pole car.

When Section Leader Gus Cork and Termite Butler of Ridal, Alabama were returning from a fishing trip on the Saugahatchee River, they discovered a badly broken rail joint on GM&B track. Upon inspecting it, they notified their section foreman and stopped train 121 until repairs were made, assuring safe train operation.

When Section Leader J. E. Bird, Montgomery, Alabama, stopped his train at a water tank, he discovered a broken rail joint. He notified his crew, and they made the necessary repairs to assure the safe operation of the train.

When Section Foreman J. L. Bent, Reform, Alabama, on two occasions during the month period of unusual assistance to the company. On the night of November 2, he discovered a car of sulphur burning in a town pulling out of Reform. He notified the crew and assisted in putting out the fire. A few hours prior to this incident, train 121 had minor trouble at Reform and he assisted the crew in making emergency repairs, enabling the train to make connections at Reform.

When Section Foreman T. W. Bell, Macon, Georgia, went to a fire in a town near the railroad and discovered a car of sulphur burning. He notified the train crew and helped put out the fire.

When Section Leader W. E. Husky, Ardmore, Oklahoma, discovered a broken rail joint, he notified his crew and made the necessary repairs to assure the safe operation of the train.

When Section Leader E. H. Johnson, Macon, Georgia, discovered a broken rail joint, he notified his crew and made the necessary repairs to assure the safe operation of the train.

When Section Leader W. C. Holder, Cleveland, Ohio, notified his crew of a broken rail joint, they made the necessary repairs to assure the safe operation of the train.