Six Future Farmers at Mexico, Mo., receive GM&O awards for excellence in farming. Left to right are A. Gorrell, instructor, Harold Vanlandingham, Donald Willingham, Barney Hagedorn, Mike Foster, Nelson Wilson, and C. D. Stephens. Next are GM&O General Agricultural and Forestry Agent A. F. Stephens and JCC President Kermit Head, who presented the awards.—Photo courtesy Mexico EVENING LEDGER.

Missouri Farm Boys Win GM&O Awards

A total of 80 farm boys, students in Vocational Agriculture, at ten points on the GM&O in Missouri have recently received recognition as a result of their participation this past year in the Missouri Future Farmers Achievement Program sponsored by the GM&O in cooperation with the Rotary Clubs of Louisiana, Bowling Green, Centralia, Slater and Higginsville; the Odessa Chamber of Commerce; the Glasgow Chamber of Commerce; the Marshall Kiwanis Club; the Centralia Kiwanis Club; and the Junior Chambers of Commerce at Mexico and Centralia. The awards were presented at luncheon at dinner meetings of the various civic groups, and were based upon the progress the young men had made in getting established in farming as indicated by their ownership of livestock and equipment and their community activities and scholarship.

GM&O City Wins "All America" Award

Mexico, Missouri has been named as one of twelve U.S. cities to receive 1954 All-American cities awards by the National Municipal League and LOOK magazine. Mexico is located on the GM&O, and is (Conf'd. on Page 2)

GM&O Revenue For Year Is 23% Below That of 1953

GM&O, Mobile and Ohio Railroad had net income for 1954 of $6,084,734, President F. M. Hicks reported to the Company’s Board of Directors in St. Louis on February 3rd. This was approximately 23% below last year’s net of $7,904,796, but was regarded by our GM&O Chief Executive as a “good year, considering the general decline in national business.”

A quarterly dividend of $1.25 per share on preferred stock, payable September 12th to stockholders of record August 22, 1955, and a 50c per share dividend on common stock payable March 10th to stockholders of record February 18, 1955, were declared.

About GM&O traffic, Mr. Hicks said that freight revenue declined 13.2% under the peak year of 1953. Total cars handled decreased 8.9%. Cars received from connections decreased 11.7%, while cars loaded on the railroad’s own line decreased only 6.6%.

About equipment, he observed, that only 3% of the road’s total ownership was in “bad order” and that equipment obligations had been reduced last year by $34 million dollars.

As a prerequisite to the payment of the two dividends the Board provided for payment on April 1, 1956, of interest on its General Mortgage Income Bonds amounting to $1,205,250, being 5% on such Bonds of Series A and 4% on Bonds of Series B, for the calendar year 1955, and additional rental to the Company’s subsidiary line, New Orleans Great Northern Railway Company, amounting to $83,090.

Following the GM&O Board Meeting, Directors of New Orleans Great Northern Railway Company convened and declared interest payable on that Company’s 5% Income Debentures, due 2032, 1% on March 10, 1955, in addition to 1½% already declared for payment on that date, to holders of record March 5, 1955, and 1¼% payable on September 12, 1955 to holders of record September 7, 1955.
GM&O CITY WINS AWARD

(Cont’d. From Page 1)

the home of NOGN Director J. B. Arthur, and the development of a recreational area to which Mr. and Mrs. Arthur made a substantial contribution was one of the points for which Mexico received this outstanding award.

George H. Gallup, president of the Municipal League, pointed out that the awards go for citizen effort and not because the localities are necessarily model communities. He said citizens of winning cities must show noteworthy initiative in improving their local government, schools, housing or other important area of civic welfare.

Six major campaigns in Mexico since 1948 were brought to the attention of the National Municipal League for the All America City contest by Mexico EVENING LEDGER Editor Robert M. White II, and were the basis of the city’s receiving of the award. These progressive steps were: a $500,000 new court house; the adoption of the city manager form of government; a $1,000,000 addition to the county hospital; a recreation program including park, open air theatre, public golf course, lighted ball park and tennis courts; a $289,000 sewer bond issue; and a $982,000 school building program.

Mexico was one of 220 cities under consideration for the award. Other ten cities winning the award were: Chicago, Illinois; Decatur, Arkansas; Modesto, California; Newark, New Jersey; Maricopa, Co., Arizona; Pueblo, Colorado; Richfield, Minnesota; Rock Island, Illinois; Rockville, Maryland; and Warren, Ohio. Mexico, with population of 11,623 people was the smallest city chosen with the exception of Decatur, Arkansas, which has a population of 320 people.

Joint action by Mexico’s citizens was perhaps best exemplified by the city’s recreation program, according to the Mexico EVENING LEDGER.

Developed through the years by many individuals and civic groups, the recreation program is one of central Missouri’s best and proved a strong selling point before the All-America City jury.

Incorporated in 1948, the Recreation Commission has eight members to provide leadership for coordinating Mexico’s recreational program. Mr. J. B. Arthur was one of the original members of this commission, and continues to serve on it as well as on the municipal park and recreation board.

To the area Mr. and Mrs. Arthur donated land, a building and cash for a public golf course.

Justly proud of her outstanding accomplishments, Mexico nevertheless continues to plan for the future. It needs, says Editor White, many additional improvements. “Has Mexico arrived? Not at all. Sleeves are rolled up in this town. Rocking chairs collect dust.”

Air view of recreational area being developed as a part of Mexico’s municipal improvement program which won for the city the “All-America” award.

Both photos courtesy Mexico EVENING LEDGER

Scholarships Available For Transportation Students

Transportation students throughout the nation have been invited to apply for more than $7,000 in scholarships to be available this coming fall at the University of Tennessee in Knoxville.

Individuals and organizations of the nation’s transportation industry have established more than 20 scholarships for graduate students and advanced undergraduates who plan to major in the University’s Department of Transportation and Public Utilities.

Most of the scholarships will be awarded "without regard to state lines," according to Prof. William Way Jr., head of the department.

Professor Way noted that representatives of the industry itself established the scholarships—to help deserving students and also to encourage more students to pursue their transportation education to a high level. The industry is looking increasingly to advanced transportation students to fill its existing vacancies and to compete for new positions, he said.

Eligible young men and women are urged to obtain further information by writing Professor Way, Department of Transportation and Public Utilities, College of Business Administration, University of Tennessee, Knoxville.

The Locomotive That Went To Sea

Ever hear of a locomotive being lost at sea? Well, that’s what happened to the Locomotive “Opelousas” in the year 1853. As a result, the building of the present Southern Pacific line out of New Orleans was delayed several weeks.

A part of the story is found in the yellowed pages of the Railroad Record, published in Cincinnati, Ohio, in the 1890’s. In its issue of May 26, 1853, the Record reported that “the wreckers at Key West, Florida, have succeeded in raising a locomotive sump on board the brig ‘Cimbrus’ some time since on the way to New Orleans for the New Orleans & Opelousas Railroad.” The journal further reports that “locomotive was overhauled and found perfect in all its parts; steam was raised and the wheels set in motion; it worked perfectly. It only needed a track to show its full power.

“By order of the underwriters,” the Record says, “the locomotive was returned to the builders in the North.”

Reduced furlough fares for military personnel traveling in uniform at their own expense have been extended by the railroads to January 31, 1956—a gesture by the rails to the folks who do the fightin’ for America.
WHOLESALE GROCER PLANS WAREHOUSE ON GM&O INDUSTRIAL ACREAGE

—From Jackson, Tennessee SUN.

Jackson’s future development received impetus today with the announcement of plans for the first construction on the industrial commercial acreage recently made available by the GM&O Land Co. J. C. Edenton Co., Inc., will start construction immediately of a warehouse on a portion of the site about a mile from Jackson on the Bells Highway.

Containing 100,000 square feet of floor space, the new warehouse will house J. C. Edenton Co.’s offices and warehouse operations.

It will be located on seven acres of the tract acquired by the wholesale grocers with an additional six acres provided for future expansion.

And the new Edenton warehouse will embody the best and most modern thinking along architectural and engineering lines.

The one-story structure will be built of tilled-up concrete. Its floors will be of especially designed concrete to make it complete fire resistant. Contents will be further protected with a sprinkler system.

Rail siding space will be sufficient to spot five cars inside the warehouse, seven outside.

With the completion of the new warehouse, facilities will be available to come close to providing retailers with one-stop service.

The new plant will serve as the main supply warehouse for over 3,000 retail accounts serving West Tennessee, southern Kentucky, northern Mississippi and northwest Alabama in a radius of over 100 miles from Jackson.

It also will serve the J. C. Edenton Co. branch houses at Humboldt, Milan, Ripley, Brownsville and Corinth, Miss.

STATEMENT FROM MR. HICKS

In a statement welcoming J. C. Edenton Co. to GM&O Land Co.’s industrial area President Hicks said:

“We of the Gulf, Mobile and Ohio Railroad heartily welcome J. C. Edenton Company to our new industrial area at Jackson. This development consists of some 80 acres and offers many advantages over locations in congested areas.

“The facility which Edenton Co. will install will be the very latest in the wholesale grocery field and I am sure that Jackson, as well as ourselves, will look upon it with great pride.

“Let us all join in extending to the management of Edenton Co. congratulations and good wishes for its continued growth and progress.

“To the mutual benefit of the community and ourselves we anticipate the further development of the acreage remaining in this new industrial area.”

GM&O To Expedite Eye Shipments

GM&O hopes literally to be able to bring sight to someone in Illinois this month.

The Illinois Society for the Prevention of Blindness approached our company in regard to charitable transportation for donated eyes from Springfield and Bloomington for the eye bank in Chicago. “We want to cooperate,” answered Executive Vice President and General Manager G. P. Brock, “in every way possible with this wonderful endeavor. We will do whatever is necessary to accomplish.”

Tentative plans were set up for handling of shipments, with the division superintendent or chief train dispatcher to be notified, and this officer selecting someone on GM&O’s passenger trains to handle the small packages personally with great care. This person, (the hostess was suggested) would be met at arrival in Chicago by a Red Cross representative of the eye bank, who would transport the precious shipment to the bank.

“By handling the first few shipments on the merits as to details this will establish a manner in which such shipments can be handled continuously and automatically as the experience is gained,” said Mr. Brock.

There will, of course, be no charge for this service, which GM&O expects to augment this month.

Thirty Minutes Of Railroading

Thirty minutes is a brief period.

But it can encompass an enormous amount of activity in transportation.

Consider what the railroads do in thirty minutes.

In the next half-hour—and in any other average half-hour of any day—some 600 freight and passenger trains will start on their runs somewhere in the United States, and another 70 trains will pull into terminals, their runs completed.

The transportation output of freight trains in this 30-minute period will be the equivalent of hauling a ton of freight more than 34,500,000 miles.

When quantities moved and distances involved are measured, it is found that the railroads are responsible for more commercial intercity freight hauling than all other forms of transport rolled into one.

In the same half hour, passenger trains will produce transportation equivalent to carrying 1,007,000 persons one mile, and they will handle more than 85 per cent of all non-local United States mail.

It costs a lot of money to run anything (Cont’d. on Page 4)
DECEASED

William E. Martin, head clerk of the Interline Department of Passenger and Station Accounting, Mobile, Alabama, on December 17, 1954, ending a railroad career of 41 1/2 years.


G&M&O Vice President E. F. Stevenson, St. Louis, center, left, had a day of the sea recently at Nixo Farms near Brighton, Illinois. Nixo Farms is one of two demonstration projects in soil conservation covering 520 acres which is operated by C. Michigan Chemical Corporation. Reading left to right in the picture are: John M. See, President Unfolds Co., St. Louis; Charles L. Whitemore, Marketing Manager O. Matheson Corp.; W. Allen H. Armstrong, Chief Engineer; President Terminal Railroad Association, St. Louis; M. Stevenson; Warren McLeod, Vice President; Washington Corp. 906, St. Louis; Arthur K. Atkinson, President Wabash RB, St. Louis; James Day, President A&S RB, St. Louis; Nell Hamierson, Gen. Man. Exploration Division, O. Matheson, E. Alton Ill.; Inez Charles Hopkins, Director Construction Olin Mathies L. Alton Ill.

Son Of GM&O Employee Is Corinth's "Top Man"

At Corinth, Ill., the new plant manager, J. W. Johnson, is shown in a recent picture with his friends. Mr. Johnson is the son of the late Mr. and Mrs. J. W. Johnson, both of whom are well known in Corinth. The Johnson family has been prominent in the Corinth area for many years.

Johnson Is Elected To Bank Directorate

At Vicksburg, Miss., Mr. E. F. Gaffney was elected to the board of directors of the Vicksburg Bank. Mr. Gaffney is a well known banker and businessman in the area. He has been associated with the bank for many years and is a respected member of the community.
NEWS AT A GLANCE

TWO NEW PLANTS AT HOUSTON, MISS.

Two new plants in the furniture making industry are locating at Houston, Mississippi, a progressive town on the GM&O in the northeastern part of the State. The Jackson Manufacturing Company, an affiliate of the Cleveland Chair Company of Cleveland, Tennessee, will construct a 64,000 foot building to make a new line of upholstered living room furniture. Some several hundred workers will be employed.

The M&P Cotton Felt Company, Inc., of Fort Worth will soon be in production, making felt for furniture manufacturers. About 20 workers will be employed at the start of operations. Fine civic co-operation made location of the new plants possible.

And from the State of Mississippi the announcement that 67 new or expanded plants moved into the State during the first eleven months of 1954.

WATERWAY BOOSTER SAYS TOLLS OR USER CHARGES WOULD RUIN BARGE LINES

The nation’s “flourishing water transportation industry” would cease to flourish if barge lines had to pay tolls or user charges for the public facilities they use, a waterways booster admits.

Brig. Gen. Emerson C. Itschner, assistant chief of engineers for civil works, says such user charges would “wipe out” important segments of the water transportation industry.

Barge lines, in other words, can “flourish” only when they can get the free use of locks, channels, docks, etc. that are built and maintained by the taxpayers. — From COMPETITIVE TRANSPORTATION, Association of Western Railways.

GASOLINE TAX HIKE EASY ON BIG TRUCKS

States which find themselves in need of more money for highways are being advised by some interests—notably the highway freighters—to get it by raising the state tax on gasoline.

The big truckers’ position is understandable.

On a ton-mile basis, which is the proper yardstick for measuring actual highway use, the burden of an increased gasoline tax falls more heavily on the operators of automobiles and small trucks than it does on the highway freighters.

Colorado Highway Engineer Mark U. Watrous, in quoting the findings of a long-range committee studying highway taxation in that state, said that the average Colorado passenger car owner paid .2100 cents in motor fuel taxes per ton-mile, while the average tax on trucks was only .0740 cents per ton-mile.
The whole family of GM&O Conductor O. L. Staggs, Meridian, Mississippi shares his hobby of fox hunting. So outstanding have they been in the sport that they were requested to appear as cover picture for the November issue of THE HUNTER’S HORN. The picture, shown above, was run as cover for the magazine, with the following story about it inside:

The Front Cover

Shortly after this month’s front cover picture was taken, the hounds were loosed, and the family of O. L. Staggs, Meridian, Miss., settled down to listen to a good race.

The whole family enjoys the sport. Mrs. Staggs has shared hunting with her husband since he began the sport in the early ‘30s when they lived on a north Mississippi farm and ran dogs almost every night of the week. Their daughter, Mrs. Ellen Jordan, hunts regularly with her father and mother. The daughter teaches piano and voice at nearby Penta High School. The granddaughter, Le’ellen Le-noir, has been hunting since she was a baby and likes to ride horseback at the field trials, of which she has attended more, perhaps, than any other Mississippian her age.

Besides hunting, the family also enjoy horseback riding in the country around their home, which is three miles out of Meridian. They have a pack of 12 good running hounds; among them and pictured on the cover several young hounds that have done some winning in a number of shows and trials.

Mr. Staggs has served the Gulf Mobile and Ohio as a brakeman and conductor since 1918. His wife is assistant secretary at the American Red Cross office in Meridian, and this year served the Mississippi State and East Mississippi-West Alabama hunts as secretary.

With lots to do they still take time for regular hunting, and attend a number of field trials. The Staggs are a fine busy family.

RETIREMENTS

Miss Lula Jackson, Material Clerk in the Disbursements Department in Mobile, Alabama, retired from service of the company on January 19, 1955 after having completed thirty-six years of continuous service in the Accounting Department. At her retirement she was presented with a beautiful coffee table and other gifts by her fellow employees.

Switchman V. F. Kasberger, Kansas City, Missouri, retired on January 17, 1955 after being in the employ of the company since June 3, 1944.

Conductor E. R. Davenport, Slater, Missouri, retired on January 15, 1955. Mr. Davenport entered service as brakeman on July 20, 1913 and was promoted to conductor on December 16, 1924.

Agent-Telegrapher S. G. Perry, Lecedale, Mississippi, retired on January 1, 1955 after being in the service of the company since September 3, 1918.

Agent-Operator J. T. Burney, Waynesboro, Mississippi, retired on December 24, 1954. Mr. Burney was employed by this company as operator on October 1, 1902.

In The Service

Barrie Gene Davis, Transportation Department, Jackson, Tenn.

Arnold L. Hering, Transportation Department, Bloomington, Ill.

Jerry Dean Harper, Transportation, Department, Venice, Ill.

Ace Fishermen

O. L. McMillan Sr. of General Accounts in Mobile is one of the ace fishermen of a fishing line. With Mrs. McMillan he caught the above string of speckled trout in Rabbit Creek, near Mobile.

Old Paper Has Pioneer Picture

The month rich in Lincoln lore brought an old paper into the NEWS office, mailed by Agent W. W. Tolson of Montgomery, Alabama. The paper contained a picture of the old Pullman car, the "Pioneer", Lincoln's funeral car.

The Pioneer was built for $20,000 and was altered to carry the remains of Lincoln from Springfield over the GM&O predecessor line, the Chicago and Alton Railroad. Because of its size, bridges and station platforms along the route had to be changed.

Along The Line

Mobile, Alabama—Richard Smith is back from two years in Korea and is on the job as clerk in the Station Accounting Bureau.

St. Louis, Mo.—At the annual meeting of the St. Louis Farmers Club on January 24, GM&O General Agricultural and Forestry Agent A. F. Stephens was elected vice president of the club. The St. Louis Farmers Club has a membership of approximately 350 St. Louis business men having agricultural interests.

Mobile, Alabama—Miss Charlotte Green of the Transportation Department was married to Mr. Samuel E. McRae on January 30th.

Mobile, Alabama—Baby talk at the General Office centers around Judy Edro McCrory, daughter of Rudy McCrory, born January 22; Shirley Anne Wright, born January 12 to Mr. and Mrs. J. V. Wright; and Theresa Ann Swan, born January 4th to Mr. and Mrs. George Swann, Sr.

Tampa, Florida—Jack Crawford, GM&O commercial agent, was installed as president of the Traffic Club of Tampa on January 14 at the group's annual installation and ladies' night dinner dance.

Ferry Is Elected

Popular GM&O Station Passenger Agent Bill Ferry at St. Louis has been elected third vice president of the Passenger Club in St. Louis. A dinner dance was held on January 22 to install the following officers, left to right: President Bob Neier, Mo-Pac, L&N; V. P., Ed Hawkins, Pullman Co.; 2nd V. P., Gene Trotter; Ferry; Secretary Ray Thompson, C&NW; and Treasurer Ed Boedecker, Wabash-Katy.

He's Funny That Way

J. G. Cassidy Sr. of Passenger and Station Accounting Department in Mobile has been working for the company for forty-five years, and has yet to be late on the job. It's simple, says Mr. Cassidy. "If you get up on time and start on time, you'll arrive on time." Being on time, says he, is "just a Cassidy idiosyncrasy."
Savannah Cub Scouts Study Railroading at Jackson

The Mail Train

Mr. S. G. Thomason, Superintendent,
Gulf, Mobile & Ohio Railroad,
Murphysboro, Illinois

Dear Mr. Thomason:

We wish to take this opportunity of confirming our verbal thanks for the fine way in which your office and the Venice yard helped us meet our propane gas emergency over the past weekend. We appreciated Mr. Starr’s assistance in alerting all parties of this tight schedule.

Please extend my personal thanks to Mr. Cooper at your Venice yard, with whom I had several long distance telephone conversations on Saturday and Sunday mornings. His wholehearted cooperation was a big factor in placing these cars on #26 at the last possible minute.

We appreciate these special efforts, and are happy to know that we can rely on the GM&O to help us overcome such emergency situations.

BLOCKSON CHEMICAL COMPANY
Joliet, Illinois
Thomas Gregory
Traffic Department

Savannah, Tennessee is not located on a railroad, but the Cub Scouts there probably enjoyed their January theme of Railroading more than others more familiar with the subject. They journeyed to Jackson, Tennessee, where GM&O Division Freight Traffic Manager C. L. Garrard took them on a tour of GM&O Shops. Yards and other railroad points of interest in Jackson. They also had their picture taken. At extreme left is Mr. Garrard.

GROWING MOBILE

Every major industry opening a plant at Mobile during the past two decades has expanded its facilities in the port city. Latest to announce an enlargement program is National Gypsum Company, which started operations there 17 years ago. This company will construct a new $2-million plant to produce weather-treated sheathing and roof deck board. When in full swing early in 1956 the factory will use 200 employees to boost National Gypsum’s Mobile total to 700.—ALABAMA (Ed. Note: GM&O serves this important industry.)

Any freight car—of any railroad—anywhere in America—can be coupled up with any other freight car by means of the standard coupler. The Nation’s mass transportation and mass production depends upon the rugged “Universal Grip” which often holds together more than 5000 tons of loaded freight cars in one train.

Through the mining town of Burke, Idaho—flanked by steep canyon walls—the railroad track runs along the main street and goes through the Tiger Hotel. Passageway is so narrow that storekeepers roll up their awnings when the train comes in.
Home Every Night

Gulf Transport drivers on the Memphis-Mobile run are now on schedules which permit them to be at home each night. Here Driver Robert Polk, left, turns the Mobile bus over to Woodrow Cox at Louisville, Mississippi, where Polk lives. Cox, in turn, will be relieved at Beaumont, Mississippi, his home.

Junior Executive

Just trying it out for size—it’s never too soon for a young man to start thinking about his future, so Cris Davis came down to the General Offices of GM&O recently to take a look at the railroad industry. Cris is the son of Mrs. Jack Davis, the former Miss Ann Malone, who was employed for several years in GM&O’s Traffic Department and in the City Ticket Office in Mobile.

GT Safety Awards

Gulf Transport Company presented safe driving awards to the following Bus and Truck Operators which were earned during the period January, 1954 through January, 1955:

**Bus Operators**
- Bill Atchison, 3-yr. award
- Clyde Newton, 3-yr. award
- A. B. Tomlinson, 10-yr. award

**Truck Operators**
- J. T. Aycock, 12-yr. award
- Ben Clayton, 11-yr. award
- E. W. Curry, 10-yr. award
- W. E. Young, 12-yr. award

Truck Operator Aycock’s award covers twelve consecutive years of driving without a chargeable accident.

VENICE, Illinois—GM&O General Car Foreman W. C. Smith has been installed as first vice president of the Car Department Association of St. Louis.

THE NEW MAN

Any new worker is apt to be just a little nervous, maybe a little hesitant about certain phases of his job, and maybe just a little timid about asking questions. It all adds up to making his job just a little harder.

If you’ve been around long enough to know the score, how about making the new boy feel at home? Maybe you can pass along a few helpful hints about his work which will make it safer for him and you, too. Remind him that his foreman will be glad to answer his questions.

Cooperation and teamwork are basic ingredients of a successful safety program. Give your safety know-how a chance to rub off on the new man. He’ll be grateful for it, and a safer, better worker to have around. —Clipped from Borden’s SAFETY NEWS LETTER.

EXCESS BAGGAGE
Mr. G. P. Allen, Fruitland, Tennessee, was watching a GM&O train passing Fruitland when he observed a hot box about mid-way of the train. He interested himself in the matter enough to called GM&O dispatcher at Humboldt to report it. It was found that the train did have a hot box and the car was set out at Dyer.

For service of unusual merit during the month of January, the following men were commended:

Section Foreman H. P. Myers, Guntown, Miss.
Brakeman J. T. Stilwell, Slater, Mo.
Brakeman A. L. Johnson, Tuscaloosa, Ala.
Conductor V. J. Hearn, Tuscaloosa, Ala.
Flagman E. A. Crider, Tuscaloosa, Ala.
Conductor B. T. Collier, Tuscaloosa, Ala.
Brakeman G. D. Short, Slater, Mo.
Crossing Flagman E. Swift, Girard, Ill.
Telegraph Operator W. M. Childers, N. Cairo, Ill.
Conductor O. U. Thomas, Tuscaloosa, Ala.
Fireman M. C. Thompson, Tuscaloosa, Ala.
Brakeman A. L. Johnson, Tuscaloosa, Ala.
Brakeman W. K. Stokes, Tuscaloosa, Ala.
Flagman J. W. Atchison, Tuscaloosa, Ala.
Brakeman J. H. Pearson, Tuscaloosa, Ala.
Flagman A. R. Betts, Meridian, Miss.
Brakeman F. E. Hancock, Meridian, Miss.

Operator J. K. Spencer, Mexico, Missouri, noticed brakes sticking on a passing train and notified the crew so that repairs could be made. In addition, he assisted the crew in locating the exact car and releasing the brake in order that the train might proceed with little delay.

Coal had spilled from a car into the middle of the track at Sparta, Illinois station on February third. Telegraph Operator K. A. Simon of Sparta shoveled the coal out immediately in advance of No. 15, displaying unusual interest in the welfare of the company.

Bridge Foreman Marvin Smith, Meridian, Mississippi, discovered a broken rail, notified the dispatcher, and got the rail replaced promptly.

Conductor H. DeLong, Brakeman F. DeLong, Brakeman W. H. Haley, Sr., Engineer S. Lessley and Fireman W. W. Austin were the crew in charge of No 94’s connection, running as Extra 803-B East, on the morning of January 24th when it was discovered that the ninth car from the engine, crude oil, had broken sand board and truck bolster. The crew moved this car in its broken-down condition, for a distance of four and a half miles and cleared the main track without damage to the track. They then handled their train to Roodhouse. The trouble was originally discovered by Brakeman W. H. Haley, Sr. and Engineer S. Lessley of Slater, who were looking over the train and discovered fire flying at the same time.

**OUR FREIGHT BUSINESS**

Revenue Car Loads Billed And Received On GM&O

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

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