Gulf Transport trucks provide co-ordinated rail and highway service, with operations paralleling GM&O rails throughout almost all of the seven-state territory.

Here are shown two over-the-road trucks of the GM&O highway subsidiary, and two smaller vehicles used in pick-up and delivery service at the Mobile depot warehouse.

A. A. Thorberson Retires: Is Succeeded By Briggs

After more than forty-eight years of continuous service with the railroad industry, the last forty-three of which have been with this railroad and its predecessor companies, Mr. Andrew A. Thorberson.

Brock Speaks At Louisville

Executive Vice President and General Manager G. P. Brock was guest speaker at the Louisville, Mississippi Rotary Club on December 15. He was introduced by GM&O Division Freight Traffic Agent Dave Marshall, who makes his home in Louisville.

Mr. Brock reviewed the long and pleasant association between this railroad and the people of Louisville, expressing appreciation for the cooperation which the company has always received both from GM&O Louisville employees and the city itself.

In conclusion he discussed the railroad industry, its growth, its problems, and its aims for the future.

District Freight Traffic Manager, Minneapolis, Minnesota, retired on November 30. He is succeeded by Bert B. Briggs.

Mr. Thorberson was employed by the former Mobile and Ohio Railroad in 1912 as chief clerk at Chicago, Illinois, which position he later held in Memphis, Ten-

Ogden Is Appointed A General Solicitor

James N. Ogden, Mobilian, was appointed a General Solicitor of the Gulf, Mobile and Ohio Railroad on December 30. The announcement was made by Vice President and General Counsel D. S. Wright, who heads the Railroad's legal staff.

Mr. Ogden has been associated with GM&O since 1940, the last 12 years as a General Attorney. He was reared at Natchez and practiced law in Magnolia and Jackson, Mississippi, before entering the railroad industry as a Tax Attorney. He is a graduate of the University of Mississippi, and a member of the Bar of the States of Mississippi and Alabama and admitted to practice before the Supreme Court of the United States. He is a member of the American Bar Association of American Railroads.

The new GM&O General Solicitor resides with his wife and children at 3 Country Club Road, Spring Hill and is prominently connected with the civic and social life of the city.
A. A. Thorberson Retires
(Continued from Page 1)

ness. In 1920 he became freight traffic representative in Chicago, and in 1925 was promoted to commercial agent in that city.

In 1926 he was transferred to Minneapolis, Minnesota where he was promoted to district freight agent in 1941, and later promoted to district freight manager. He has held that position in Minneapolis until his retirement in November.

"Throughout his lengthy service," said General Freight Traffic Manager Charles F. Groom on announcing Mr. Thorberson's retirement, "Mr. Thorberson has earned the highest effection of his associates and friends and he takes with him their very best wishes in his retirement."

Mr. Bert Briggs, who succeeds Mr. Thorberson, is also a veteran railroader. He was employed by the former Alton as clerk in 1919. In 1933 he became travelling freight agent in New York. In 1943 he was promoted to general agent at Minneapolis, and in 1947 was promoted to district freight agent in that city, which position he has held until his present appointment of district freight traffic manager.

B. B. Briggs

SYMPATHETIC WIFE

The D.A. was cross examining a woman who had just admitted putting poison in her husband's coffee. "But didn't you feel a little sorry for him?" asked the D.A.

"Yes," came the reply, "it was when he asked for a second cup."

—Clipped from THE NEWS BAG

Through Sleeping Cars
Between Chicago and Texas

Gulf Mobile and Ohio Railroad, in conjunction with the Missouri Pacific and the Texas and Pacific Railroads, has inaugurated a new, short route sleeping car service between Chicago and Houston and between Chicago and Dallas, Fort Worth and intermediate points.

Chicago departures and arrivals are from the convenient Union Station and four of the finest trains in the United States are used to provide the new Texas service.

Two modern roomette and room cars operate in GM&O Alton Limited, leaving Chicago at 11:40 a.m., daily, and are transferred to the Eagles, which leave St. Louis at 3:45 p.m. Arrival is at Dallas at 7:40 a.m., the next morning; Fort Worth at 8:50 a.m., and Houston at 10:40 a.m.

Northbound, the cars leave Houston at 4:15 p.m.; Fort Worth 8:36 p.m. and Dallas at 6:10 p.m. At St. Louis the next morning they are placed in GM&O's Abraham Lincoln for arrival at Chicago at 2:08 p.m.

A convenient car-to-car transfer makes this service also available to passengers from San Antonio, Austin and intermediate cities.

Between Chicago and St. Louis the route is through the rich and interesting agricultural section of central and western Illinois. This area ranks among the nation's best farm belts and is especially noted for its progressive methods and for the stability of its communities.

About the territory the Eagles traverse between St. Louis and Texas the Missouri Pacific Magazine says, "After the car is shifted at St. Louis from the GM&O to Missouri Pacific's Eagles, the journey continues along the west bank of the Mississippi river and then through the heart of Missouri's Ozarks. In the West Texas Eagle is carried a club car in addition to the serpentine dining car. Service of dinner gets under way upon departure from St. Louis and following dinner the passenger may return to his sleeping car quarters or relax in the club lounge car where from the soda fountain soft drinks are dispensed. On this train which operates over rails of the Texas & Pacific from Texarkana onward a car-to-car transfer may be made leaving Dallas for a through sleeping car operating through El Paso and onward to Los Angeles. It is this train which carries the Chicago-Dallas Fort Worth sleeping car.

"The South Texas Eagle carries the Chicago-Houston sleeping car as well as sleeping cars operating between St. Louis and San Antonio, follows the same route as the West Texas Eagle moving on to the tracks of the Texas & Pacific at Texarkana. However at Longview, the train returns to Missouri Pacific rails for the remainder of its journey. At Palestine that portion of the train destined for Austin, San Antonio and intermediate points moves southwestward, while the portion destined to Houston proceeds in a southerly direction.

"At San Antonio cross-platform connection is made with the Aztec Eagle for Laredo and Mexico, while at Houston a similar connection is made with the Valley Eagle for Corpus Christi, Harlingen, Brownsville and the Lower Rio Grande Valley.

"South of St. Louis the Eagles Planeterium Dome coaches are operated between St. Louis and San Antonio and St. Louis and Fort Worth.

"Northward the route is reversed, with mid or late afternoon departure from Houston and San Antonio, early evening departure from Fort Worth and Dallas and early morning arrival at St. Louis, with early afternoon arrival at Chicago."
The Great Railroad Family

To operate the 661 railroads in the United States — large and small — and such auxiliary companies as the Pullman Company and the Railway Express Agency, requires an army of around one and a quarter million highly trained workers.

And when we add members of their families — persons who are dependent upon them for their livelihood — we have a group of at least 3,600,000 people. This is about equal to the population of North Dakota, South Dakota, Montana, Idaho, Colorado and Utah combined.

RETIREMENTS

Yard Engineer G. G. Schade, Sr., Meridian, Mississippi, retired on December 29, 1955 after 44 years of service.

Telegrapher-Leverman L. W. Cottle, Montgomery, Alabama, retired on December 31 after being in the service since October 2, 1910.

Engineer J. M. Johnson, Bloomington, Illinois, who entered service as a fireman in 1910 and was promoted to engineer in 1920, retired on December 1, 1955.

Conductor E. Benning, Bloomington, Illinois, retired on December 15, 1955 after being in the service of this company since February 21, 1904, when he was employed as a brakeman. He was promoted in 1906 to freight conductor and in 1937 to passenger conductor.

Conductor J. C. (Cliff) Wall, who was employed as a brakeman on July 24, 1910 and was promoted to conductor on December 5, 1912, retired from the service on January 6, 1956.

Engineer C. E. Baxter, Bloomington, Illinois, retired on December 1, 1955. Mr. Baxter was employed as fireman on February 8, 1905 and promoted to engineer on September 7, 1909.

Crossing Gateman Robert B. Nevius, Lincoln, Illinois, retired on December 22, 1955. Mr. Nevius entered service as section laborer as Funks Grove on July 16, 1917. In 1934 he was promoted to crossing watchman at McLean. He has served in this capacity at McLean, Girard and Lincoln. His home address is McLean.

Engineer R. S. Johnston, Bloomington, Illinois, who entered service as a fireman on October 24, 1906 and was promoted to engineer on August 7, 1910 retired on January 1, 1956.

Charles Worts Retires After Fifty Years Service

Charles L. Worts, who has been chief clerk to the superintendent of motive power and assistant to master mechanic of the Gulf, Mobile and Ohio Railroad for thirty years and who has been connected with the road for a period of fifty years, is retiring, December 31 was his last day in the office at Iselin Shops.

Friday afternoon in a brief ceremony in the office Mr. Worts was presented gifts from fellow-employees by George M. Duck, master mechanic. These expressed the esteem in which Mr. Worts is held by associates in the railroad service.

Mr. Worts was born at Kenton, Tenn., and began his service with the old Mobile and Ohio Railroad in Jackson in 1905 as clerk in the store department. His first day’s work was on December 26 of that year.

He remained in Jackson until 1907 when he was promoted to clerk in the mechanical department at Columbus, Miss.

Charles L. Worts, left, retired from GM&O service in Jackson, Tennessee on December 31. At his retirement he was presented with gifts by Master Mechanic George M. Duck of the Iselin Shops.

Charles L. Worts, right, was born at Kenton, Tenn., and began his service with the old Mobile and Ohio Railroad in Jackson in 1905 as clerk in the store department. His first day’s work was on December 26 of that year.

Agent J. E. Ball, Tylertown, Mississippi, retired on November 30, 1955 after having worked for this company since August 1, 1913.

Section Foreman N. T. Parsons, Godfrey, Illinois, retired on December 29, 1955. Mr. Parsons has been an employe of the Maintenance of Way Department since January 1, 1910 and a section foreman since November 1, 1912.

Mr. H. A. Smith, Bogalusa, Louisiana, retired on December 30, 1955 after being in the employ of this company for the past thirty-eight years.

Engineer V. G. Hallworth, East St. Louis, Ill., retired on December 29, 1955.
"GM&O Building" In Kansas City

At Kansas City, the Board of Trade Building has often been referred to as the GM&O Building—either due to GM&O wings prominently painted on GM&O office windows, or to the popularity of GM&O’s resident executive officer there, Assistant Vice President L. L. Lapp, and other GM&O representatives. The GM&O offices in the building are shown above, and below, GM&O personnel.

Left to right, Freight Traffic Agent Julian Smith; Mr. Lapp; Tracing Clerk A. B. Crabtree; Division Freight Agent L. H. Poeltgen; Steno-Clerk Marguerite Turgeon; Chief Clerk L. E. Clemens; Commercial Agent A. B. Maier (rear); Assistant General Freight Agent A. C. Garrett; Secretary Janice Couch; Steno-Clerk Irene Rosengren; and Rate Clerk V. L. Page.

Out of the office at the time the picture was taken were: Commercial Agent J. F. Dowling; Freight Traffic Agent C. W. Banks; Commercial Agent F. W. Haight; Commercial Agent H. C. Garrison, and Secretary to Assistant Vice President Bess Synder.

CT Safety Awards

Gulf Transport Company presented safe driving awards to the following bus and truck operators who have driven without a chargeable accident during the period December, 1954 through December, 1955:

**Bus Operator**
- E. P. Stone, 13 year award.
- Truck Operators
  - J. S. Hill, 7 year award.
  - J. D. Perkins, 10 year award.
  - A. G. Raley, 12 year award.
  - C. E. Tucker, 11 year award.

Veteran Traffic Department Employee Dies

Funeral services for Donald Cameron Ogden, who died November 16 were held at the family residence in Mobile November 18 with burial in Pine Crest Cemetery.

A native of Alexandria, La. and former resident of Montgomery, Mr. Ogden had lived in Mobile about 26 years. He had been associated with the GM&O Railroad in the traffic department during that time.

He was a member of All Saints Episcopal Church and had attended St. Stephen's on-the-Hudson, Episcopal College. He was a member of the Athelstan Lodge No. 369, F&AM, and member of the Knights Templar.

He is survived by his wife.

DECEASED

Laborer Willie Drish, Corinth, Mississippi, on December 6, 1955.

Retired Passenger Conductor Gabriel Anseline Brock on January 4, 1955 of a heart attack. Mr. Brock was employed by this company on August 9, 1947 and retired on the first day of January of this year. He is survived by his wife and one son and one daughter.

Carman Alfred White, who entered service of this company in 1916, died at Tamms, Illinois, his home, on December 17, 1955. He is survived by his wife, one son and one daughter.

Clerk Edward James Poole, Jackson, Tennessee, on December 14, 1955 at Jackson. Mr. Poole entered service of the company on September 25, 1911. He is survived by his wife, two sons and eight daughters.

Retired Agent D. P. Craig, Tennessee Division, died at Sheffield, Alabama on December 25, 1955. Mr. Craig retired on October 15, 1946.

Edwin R. Godard, veteran clerical employee of the Traffic Department, Mobile, Alabama, died of a heart attack on November 15, 1955. Mr. Godard was a native of Meridian, Mississippi, but had resided in Mobile since infancy. He is survived by his wife, one daughter, and several brothers and sisters.
NEWS AT A GLANCE

A STAGGERING SUM

What would it cost to separate all highway-railway grade crossings in the United States? At current wages and material prices it costs all the way from $100,000 to $2,500,000 to eliminate a highway-railway grade crossing by the construction of overhead bridges or subways — the cost depending upon area development, width of highway or street, number of railway tracks, length of approaches and other factors. At the beginning of 1954 there were 227,110 highway-railway grade crossings in the United States. Assuming an average of $300,000 each, the aggregate cost of a nation-wide grade crossing elimination program would be in excess of $68,000,000,000, or more than twice the total investment in all railway property in this country.

RAILROAD FACING $4,800,000 COST INCREASE IN 1956

Net earnings of the Gulf, Mobile and Ohio Railroad in 1955 were approximately $6 3/4 million, a “fairly good” business year.

However, we already face increased costs in 1956 of $4,800,000 — due to higher material charges, heavier tax assessments and the recent industry-wide wage increase.

Even with the proposed 7% rate increase, and assuming 1956 traffic substantially the same as in 1955, our net railway operating income would produce a rate of return of only 4.27% — which is even below the inadequate rate of return of 4.47% received by the Railroad last year. Without the proposed 7% rate increase our rate of return on investment would be only 3.12%.

WHO WILL BREAK THE ICE FOR THE BARGEMEN

Chicago area barge and terminal operators are in quite a dilemma. The Federal Budget Bureau says the Coast Guard does not have $250,000 this year for breaking ice for river users — that it’s up to those who use the waterways to raise the money.

“Not enough time left,” says the President of the Chicago District Waterways Association, “we’re going to Governor Stratton and Mayor Daley . . . the Federal Government has turned us down — now it’s up to the state and city to give us a hand.”

Wouldn’t it be a good idea for barge operators to “turn a hand” for themselves for a change.

SMALL BUSINESS NEEDS COMMON CARRIERS

“The President’s Advisory Committee on Transport Policy and Organization did not intend that any particular form of transportation should have the power to destroy another whether it excels, equals, or falls short in service characteristics. Its purpose was to assure an environment of fair competition. Fair opportunity for responsible carriers to fix reasonable competitive rates under proper supervision of the ICC will not result in ruinous rate wars.***

“No area of business activity has a greater dependence on common carriers than has small business. While private and contract transportation have proved economical in many instances, the conditions for their success are seldom found in small business. Only common carrier service can handle efficiently and economically small or irregular shipments, and they can do this only because they combine the shipments of thousands of individual businesses, great and small.

“For this reason, small business has a special interest in the preservation and development of a stable and strong common carrier industry. If the common carrier cannot retain the large volume shipments of the larger shippers, his cost and revenue outlook is adversely affected.”

Guntown Will Have Community Center For $200

An old depot, which for more than a half century witnessed arrivals and departures connected with joy and tragedy in the little city of Guntown, Mississippi, has been rolled to Main Street — still to be a center of community life. Built "long before most of us can remember," the G&M&O depot at Guntown will become the first permanent community center for the town.

From its place on the tracks, the depot has been rolled 150 yards to the site where the Home Demonstration Club will make it the center of local activities.

"We had been working on obtaining a community center for three years," said Mrs. Hurley Malone in between strokes of the paint brush, "and when we heard that the depot was to be moved, we got everyone we knew to put in a good word for us with the railroad so we could get it for our center.

The club had been busy raising money for such an eventuality. For three years the 16 Home Demonstration Club members staged community suppers; served the Lions Club members at their regular meetings; set up a stand at the Erice Crossroads anniversary battle in 1954; put in a part of their dues and accepted donations from local business men.

When the railroad agreed to let the club have the building for $100, the money was on hand.

The New Year found Home Demonstration Club ladies busily at work in the new center, Tupelo merchants had donated paint and used furniture, New flooring had been laid and other odd jobs were awaiting the husbands "when we can get them to going."

Plans call for a meeting room and a large assembly room with a kitchen. It will serve as a meeting place for the Club, as a recreation center for the town, as a meeting hall for Boy Scouts and 4-H Club members, and for any other group that requests it. The Scouts and 4-H Club have agreed to help the Home Demonstration Club in the remodeling.

"And, all told," the ladies say, "it won't have cost us more than $200."

Season's Greetings Gay Nineties Style

The Holiday Season's most unique card was received by G&M&O Chairman of the Executive Committee A. C. Goodyear of New York. Sent by Edward G. Robinson, the greeting was an exact reproduction of a "Gay Nineties" program of Hooley's Opera House in Chicago. On page three of the program is an extravagantly worded ad by the former Chicago and Alton Railroad.

The ad is reproduced below.

STILL AHEAD

And Several Counties to be Heard From.

THE CHICAGO & ALTON is now running the most unequaled equipment in all its through trains between Chicago and Kansas City, St. Louis and Kansas City, and Chicago and St. Louis. In all these trains it has elegant Day Cars, and at least two Palace Reclining Chair Cars, the finest in the world. It also runs Palace Dining Cars and Pullman Palace Sleeping Cars of the latest and best pattern. By running two free Palace Reclining Chair Cars in all its through trains, and by putting on additional cars of this class when required, it thus secures for all its patrons who desire it ample accommodation in these comfortable and luxurious cars.

In addition to the foregoing unsurpassed accommodations, the CHICAGO & ALTON has now added to its equipment Fullman Palace Buffet Sleeping Cars between Chicago and Kansas City on the Denver Express both ways, leaving Chicago 1:00 p.m. daily, and Kansas City 9:55 p.m. daily, and Fullman Buffet Parlor Cars between Chicago and St. Louis on day trains both ways, leaving Chicago 9:00 a.m. daily and St. Louis 7:15 a.m. daily. These Buffet Parlor Cars and Buffet Sleeping Cars excel beyond all comparison any cars which have, ever yet been built, and for beauty of finish, for convenience and comfort, leaving nothing to be desired.

Along The Line

Jackson, Mississippi—GM&O Conductor Bert Gossett has been appointed by newly elected Governor Coleman as a colonel on his staff. This is the third governor under whom Conductor Gossett has been so honored.

Mobile, Alabama—Re-Check Clerk C. C. Griffith was married to Mrs. Maude Rouse on November 23 in Mobile.
THE MAIL TRAIN

255 WAS ALL SHINED UP

GM&O News;
I noted the picture showing steam Locomotive No. 255 and its train which was the first train used in the inauguration of through freight service to Chicago.

Pictures like this recall nice memories, and at the time this service was inaugurated I was Roundhouse Foreman at Louisville, Miss., and it was my duty to prepare the 255 to handle this assignment. When my boys finished preparing and cleaning the 255 she was a nice sight to look at. The black boiler jacket had been rubbed down until you could almost stand on the running board and see your face in the shiny surface of this jacket. The running gear and rest of the locomotive was equally as clean and we stood off and looked at the job and remarked what a fine looking locomotive we had to offer for the run.

There was a lot of glamour connected with a steam locomotive and it was painful to see them go to the scrap yard, however, we had to realize progress had to continue and we bid the steam locomotives a fond farewell.

G. M. Duck, Master Mechanic
Jackson, Tennessee

AND BEST WISHES TO YOU, TOO

Editor GM&O News;
Effective four PM December 31, 1955, after 45 years and three months continuous service with former M&O now GM&O, October 3, 1919 thru December 31, 1955 I am retiring to accept annuity through Railroad retirement Board, account my health failing. I have spent my best days with the GM&O RR. I shall always cherish the time I have served the GM&O on and will miss my friends and fellow employee's, I have never been notified of having any demerits charged against me.

I would like to keep up with what is going on, on the GM&O RR. If consistent and not asking for too much, would appreciate you putting me on the mailing list for the Rebel news. With my every good wishes for the Company and the employees.

Sincerely Yours,
L. W. Cottle, Telegraph Operator
Montgomery, Alabama

GM&O OPERATOR RECEIVES IC COMMENDATION

Supt. W. H. Forlines, GM&O RR
Jackson, Tennessee

I am advised that on November 23rd your Operator Ellis flagged our train Extra 9040 North at Perry account of a hot box, stating that it was raining and the crew had not seen the hot box. Mr. Ellis assisted the crew in moving the train beyond his duties as an operator and, no doubt, prevented delay to this train, as well as train No. 9.

It is this type of cooperation that not only expedites the movement of trains, but also reduces the hazards incurred by hot journals, and I shall appreciate if you will express to Operator Ellis my sincere thanks for his cooperation.

F. K. Stanford, Supt.
Illinois Central RR

Folks To Know On GM&O

Agent K. A. Simon, right, with his office force at Trenton, Tennessee. Shown, left to right standing are: Operator H. L. Demons, Station Porter Gilbert Lowrey and Agent Simon. Seated is Express Clerk Mrs. W. A. Cash.

General Enginehouse Foreman Larry Moeller, seated, is still receiving congratulations on being Swepe Park Golf Champion in Kansas City in November. For winning in the tournament held November 6-14 he had his name inscribed on a gold cup which will become his property if he wins it five years in a row. With Moeller is Roundhouse Clerk Joe Dorgan.

Friends down Bogalusa-way probably remember the young lady in the picture as pigtail-aged. But Miss Jacqueline Henley is now working in the superintendent's office at Slater, Missouri where her father, Trainmaster Walter Henley, left, has his headquarters. The Henleys like Slater, but still miss the South's axalae weather.
Fifty Year Man At Booneville

It came as no surprise to the McCullar family fifty years ago when young Les went to work for the M&O Railroad as telegraph operator. For Les was the son of S. W. McCullar, who was telegraph operator and agent for the M&O, and he was the nephew of four other McCullars, all of whom worked for the same railroad.

The oldest of the five brothers, Blunt McCullar, had taught all the others — Will, Albert, Bluford, and S. W. — to operate by the Morse code, and Les learned telegraphy almost before he was aware of it.

Les began working at Dyer, Tennessee on December 23, fifty years ago just before his sixteenth birthday at the station where his father was agent. After that, he worked in about every station “between Okolona and St. Louis, until he was called the ‘travelling operator’”. But Les’s travelling days were over when he found Booneville, Mississippi and charming Martha Price. Les “cotteded” to both, and it was mutual. Martha became Mrs. McCullar in 1925 and Booneville has been their home ever since.

When Agent McCullar received his lifetime pass from the President last month he remarked that there are only three other men working in stations between Okolona and St. Louis who have been with the railroad longer than he. They are O. Underwood of Perry, Illinois; W. J. Roberts of Union City, Tennessee; and Willie Hight of Trenton, Tennessee.

As he reviews the motorcade of progress, Les remembers particularly the old “Rogers engines which couldn’t pull more than 25 or 30 cars. And it was before we had air brakes and we had to use link-and-pins for coupling cars together. Oh, those link-and-pin days!”

Booneville’s agent much prefers the days of the Diesel — and the television. “I like to watch the ball games, and on television I sometimes even see the ball.”

But Les’s favorite pastime is still around the railroad station — where progress makes it possible for him to talk to the distant places he once communicated with by Morse code.

Our Friends Still Help

Mrs. John Simpson, Cotton Plant, Mississippi, called the superintendent’s office in New Albany to report a fire on the railroad bridge just south of Cotton Plant. Mr. C. L. Shortsleeve, DeSoto, Mississippi, called the GM&O Meridian office and reported a defective rail just south of DeSoto, and he further offered to protect the southbound local freight train in this respect.

When a car of cotton in GM&O train caught fire, Mr. Bryant Long of Pannin, Mississippi, furnished gas and oil for Fire Department truck which came out from Jackson and assisted in extinguishing the fire, with the result that most of the cotton and the car were saved.

Mr. John Clemens, Kenton, Tennessee, called the GM&O office at Trenton long distance at 9:30 at night to advise GM&O officials that brakes were sticking on No. 33 as it passed Kenton.

Operator S. L. Fridley of the Wabash Railroad at Clark, Mo., discovered brakes sticking on a GM&O train and notified the crew.

Mr. Junior Doyle, New Albany, Mississippi, drove to the train dispatcher’s office at New Albany to notify him of a hot journal box Mr. Doyle noticed blazing on a northbound freight train.

The Brooksville, Mississippi Fire Department rendered valuable assistance in extinguishing a fire in the engine room of a GM&O diesel, when it arrived in that city with a severe blaze.

Chief of Police W. W. Butts, Vandalia, Mo., discovered a broken rail and notified proper authorities so that it could be repaired.

Along The Line

Carrollton, Illinois — In the 50-Years-Ago column of the December 27 issue of the Carrollton paper, there appeared the story of the test and operation of the first gasoline motor car on the old Chicago and Alton Railroad. The test was made between Jacksonville and Alton, and the car carried about forty prominent railroad officials. Stops were made at stations along the way to let the crowds inspect it.

Aboard the Rebel — Overheard designation by a passenger about Conductor Sprague of Meridian, Mississippi — “the bandboxiest conductor.”

New Albany, Mississippi — Effective December 16 Mr. William O. Huey was appointed Track Supervisor, with headquarters in New Albany, and Mr. Robert C. Smith was appointed Assistant Track Supervisor with headquarters at Union, Mississippi.

Chicago, Illinois — Harold Johnson of GM&O was elected secretary-treasurer of the Chicago Passenger Club for 1956.

Chief of Police Butts
Nanih Waiya, Birthplace Of Choctows, May Become Park In GM&O Territory

Story by Elsie May Chambers from Winston County Journal

Many, many years ago—many moons ago—the winds howled, the thunder roared, great rains fell, the lightning struck a great oak tree. And Pushmataha one of the greatest of Choctow Indian chiefs was born.

It might have happened at Nanih Waiya (mother mound). No one knows for certain that it did not. Legend has it that Pushmataha 'had no father and no mother.'

If the great Indian who held a commission as a lieutenant colonel in the Army of the United States in General Jackson's time was born there, that would be reason enough to preserve the "mother mound" of the Choctows. There are other reasons, however, and all of them have again come to the attention of a group of citizens in Winston and Nehoba counties.

Once more an effort is being made to convert Nanih Waiya into a park, to mark the historic spot so that generations of Mississippians yet unborn may not forget the significant events that took place here.

Situated in the southeast corner of Winston county is the last remaining mound, Nanih Waiya, of a series of mounds long since obliterated by the white man's cultivation. Across Nanih Waiya creek, about a mile to the southwest and just inside the northeast corner of Neshoba county, is the Nanih Waiya cave which has never been successfully explored since sealed over years and years ago.

The mound is easy enough to reach. The cave although only about a mile from the mound, as the crow flies, is almost inaccessible at present.

During the session of the legislature which closed last week a bill was passed and enacted into law to empower the Board of Supervisors of Neshoba county to spend $1,000 to purchase lands in and around the mound and the cave, and so to connect the two by trail. Present owners of the land, T. W. Luke, Jr., member of the Board of Supervisors in Winston county, and the D. L. Fair Lumber Company, have proposed to give the acreage on which the mound and the cave are located.

This is not the first time that an effort has been made to locate a park on this historic spot. Back in the WPA days, F. W. Frazer attempted to get a project going to excavate the cave and to establish a game preserve in the area. While funds were appropriated for the work, very little was ever accomplished since the land was privately owned. In 1928 Moreau B. Chambers, at that time with the Mississippi State Department of Archives and History, attempted to revive the interest in exploration of the cave for arch-eological reasons, and while considerable digging has been done and three openings made the secrets of the Nanih Waiya cave still lie deep within the hillside and almost surrounded by a dark lagoon.

There is hardly any recorded history of Nanih Waiya, but there are many legends about the place. All seem to bear out one fact — Nanih Waiya was the center of Choctow Indian nation as such—and to this day a few descendants of the Indians who refused to move west when the Choctows made their final cession of lands to the U. S. Government still live in the shadow of the sacred mound, believing that to move away from it would mean certain death and destruction as in reality it did for many who made the western exodus.

The Choctaws and the Chickasaws are descendents of two brothers, Chahta and Chickasaw who lived far, far to the west or southwest too many moons ago to attach a date. The legend goes that the brothers and their people tired of the unproductive lands and that the time came eventually to search for a new country, one filled with tall trees and flowing streams and alive with animals for hunting. Thus the prophets or the pole-bearers of the tribe began their long trip toward the rising sun. They traveled by day, and at night the polebearers put their tall poles in the ground. At sunrise, they proceeded in the direction the pole had slanted during the night.

It is believed that it required several seasons to make the trip, that possibly the red men stayed long enough in the sections of the country to grow some sort of a crop and replenish their food supplies. But as long as the pole slanted the tribal chiefs knew they had to continue their journey. Finally, the prophets proceeding ahead of the caravan reached the place now known as Nanih Waiya and sank their poles in the earth. Next morning the poles remained upright and straight. The weary people had reached the end of the long and tedious journey.

How long it took these red-skinned travelers from the west to build Nanih Waiya is a matter of conjecture, but in time the Choctaws who were sun worshipers and who thought of the sun as their father came also to think of the mound as their mother. Religious ceremonies and tribal conclaves were held atop the sacred mound which is also known as the "slanting hill."

Eventually, another mound was built to house the bones of the 18,000 ancestors the travelers had brought from the west, and a white place in the field is still visible from the top of Nanih Waiya denoting the place the bones were deposited.

Surrounding the mounds was a high fortification built as a line of protection from other warring tribes. The line was laid out by a Chief called Long Arrow who according to the legend, climbed to the top of Nanih Waiya and shot an arrow into the air. Then he went to where it landed and shot it as far as he could again. That put Nanih Waiya in the center of a wide circle outlined by a high dirt embankment.

Not only is Nanih Waiya supposed to be the beginning of the Choctaws and three other tribes of Indians that wandered away to the east and north, but legend has it that for the first time in this country corn was planted and grown here. It seems that a crow brought a single grain of corn from across the great gulf and gave it to an orphan child who named it tonchi and planted it. When the seed came up the little Indian hoed it, biled it, and "laied it by." The stalk produced two ears, and thus the cultivation of corn in this country had its beginning.

Within historic times, according to some historians, only one great meeting of Indians occurred at Nanih Waiya. That was in 1828 when Greenwood Leflore presided over a meeting of the whole Choctaw nation. Two years later at Dancing Rabbit Creek in the vicinity of what is now Macon, the Choctaws ceded practically all of the remaining lands they held in Mississippi which comprise a big third of the state and the sacred mound. The Choctaws were supposed to move to a new territory in the west, and most of them did. A few, however, remained, and there are still some Indians living in this area.

In some modern times one large gathering of Indians and white alike attracted national attention. It was a murder trail in 1940 where Chief Cameron Wesley was accused of killing another Indian. The Indian was first tried in circuit court and when found not guilty by the white man, he was then tried by the Choctaws at Nanih Waiya. Several thousand people witnessed the procedure that finally freed the accused man. In that crowd was Judge John C. Stennis, now U. S. Senator, who had presided over the circuit court trial.
**Commendations**

While working on crew of Train 31, Brakeman Frank A. James, Meridian, Mississippi, observed Train No. 28 enter the siding at Quitman, Mississippi and discovered a broken rail under that train. He immediately contacted No. 28’s engine crew, who reduced the speed of the train, allowing the remaining cars to pass over with safety.

When steam connection was discovered broken on the baggage car of No. 8, Fireman D. O. Bates, Train Baggage Man C. H. Hibbs, and Baggage Helper O. W. Isenmann, all of Bloomington, voluntarily rendered valuable assistance in setting out this car and completing steam connections so as to avoid any discomfort to the passengers of the train.

For service of unusual merit during the month of December the following men were commended:
- Flagman R. S. Snyder, Tuscaloosa, Alabama
- Brakeman A. R. Betts, Meridian, Miss.
- Section Foreman Claude Schultz, Curryville, Mo.
- Fireman J. B. Carnathan, Meridian, Miss.
- Brakeman J. E. Boyd, Meridian, Miss.
- Conductor S. W. Spragg, Meridian, Miss.
- Flagman W. L. Bush, Tuscaloosa, Ala.
- Bridge Attendant C. W. Dillender, Louisiana, Mo.
- Brakeman W. H. Bales, Slater, Mo.
- Operator J. A. Marland, Dwight, Ill.

Engineer O. F. Roos, Bloomington, Illinois, discovered a broken rail and immediately reported via radio to the yardmaster at Glenn. The track was taken out of service and it was found that five inches of rail was broken.

Brakeman W. H. Haley, Sr., Slater, Missouri, discovered a brake beam down and notified the engineer so that the car could be repaired and move forward with a minimum of delay.

Brakeman W. H. Woods, Tuscaloosa, Alabama, discovered 18 inches of flange missing from a car which had been set out by another railway and was being picked up by Mr. Woods’ train.

Operator J. L. Oney, Slater, Missouri, was driving from Higginsville, Mo., when he noticed car lights on track where a car had missed a curve and had run upon the track. He went back to Higginsville, where he notified the night watchman to call a wreeker to remove the car and then went to the depot and informed the dispatcher on duty of the situation.

Brakeman J. T. Young, Slater, Mo., discovered a brake beam down and notified the engineer so the car could be repaired and move forward with a minimum of delay.

Operator J. C. Maher, Bowling Green, Missouri, was driving to work at Vandalia, Mo., when he noticed fire on the bridge west of Louisiana. He notified the dispatcher so that the fire could be extinguished.

Passenger Flagman Dale Huber, Chicago, Illinois, discovered a broken rail and reported it to the dispatcher.

Conductor Harold McGraw, Bloomington, Illinois, discovered a letter along the GM&O right of way which had apparently been damaged by the wheels of a train. Seeing that the letter contained two bills, he took it to the superintendent’s office, from which it was forwarded to the person to whom it was addressed.

<table>
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<tr>
<th>OUR FREIGHT BUSINESS</th>
<th>Revenue Car Loads Billed And Received On GM&amp;O</th>
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Comparison of the years 1954 and 1955

1954 581,152
1955 618,311