Says Railroad Executive

Clear Way For Industry

From the Bloomington, Ill. Pantagraph

In Bloomington, like other communities, it is important that citizens think ahead and do not cut their city off from industry which could come to take care of the ever increasing population.

So said T. T. Martin vice president of the Gulf, Mobile and Ohio Railroad from Mobile, Ala., at a meeting of the Bloomington Rotary Club Thursday noon at the Illinois Hotel.

One of the best ways to scare manufacturers away from a community is the failure to keep enough land near the highways and railroads to attract industry, he declared. He urged Bloomington and all other cities to "hold" as much land as possible for such future development.

Industry today, said Mr. Martin, does not look for great advantages in a community but for a "new element" in its selection—livability.

"Industry has come to a new conclusion: labor and labor's attitude is very important. If employees are happy, if their children have good schools, if there is recreation and few housing problems they are better employees," he remarked.

"Incidentally," he said, "I am glad to see Bloomington is looking ahead to its schools of the future. There are many headaches in providing schools to take care of the increasing population."

(Cont. on Page 5)

Traffic Department

Announces Promotions

Appointment of Charles S. Gregory to assistant general freight agent in New Orleans on January first touched off a series of promotions in GM&O's Traffic Department. Succeeding Gregory as division freight traffic manager at Birmingham, Alabama is Glenn Keen, who is replaced at Montgomery, Alabama as division freight traffic manager by George D. Villar. Promoted to commercial agent at
GM&O Took The Winners

Winners by the train load left Springfield, Illinois on December 13 via GM&O when Allis-Chalmers Manufacturing Co. took sales contest winning dealers, blockmen and salesmen on a four day factory tour program. The agricultural equipment sales winners, who had spent the first day touring the Springfield Allis-Chalmers plant, boarded two sections of a special GM&O train for the second plant tour at LaPorte, Indiana.


The group, composed of 450 visitors from throughout the United States and Canada, had come to Springfield as the first step on their trip, and spent the day viewing exhibits and demonstrations of Allis-Chalmers equipment at the Springfield plant. A product demonstration held in the afternoon emphasized the many tasks Springfield works products perform. The display also featured industrial equipment produced at the firm’s other plants. GM&O serves the Springfield plant.

The Springfield tour was conducted by forty guides from the local Allis-Chalmers plant, headed by General Manager A. C. Boock of the local plant.

From Springfield, the contest winners journeyed to A. C. plants in LaPorte, Indiana; LaCrosse, Wisconsin; and West Allis, Wisconsin. The tour was completed in Milwaukee, Wisconsin where the guests heard a luncheon address by Allis-Chalmers President W. A. Roberts.
"MR. PRESIDENT" RETIRES
It is said at Laurel, Mississippi that when someone has business with "Mr. President", he seeks not the White House in Washington, but the GM&O Railroad office in Laurel. There General Agent "Dud" Casey would be found ably running the railroad’s business and, at the same time, half the civic enterprises of the city. Mr. Casey has headed so many civic organizations in Laurel that he is known over town as "Mr. President!"

On December 31 Mr. Casey retired from his job at the railroad, but those who know him are confident that he will remain not only "Mr. President" in Laurel, but also "Mr. GM&O". The party they gave me when I retired was so nice," he winkled, "that I went back down to the office Monday morning to go to work."

Dud Casey has been in Laurel a long time. "I was agent of the company here before the tracks of the line were built into the city. In 1914 I came here from Louisville where I had been working for the M&K&RC, which became the GM&M, now, of course, the GM&O. They sent me here," said Mr. Casey, "because they were having a little trouble." And Mr. Casey has been ironing out troubles and making progress for GMO and Laurel ever since.

Mrs. Casey, who is a native of Anniston, Alabama, has been with Mr. Casey realizing for Mr. Casey his own former ambitions, for "Dud always wanted to be a lawyer himself."

But whatever his early ambitions may have been, today Dud Casey’s heart is solidly with the railroad.

"When I came here," he recalled, "there was a sawmill every mile or two between here and Mobile. Here at Laurel was located a mill said to be the largest manufacturer of yellow pine lumber in the world."

Business hummed on the railroad, a large part of it LCL freight in the days before the trucking business had developed.

Mr. and Mrs. Casey enjoy the easy chair and ottoman presented Mr. Casey by the employees of the Laurel office at his retirement December 31.

BEST WISHES
In an announcement of the retirement of Mr. Casey, General Superintendent P. B. Bridges and General Freight Traffic Manager C. F. Groom said: "Throughout his lengthy service Mr. Casey has earned the highest affection and regard of his associates and friends, and he takes with him their very best wishes in his retirement."

"But even then, we feared the time when the timber would be cut out. Then there arrived in Laurel Mr. W. H. Mason, scientist and chemist, who attempted to work out something from waste wood products. He devised Masonite." And Masonite has, from that time, been a basic industry of Laurel.

Mr. Casey has participated in solving Laurel’s industrial problems through the years, and he has served as president of numerous clubs including the Chamber of Commerce, Rotary, and YMCA, and has been on the board of directors of each of these. When he earned the title "Mr. President", he was serving as chairman of three organizations at one time.

"And, oh, yes," he said, "I forgot one chairmanship—the OPA."

"That," said Mrs. Casey, "is one I’d like to forget. We couldn’t eat a meal without someone on the porch."

At Mr. Casey’s retirement party on December 31 his favorite coconut cake was served, and his favorite people were there—the railroaders with whom he had worked for many years—Miss Nannie Walker ("I started her off in railroading"); Agent W. H. Hargrove; Chief Clerk W. L. Carr; Trainmaster—Chief Train Dispatcher Marvin Horn; and all the others in the Laurel office.

"There comes a time in any town," said Mr. Horn, "when someone has to put something across. And it has to be somebody who, through the years, has so built that he can put it across. Any number of times since I have been in Laurel, when we’ve had problems, I’ve seen Mr. Casey be that man."

"No," came a typical Casey answer, "they were generally just like my wife’s arthritis. They’d have gotten well anyway."

Miss Walker, Agent Hargrove and Chief Clerk Carr.
TRAFFIC DEPARTMENT ANNOUNCES PROMOTIONS

(Cont. from Page 1)

Jackson, Mississippi in Mr. Villar's place is J. F. Brown, formerly of Kansas City, Missouri. At Kansas City, Chief Clerk J. W. Smith was promoted to freight traffic agent.

Division Freight Traffic Manager Glenn Keen is a native of Atlanta, Georgia. He was employed by this railroad in 1925, when he went to work in the Transportation Department at Meridian, Mississippi. He served at several points on the line and was appointed freight traffic representative at Memphis, Tennessee in 1935. He was later promoted to freight traffic agent at Memphis and in 1941 became commercial agent in that city.

In 1947 he was promoted to division freight agent at Columbus, Mississippi and in 1948 division freight traffic manager at Columbus. In 1951 he was promoted to division freight traffic manager at Montgomery, Alabama, where he has remained until the present time.

Asst. General Freight Agent Gregory

Mr. Gregory entered the service of the former GM&N Railroad in 1927 at stenographer at Mobile, Alabama, and was promoted to secretary in 1929. He later entered the Solicitation Department, and in 1948 was sent to New Orleans as commercial agent.

He served in the U. S. Army during World War II, returning to GM&O as commercial agent at Mobile. In 1947 he was promoted to division freight agent at Mobile and in 1952 was transferred to Birmingham as division freight agent, later in the year being promoted to division freight traffic manager.

Mr. Gregory is a native of Jackson, Tennessee.

Division Freight Traffic Manager Villar

Replacing Mr. Keen at Montgomery, Alabama as division freight traffic manager is George D. Villar, formerly commercial agent at Jackson, Mississippi. Mr. Villar was employed by this company as freight traffic representative at Jacksonville, Florida in 1935. In 1938 he was transferred to Meridian, Mississippi as freight traffic representative, and in 1940 he was promoted to commercial agent at Jackson, Mississippi.

He has remained at Jackson as commercial agent since that time.

Coming to Jackson, Mississippi as commercial agent is J. F. Brown from Kansas City, Missouri. Mr. Brown entered service of this company as secretary at Kansas City in 1935.

Commercial Agent J. F. Brown

He has worked as city passenger and ticket agent in Kansas City and as chief clerk in the Service and Solicitation Department. In 1949 he was promoted to freight and passenger traffic agent at Kansas City and in 1951 he became commercial agent in that city.

Mr. Brown has service with another railroad, and during the war, served with the U. S. Navy.

Freight Traffic Agent J. W. Smith

Promoted to freight traffic agent at Kansas City is Julian Ward Smith. Mr. Smith entered GM&O service as a clerk at Kansas City in 1949. In 1953 he was promoted to chief clerk, which position he has held until his present promotion.

Among all the ticket punches used by over 10,000 railroad conductors in the United States, no two of the same punches make a hole of the same shape.
GM&O Serves New ALCO Warehouse

A new diesel locomotive parts warehouse, built by American Locomotive Company to serve more than forty-five railroads in the Chicago area opened in November on the GM&O Railroad.

GM&O Hostesses Margaret Halbrook and Betty Branch acted as Alco's hostesses at the opening, and GM&O Vice President S. A. Dobbs of Chicago was among the railroad executives attending.

The new building utilizes the most modern warehousing techniques and the latest materials-handling equipment.

The company also displayed its latest diesel locomotive, the DL-600, a heavy-duty, all-purpose, 2250 hp unit which has just completed rigorous demonstration tests in high-speed passenger, freight, and switching service in all parts of the country. As part of the opening ceremonies, Mr. Norman C. Naylor, a director of Alco, formally opened this newest Chicago railroad service center from the cab of the DL-600.

Executives of more than 100 key Chicago railroads and business concerns attended the opening, which was followed by a short reception and luncheon at the building. Among them were: J. M. Budd, president of the Great Northern; G. L. Willingham, president of the Peoria & Pekin Union Ry.; J. R. Coulter, president of the Toledo, Peoria & Western; George Michin, president of Illinois Northern; G. M. Campbell, vice president of Baltimore & Ohio; P. T. Moran, vice president of the Elgin, Joliet & Eastern; S. A. Dobbs, vice president of Gulf, Mobile & Ohio; D. A. Fawcett, resident vice president of New York Central and C. R. Tucker, vice president of the Atchison, Topeka & Santa Fe.

American Locomotive Company was represented by W. F. Lewis, vice president, marketing; W. A. Callison, vice president; Mr. Naylor, who is also president of Union Asbestos & Rubber Co.; C. F. Venzink, western regional sales manager and William Buchanan, regional renewal parts manager.

GT Safety Awards

Gulf Transport Company presents safety awards each month to the drivers who have driven one year without a chargeable accident.

Awards earned for the period December 1953 through December 1954 were presented to the following:

GM&O Vice President S. A. Dobbs, Chicago, and GM&O Hostesses Margaret Halbrook, left, and Betty Branch, right, took the engineer's seat in Alco's latest diesel, on display at opening of the company's new warehouse located on GM&O in Chicago.

Clear Way For Industry

(Cont. from Page 1)

a problem is not restricted to Bloomington. Many communities have their school problems."

"But school problems are something that must be faced by us all. My suggestion is to take care of the children, provide schools and see that there is enough industrial development to offer young people employment—jobs at home," he stated.

Mr. Martin explained to the Rotarians that "it pays any community to look ahead 10 or 12 years at its industrial picture" and to realize the importance of basic industry to the community's economy. "Goods," he said, "create business and business, as you know, is the heart of the community's economy."

The speaker described Bloomington as presently one of the best balanced communities, between agriculture and industry "that I know of." He stressed the importance of citizens keeping it that way.

Bus Operators
J. L. Long, 2 yr. award
E. P. Stone, 12 yr. award

Truck Operators
John Blandford, 9 yr. award
Wilson Cox, 8 yr. award
Q. M. Fant, 11 yr. award
C. E. Tucker, 10 yr. award
A. J. Worthen, 1 yr. award

GM&O City Has New Approach For Industry

St. Louis Post Dispatch

ASHLAND, Ill., Dec 16 (UP)—The Central Illinois village of Ashland soon may cease to exist, all because of Christmas. Town fathers are pondering what may be a momentous step in Ashland's 65-year history. They are thinking of changing its name.

Not to anything ordinary, like Centerville or New York, but to North Pole.

The idea is to boost the village economy with a name symbolic of the Christmas season. There's Santa Claus, Ind.; Christmas, Fla.; and Noel, Mo. Why not North Pole, Ill.?

A special town meeting has been called Thursday night at the high school to discuss the proposal. There may be heated debate.

The way village clerk Howard Douglas explained the idea, changing Ashland's name to North Pole would open up rather extraordinary possibilities for the town of 1900, 26 miles west of Springfield.

"Ashland has no major industry, and doesn't have a lot to offer and industry which might consider locating here," he said.

"But it does have rail connections and the necessary land for industry, and we do need new industry," he said.

With a name like North Pole it shouldn't be too difficult to attract a toy manufacturer or other industry which is in connectioned with the Christmas season, Douglas explained.
THE MAIL SITUATION

More than a year ago the Post Office Department began an experiment of flying first class 3-cent mail which formerly moved on the surface. The experiment has been widely extended. While it would appear that the public is getting a premium service at a bargain half-price . . . it is pretty costly in the long run.

In 1953 postal revenues exceeded postal expenses by more than $39,000,000 on first-class mail moved between cities mainly by railroad. On domestic air mail letters and cards, postal expenditures exceeded revenues by $29,000,000, including subsidy payments to airlines.

Obviously the use of the airplane is not justified for the movement of regular mail on which unusually fast service is neither required nor specified by the user.

Railroads ask to handle only that part of the mail traffic which they can handle more efficiently and at a lower cost—all costs considered—than any other mode of transportation.

NAVY MORALE BOOSTER

Although the Navy moved millions of its personnel by rail during World War II and the Korean campaign, this month marked the first time that families of navy men have ever been transported in a mass rail movement. Aboard an 18-car special train, wives and children followed husbands of a naval unit transferred from the Atlantic to the Pacific Oceans.

The Navy hopes to give morale a boost by reducing inconvenience and dislocation to which Navy families are subjected when sailor husbands move to another station. There will be a theatre car for 150 youngsters aboard, baggage cars for their pets and other family belongings; two lounge cars staffed by attendants and Pullman sleeping cars.

About 100 youngsters under five years of age on the rolling nursery will travel free of charge—the standard railroad practice. An additional 40 youngsters will be of half fare age.

OVERSEAS RAILROAD MEN TO STUDY U. S. METHODS

Nearly 100 transportation officials from eight countries will visit the United States during 1955 under a continuing program of giving foreign railroadmen opportunity to study the facilities and operating methods on American railroads.

Tentatively scheduled to come to the United States early this year is a team of six officers of the Spanish National Railway. They will be followed by 18 railroad technicians from Spain. Other countries which will send railroad men this year include Brazil, Colombia, Mexico, Israel, India, Thailand and Indonesia.

MOBILE LEADING BAUXITE PORT

The Port of Mobile, which GM&O serves together with New Orleans, is the number one entry port in the nation in the importation of bauxite. Sixty-five steamship lines use the port and congressional authorization has been recently given to a program to deepen the ship channel from a depth of 32 to 40 feet.

RAILWAY PAYROLL TAXES HIGHEST IN AMERICAN INDUSTRY

The railroads paid higher payroll taxes in 1953 than did other industrial employers in the United States. Retirement and unemployment insurance taxes paid by the railroads took 2.7 per cent of their total operating revenues, whereas total comparable taxes paid by all manufacturing industries as employers averaged only about 0.7 per cent of their revenues.
DECEASED

Retired Machinist Homer C. Ford on December 4, 1954 at Nashville, Tennessee. Mr. Ford was employed as a machinist at Iselin Shops, Jackson, on September 29, 1922 and retired on November 1, 1952. He had moved from Jackson to Nashville a short while ago, after having made his home in Jackson for thirty years. He is survived by his widow and two daughters.

Norbert J. Graham, Joliet, Illinois, on December 7, 1954 at Joliet. Mr. Graham entered service as a clerk at South Joliet in 1911, and also worked as extra yardmaster. He is survived by his wife.

Section Foreman Jay L. Brown, at Meridian, Mississippi on November 23, 1954. Mr. Brown entered service as a section laborer on January 1, 1921. He was promoted to section foreman on October 31, 1921 and worked in that capacity until his death on November 23.

Retired Brakeman J. E. Lindsey, Jackson, Tennessee on December 11, 1954 at Jackson. Mr. Lindsey was employed by this company as a brakeman in 1912 and promoted to conductor in 1913. He retired from active service on May 21, 1954. Mr. Lindsey was born in Montgomery County, Mississippi. He is survived by his wife, a grandson and a granddaughter.

Retired Machinist E. O. Henker, Jackson, Tennessee, on December 19, 1954 at his home in Jackson. Mr. Henker entered service of this company as a machinist in 1926. He had been a machinist for another railroad prior to that time, first entering railroad employment in 1914.

Train Porter George Patterson, Bloomington, Illinois, at St. Louis on December 23, 1954. He had been a train porter for this company since 1900. He is survived by his wife.

Brakeman-Conductor Robert L. Atkinson, Alabama Division, on December 23, 1954 in an automobile accident near Meridian, Mississippi. Mr. Atkinson entered service of the company on February 21, 1927. He is survived by his wife, who lives at Philadelphia, Mississippi.

Engineer E. S. Weakley, Bloomington, Illinois, on December 27, 1954 at Bloomington. Mr. Weakley was employed by this company as a fireman in 1910 and was promoted to engineer in 1920. He had been off duty several months on account of illness. He is survived by his wife.

Retired Ticket Clerk Thomas F. Daly who entered service of this company in 1917 as ticket clerk and retired in 1940 account of disability, died on December 30, 1954 at Bloomington, Illinois.

Retired Engine Carpenter James W. Dunavan, Jackson, Tennessee, on December 30, 1954 at Jackson. Mr. Dunavan had lived in Jackson forty-five years, thirty-five of which he spent in employment with GM&O Railroad. He leaves his wife, one son and three daughters.

Engineer Victor Velma Davis, Jackson, Tennessee, on January 2, 1955, at Jackson. Mr. Davis was employed by this company in 1912. He is survived by his wife and three daughters.

Retired Conductor James E. Godsil, East St. Louis, Illinois, on December 18, 1954 in St. Louis. Mr. Godsil was born in Cork Island in 1977, coming to this country as a young man. He was employed by the farmer M&O Railroad in 1902 at Murphyshoro, Illinois as a fireman. He was promoted to brakeman and in 1906 was promoted to conductor. He retired in 1943. He leaves one son.

Today a road without a newsy, gossipy house organ is like a freight train without a caboose.—FORBES MAGAZINE.

ALONG THE LINE

Mobile, Alabama—In the Accounting Department, Bradley Smith and Howard Q. Orso are comparing notes on new heirs. The Smiths have a son, Kenneth Bradley, born December fifth, and the Orsos have a daughter, Pamela Ruth, who arrived December thirteenth.

Bloomington, Illinois—Tom Freddlund, GM&O Accounting Department, has been elected treasurer of the Transportation Club at Bloomington for the coming year.

DFA Is Elected Traffic Club Vice President

Lee H. Poettgen, division freight agent, Kansas City, was elected first vice president of the Traffic Club of Kansas City at the election held December 6. He served as second vice president the previous year and was on the Board of Directors in 1952 and 1953.

In addition to the above, he has been active in club affairs, serving as chairman of various committees, and was president of the Traffic Club Bowling League during the 1953-54 Season.
The Man Behind The Smile

(To Supt. of Women Personnel Vera Elvert we are indebted for the following poem. She says, "You have printed many things about "Smiles" but really they never wear out.")

I don't know how he is on creeds, I never heard him say, But he's got a smile that fits his face And he wears it every day.

If things go wrong he won't complain— Just tries to see the joke; He's always finding little ways Of helping other folk.

He sees the good in everyone, Their faults he never mentions; He has a lot of confidence In people's good intentions.

No matter if the sky is gray, You get his point of view, And the clouds begin to scatter And the sun comes breaking through.

You'll know him if you meet him, And you'll find it worth your while To cultivate the friendship of The Man Behind the Smile.

—Selected

IN THE SERVICE

The following were reported in November 1954 as having entered the Armed Forces:

Artie E. Pank, Jr., Transportation Dept., Meridian, Miss.
John G. Kobucar, Mechanical Dept., St. Louis, Mo.
Barnie Gene Davis Telegraph Op., Jackson, Tenn.
Robert A. Kueber, Traffic Dept., Chicago, Ill.
James W. Stevenson, Transportation, Bloomington, Ill.

COMMENDATIONS

Conductor H. DeLong, Slater, Missouri, was commended by Supt. Conolly for discovering a hot box and notifying the crew so that the car could be set out.

Section Foreman T. Special, Atlanta, Illinois, was commended by Chief Engineer B. V. Bodie for discovering a brake beam down on a passing train, and signalling crew so that repairs could be made.

The GM&O station at Vandalia, Missouri has unusually pretty surroundings because it faces a shady public park. Vandalia is one of the progressive cities on the Western Division of the Railroad.

GM&O's Farm Woodland Improvement contests for 1955 are under way for FFA Chapters in Tennessee, Mississippi, and Alabama. The Corner Community of Jefferson County, Alabama which won third place last year is trying for first this year. GM&O Agricultural and Forestry Agent C. W. Burrell lends a word of encouragement to Allen Busby of Corner.

RETIRED

Brakeman J. D. Walker, Tennessee Division, retired on January 4, 1955 after being in the service since 1916. Mr. Walker went to work for the former E&NW on December 28, 1916 and was promoted to conductor in 1917.


Conductor F. L. Sasser, Louisville, Mississippi, retired from company service on December 14, 1954. Mr. Sasser came to work with this railroad on February 11, 1913 as a brakeman and was promoted to conductor on August 16, 1919.

Flagman William Howard Flake, Jackson, Tennessee, retired on December 20, 1954 after being in the service of the company since November 2, 1960.

Engineer Jesse Franklin Jones, Jackson, Tennessee, retired December 29, 1954 after being with the company since December 7, 1913.

Mr. John M. McCarter, Corinth, Mississippi, retired on January 1, 1955 after being with the company since April 30, 1913.

Engineer W. T. Cochran, East St. Louis, Illinois, retired from service of this company January 4, 1954.

Trainmaster in charge of Meridian Terminal S. H. Parker is retiring February 1, 1955. He is leaving the company, according to Supt. St. John, "after having served the M&O-G&M&O faithfully during the past 48 years." Mr. Parker will be succeeded by Mr. George N. Fischer.
Commendations

Fireman H. L. Thompson, Train Baggage E. R. Wisely, and Flagman M. B. Kennedy, Venice, Illinois, were commended by Supt. Thomas for rendering assistance to the crew of No. 32 in replacing two broken knuckles and recoupling their train, saving delay to No. 32 and also to No. 15, on which the above trainmen were working.

Conductor A. F. Massing, Venice, Illinois, heard an unusual noise on his train. He stopped the train for inspection and discovered a broken rail, which was immediately reported.

Conductor N. C. Williamson, Brakeman E. G. Lingle and Fireman H. W. Williams were commended for discovering a broken journal in their train.

Bridge Foreman Marvin Smith, Meridian, Mississippi, discovered a brake beam down on a passing train, notified the crew, and assisted them in taking down the brake beam.

Hostler Helper Grady Curry, Meridian, Mississippi, was standing adjacent to the engine track near the roundhouse at Meridian before going on duty. The incoming engines from No. 232 passed him, and he noticed a cracked wheel on the trailing unit. He immediately notified those concerned, and the unit was taken out of service and this defective pair of wheels was changed.

Relief Section Foreman E. J. McCormick, McCrory, Mississippi was in bed on account of illness on Christmas Day, when he was told that a truck had stalled on the main line at McCrory. Mr. McCormick rushed to the telephone to call the dispatcher to find if any trains were nearby. When the dispatcher informed him that BM-30 should be near there, Mr. McCormick rushed out and flagged him, barely having time to stop him before striking the truck.

Fireman J. H. McGahey was commended by Supt. St. John for assisting train crew in setting out a bad order car and in passing signals while this was done.

Brakeman R. B. Melton, Bloomington, Illinois, spotted eight inches of flange missing from the truck of a car that had been set out.

When his engine caught fire, Engineer T. N. Rice, Jackson, Tennessee, called the fire department of a nearby city, shut the engine down, and notified the dispatcher, who had it cut out at Tamms, doubtless saving expense to the unit and delay to the train.

Apprentice Machinist J. O. McAdery, Meridian, Mississippi was called out with a machinist to repair motor of train having trouble on account of a broken oil pipe. While this job was being corrected, McAdery noticed that a brake shoe on motor had slipped down from the hanger into the brake rigging. For his close observation, Mr. McAdery was commended by the road foreman of engines.

Auxiliary railroaders for the month were Policeman Mathew Mathison, Dwight, Illinois, who discovered a hot box on a passing train and notified GM&O operator so that the train could be stopped; Mr. Floyd Weymer, Lincoln, Illinois, who discovered a broken rail and notified the operator; and Mrs. Tom Sokol, Auburn, Illinois, who discovered a pole down on GM&O right of way and notified the agent at Auburn of this fact.

"Old Ironsides", the first steam locomotive built by Matthias Baldwin, cost $5,500. A modern 3-unit diesel-electric locomotive today costs about $500,000.

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

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Comparison of the years 1953 and 1954

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PHOTOGRAPHS ALONG THE LINE

GM&O Hostess Caroline Busse decided to get the passenger's viewpoint on the Rebel one evening, and even produced a ticket for Conductor F. D. Bean. In background is Storekeeper P. H. Cox at Bloomington.

Wheel and Axle Foreman J. R. Dunn at Bloomington Shops checks friction bearing axle and wheel assembly for axle defects with electronic reflectoscope.

GM&O Division Freight and Passenger Agent G. T. Buckley (center) took the proverbial postman's holiday by coming to Mobile on his vacation to visit the General Offices. Division Freight Traffic Manager C. E. Thomas (left) and General Industrial Agent J. R. Glynn (right) brought him up to date on railroading around Mobile.

Photographed on the job at Meridian, Mississippi are, front left, Train Dispatcher J. N. Elliott and, right, Freight Conductor H. E. Hamrick. Behind, left, is Assistant to Chief Dispatcher H. W. Lewis, and right, Telegraph Operator W. D. Long.