What One New Plant Means To A City

-Kansas City STAR

When a new industrial plant is established in a community bank deposits increase, personal income advances, spending goes up. These developments, of course, are the cardinal reasons for seeking new factories.

For the first time a recent study has indicated precisely how profound are the changes which can occur when a new industry comes to a city. A survey by the United States Chamber of Commerce in nine small cities shows that when 100 new factory workers are added to a community, these developments follow:

- 296 more people added to the community, including 51 more school children.
- $590,000 more personal income a year.
- $270,000 more in bank deposits.
- 107 additional cars.
- $360,000 more in retail sales a year.
- Four additional retail establishments.

The Chamber of Commerce survey involved counties of the south and east. Although smaller communities were selected for the study, the chamber pointed out many of the characteristics would be applicable also to larger cities and to metropolitan areas.

Obviously, with the advantages of increased trade, a new factory with new families also may add to community problems such as traffic, schools and housing. But the increased prosperity provides the means for building a finer city.

Assistant To Gen. Manager
A. F. Walter Dies In Mobile

A. F. "Art" Walter, assistant to the general manager, and for more than thirty years an employe of this railroad, died suddenly at his home in Mobile on January 17. Funeral services were held in Mobile, with interment in Chicago.

A native of Chicago, Mr. Walter came to Mobile in 1926 to become secretary to the vice president and general manager (Continued on Page 3)

History Of Paper Making Is Subject Of Newcomen Address By Mobile Director

J. Finley McRae, President of the Merchants National Bank of Mobile and a director of the Gulf, Mobile and Ohio Railroad addressed the Newcomen Society at the 1936 Alabama dinner held in Mobile. His subject was the history of paper making in Alabama, an expanding and important industry to our railroad.

Mr. McRae told his audience, comprised of representative business and civic leaders of the state, that "In Mobile and within a little over two hundred miles from this city are mills in production and under construction which will have combined daily productive capacity of approximately 7,750 tons of wood pulp, paper and paper board, or an annual production of 2,690,000 tons. The replacement cost of these plants would be in the order of seven hundred million dollars, without including investment in woodlands."

Wasp First Paper Maker

He traced the history of paper making and quoted that "The wasp in the Garden of Eden was the first paper maker, and from that day till now he continues to build his house of paper of his own manufacture. He was the first user of wood in the making of paper.

Continuing the GM&O director said, "The human manufacture of paper from cellulose fibers was started by the Chinese about two thousand years ago. The process was introduced into western Europe(Continued on Page 3)
Leading Lady Recalls GM&O Days

The leading lady of "Pajama Game" slipped away from Hernando's Hideaway long enough in Mobile to discuss with GM&O's Chief Engineer B. V. Bodie a couple of mutually interesting subjects — Bloomington and the GM&O Railroad.

Miss Betty O'Neil, the stunner who belts out songs as Babe Williams in the popular musical which appeared in Mobile in February, had her first job in the GM&O superintendent's office at Bloomington. "I went to work for the GM&O the day before I finished high school."

It was there that the young stenographer became acquainted with Mr. Bodie, then in the division engineer's office and acquired many friends in the railroad family.

GM&O folks around Bloomington will remember the shy, willowy brownette in her teens who was always featured in a dance number at the railroad "Family Night" meetings for safety and claim prevention.

It's been a steady climb up for Miss O'Neil. She left the railroad and Bloomington after a year or so for Chicago. "I don't know how I managed. I just went up there cold to get started in a dancing career." Her first job was "in the line at the Stevens Hotel."

Soon Miss O'Neil decided to study voice. "I was afraid I was too tall to go far as a dancer." As for her voice, she didn't know whether or not she had one — "I only knew it was loud!"

Although the lead in "Pajama Game" is her first starring role, Betty has been on Broadway for six years in several hits. Her first Broadway role was in "Gentlemen Prefer Blondes." She has also appeared in "South Pacific," "Two on the Isle" (where she understudied the lead), and "Pal Joey."

Despite her theatrical success, the vivacious Broadwayite hasn't forgotten Bloomington — "I still call it home." Nor the railroad — "I like trains best." Nor even her shorthand. When Mr. Bodie asked her to come to have her picture made, she queried, "Do you want me to bring my notebook?"

Foresters Present Plaque To Robert

GM&O Director of Agriculture and Forestry S. A. Robert, Jackson, Tennessee (right), was presented with a plaque in January in recognition of his services in the field of forestry promotion in Tennessee. Kentucky-Tennessee Section of the Society of American Foresters has not only honored him, but has honored itself.

No man in the two states or in the South, for that matter, has done more than Mr. Robert to promote interest in forestry among the young and old than has he. Up and down his railroad line and in many other communities he has preached the best forestry practices. His advice, taken by owners of forest-lands, has proven quite advantageous to the individual and the community. He has helped owners of forest-lands to make more money, to preserve their top soil and to make assurance doubly sure that forests will not be depleted.

He has been particularly active among the youth on the farms where there are stands of trees. He has gotten them interested in forestry to the extent that they have made special study and are now engaged in the best accepted practices.

We are delighted to see this recognition given to Mr. Robert, for it is a marked acknowledgement of appreciation of his services by those who know how to evaluate them.

THE MAIL TRAIN

GM&O News:

I want to thank you for the GM&O NEWS and to learn of those who have retired, those who have passed on, and too, the men who received commendations for doing their job in the right way and being alert and watchful for safety of themselves, others and the trains.

I went to work for the old C&A September 9, 1910 and was in continuous service until I was disqualified at the M. P. Hospital in 1922 with 42 years of service.

Now being a shut-in with very poor health, the GM&O NEWS was very much appreciated.

And I again thank you.

R. W. Barton
Ramsey, Illinois
Paper Making Is Newcomen
(Continued from Page 1)

in the Twelfth Century by Moslems, who had acquired the knowledge in A. D. 751 as a spoil of war. By the middle of the Fifteenth Century paper had replaced vellum as the common writing material of Europe.

"Through all these years, until shortly after the French Revolution, paper was made by hand. A sheet at a time. Rags were the principal raw material, although flax, grasses, and other vegetable fibers were used extensively in the East and in Moslem countries.

First Power Driven Machine

"The first power-driven machine used in paper manufacture was a rag macerator introduced in Holland about 1745, but this advance was not nearly so important as the development some fifty years later of a machine to make paper in continuous sheets. This period, from 1799, when in France the first attempt was made to produce paper by machine, until 1803, when the first workable machine went into operation in England, was the beginning of the modern era of paper manufacture. It was the beginning of mass production in response to mass demand.

"The first Fourdriner machine was installed in the United States about 1820. At that time, the American paper industry was wholly by hand, sheet by sheet, at a time, had its real beginnings when the cessation of imports during the American Revolution caused the increase of paper mills in the original States from a handful to eighty or ninety by the war's end.

"Western paper makers, having found the machine for mass production, soon found themselves in a new dilemma — a growing market, and a limited source of raw materials. Rags became dear, so dear, the Encyclopaedia Britannica reports, that even mummy wrappings were shipped from Egypt to the United States to be used in paper manufacture. A search began for more abundant raw materials. A form of wrapping paper was made from straw, and straw is still in limited use for the making of a light paper board.

First Use Of Pulpwood

About the first use of pulpwood Mr. McRae explained, "One source has it — others consulted were silent on the subject — that the first cellulose paper was made from the inner bark of the mulberry tree. It does seem strange that from those very early days until a little over a hundred years ago, only insects made paper from wood. Natural philosophers and scientists had remarked from time to time that wasp pulped wood to make their nests, but it was not until the mid-Nineteenth Century that the western paper maker turned his hand to pulping trees. The first success was the fiberizing of wood with mechanical grinders, the groundwood process discovered in Germany in 1849. In 1852, a patent was issued in England for the production of pulp by boiling wood in caustic alkali — the basis of the modern soda process. An American discovered the sulphate process in 1867. The sulphate process was discovered accidentally in 1884 by a German seeking a cheaper substitute for sulphite. An entirely new kind of long fiber pulp was the result. Introduced and further developed in Scandinavian countries, the sulphate process, and the paper it produced, came to be known as "kraft," the Swedish word for strong. Here we enter the main stream of our story, for the great bulk of paper manufactured in Alabama is kraft paper.

"There were no paper mills in the Deep South until 1906. Until that time American paper manufacture was confined to the cold country, where slow-growing forests had been mined by lumber companies and, in land clearing, bled of trees that appeared more a liability than an asset. Wood shortages loomed, and paper makers soon began to look for a larger, more secure source of raw material. They turned South, and there found what they sought. The fast-growing southern forest, its full potential far from realized, was the answer to the paper maker's prayer.

"Some twenty million acres of Alabama woodlands — about two-thirds of the State area — constitute part of this southern forest, which, in 1955, provided pulpwood for seventy-three paper mills — all of them big, many of them huge — in addition to even far greater quantities of wood for lumber and other manufacture." Mr. McRae continued with his detailed discussion of the growth of the industry in the state and in closing said, "For the members of Alabama Newcomen I express to our paper industry, ALL HAIL! May Heaven bless and prosper you as you prosper us!"

“Art” Walter Succumbs
(Continued from Page 1)

of the former Gulf, Mobile and Northern Railroad. He has remained in the Operating Department since that time, devoting his unusual ability at figures to the statistical work of the department.

"He loved his work," said an associate.

"The gentlest, kindest, most unassuming person I have ever known, he had the most remarkable ability for handling statistics. He liked to make them tell a story, particularly when he could have the GM&O come out on top."

Mr. Walter is survived by his wife, Mrs. Marguerite Walter of Mobile, by his parents, Mr. and Mrs. J. P. Walter of Chicago, and by two sisters and three brothers, all residents of Chicago.

Mobile Mayor Opens Azalea Trail

A yellow ribbon which symbolically protected Mobile's 35-mile long Azalea Trail was officially cut to open the Trail February 3. Participating in the ceremony were, left to right, Miss Ann Stevens, Miss Suzanne Dix, Mayor Henry R. Luscher and Miss Jeanne Edgar. The young ladies will participate in the crowning of Miss America as queen of the Trail on March 10. Miss Edgar, extreme right, is the daughter of Arthur Edgar, general chairman of Brotherhood of Railway Clerks, who was formerly employed at GM&O Mobile Freight Agency.
NEWS AT A GLANCE

SHIPPER'S ADVISORY BOARD PRESIDENT URGES SUPPORT CABINET COMMITTEE REPORT

"We must continue to advocate the maintenance of a strong, efficient, privately owned and operated and soundly financed transportation system; so regulated that the railroads and other common carriers may realize their full competitive capabilities and thereby serve the needs of our great country both in peacetime and in periods of national defense. We should support the report and recommendations of the Cabinet Committee on Transport Policy and Organization as a means of accomplishing this end."

T. C. Burwell, president, National Association of Shippers Advisory Boards and vice president, A. E. Staley Manufacturing Company, Decatur, Illinois, before Trans-Missouri-Kansas Shippers Board, St. Joseph, Missouri

DEFICIENCIES IN GOVERNMENT NAVIGATION PROGRAM

Discussing the role of the federal government in navigation, retired Admiral Ben Moreell, now Chairman of the Board of Jones and Laughlin Steel Corporation said recently, "The great deficiency of the navigation program is that it provides a service for a relatively few carriers, in competition with taxpaying transportation enterprise, without any contribution by the direct beneficiaries and without any charge for the use of the facilities."

FUNDS ASKED FOR WATERWAYS IN GM&O TERRITORY

Among waterway appropriations recommended to Congress by President Eisenhower were government construction funds for two river projects within GM&O's territory.

$2,192,000 was asked for completion of a Warrior River lock and dam project at a total cost of $12,830,000 and $1,700,000 for a similar program on the Tombigbee River near Bladon Springs, Alabama, which is scheduled to cost $23,600,000.

RAILROAD RETIREMENT BOARD DISBURSEMENTS

"The Railroad Retirement Board will disburse, conservatively, in benefit payments and administrative costs this year, under both Acts, approximately $900 million or $25 million more than the total operation revenues of all Class I railroads for the month of September 1956," the Honorable Thomas M. Healy, member of the U. S. Railroad Retirement Board said in a recent address.

"It is more than the railroads collected throughout the entire year 1955 for hauling passengers; more than they spent for combined traffic, general and other expenses, and approximately the sum the railroads of the Nation spent last year for Capital Expenditures. The net railway operating income of all Class I railroads for the nine months ending September 30, 1956, was but $77,507,071."

Mr. Healy observed that the "security of the Railroad Retirement System is entirely dependent upon the welfare of the railroad industry."

The railroads bear the entire cost of the unemployment insurance program and pay an assessment of 6½ per cent, as do railroad employees, on all wages to $350 a month, to finance the retirement plan.
Associates Honor Currie and Wolbrecht On Their Retirement

An unusually large number of people drifted in and out of the superintendent’s office at Jackson, Mississippi and stood in small groups in the balmy weather outside the building, on the afternoon of January 31.

Supt. Currie finally exclaimed, “Isn’t ANYBODY working today?”

Unknown to Mr. Currie, a group of his old friends and associates was gathering to have a little testimonial session on the day of his retirement and the retirement of Chief Clerk G. F. Wolbrecht, for more than forty years an employe of the GM&O at Jackson.

It was a joint presentation of gifts and good wishes. “We want to cry,” said one old timer. Instead, old friends congratulated the retiring men, and made impromptu speeches portraying years of companionable association.

To Supt. Currie was presented a shockproof, self-winding watch. “He’s retired,” they said, “and we don’t want him to have to wind a watch.”

And to Mr. Wolbrecht was given a television set and engraved Bible. Mr. Wolbrecht, who worked early and late through two wars and lost sleep for years, is looking forward to napping during commercials and finally “catching up” on his sleep. In between naps, he expects to spend a bit of time with each of his three children, one who lives in Laurel, one in Bogalusa, and maybe “even with the one in Los Angeles.”

Among other visitors on hand for the event were Mrs. Currie and Mrs. Wolbrecht.

Admiring his new television set with Mr. Wolbrecht are, left to right, Secretary Herbert C. Murdough, Mr. Wolbrecht, Clerk Roy Givens, Steno-Clerk J. W. Ivey, Telephone Maintainer C. S. Sutton, Steno-Clerk K. C. Grayson, Mrs. Wolbrecht and Chief Clerk Jones McGraw.

Among associates who congratulated Supt. Currie on his retirement were, left to right: Carman Ellis Branning, Yard Clerk M. C. Dodson, Chief Yard Clerk T. B. Remy, Switchman W. O. Kemp, Trainmaster-Chief Dispatcher M. S. Horn, Trainmaster W. C. Cooper, Road Foreman of Engines H. S. Myers, Superintendent Walter Henley, Superintendent Currie, Trainmaster R. L. Patterson, Telegraph Operator Ed Knight, General Foreman J. S. Barnett, Conductor L. E. Nelson and Switchman W. E. Frazier.
Some old friends met Engineer O. C. Taylor when he brought his train into Meridian, Mississippi on January 27 on his last trip with the GM&O before his retirement. His associates of many years presented him with a token of their esteem, and wished him many happy years of retirement. Present for the occasion were, left to right: Engineer H. J. Allerton, Gen. Road Foreman of Engines J. N. Sanders, Trainmaster-Chief Train Dispatcher M. S. Horn, Retired Trainmaster C. M. Ellis, Taylor, Engineer O. A. McMullen, Engineer J. M. Cooper, Engineer N. M. Henry, Brakeman H. E. Smith and Conductor L. D. Johnson. Also present but not in picture was Division Freight Traffic Manager Leslie Farrell.

RETIREMENTS

Agent-Operator J. J. Howe, Pontiac, Illinois, retired on January 2, 1957, after being a “good, loyal employee” since June 12, 1911.

Engineer T. E. Shoemaker, Murphysboro, Illinois, retired on January 22, 1957. Mr. Shoemaker entered GM&O service as a fireman on February 19, 1903 and was promoted to engineer on April 5, 1907.

Mr. W. A. Ivy, Meridian, Mississippi, retired on January 1, 1957.

Brakeman E. E. Lusher, Bloomington, Illinois, retired January 15, 1957. Mr. Lusher entered company service as a fireman on November 15, 1916, transferred to brakeman in 1917 and was promoted to conductor on December 12, 1923. In 1944 he gave up his rights as conductor retaining seniority as brakeman until his retirement.

Engineer Walter Foreman, who entered service as a fireman in 1903 and was promoted to engineer in 1907, retired on January 22, 1957.

Section Laborer Oliver Spiker, Roodhouse, Illinois, who entered service as track section laborer April 1, 1937, retired February 15, 1957.

Engineer George F. Smith, Jackson, Mississippi, who entered service in 1909, retired on December 3, 1956.


DECEASED


Retired Carpenter Daniel D. Gartman, Chickasaw, Alabama, who entered service of the Maintenance of Way Department on July 10, 1917 and retired on December 30, 1950, passed away on October 14, 1956.

Retired Telegrapher Arch B. Nance, Jacksonville, Illinois, passed away at his home at Jacksonville on January 14, 1957. Mr. Nance, who entered service on April 15, 1919, is survived by his wife and three children.

Brakeman Harry Patrick, Jackson, Tennessee, who entered service of this company in 1920, passed away on January 17, 1957 at Jackson. He is survived by his wife.

Retired Engineer T. P. Hanner, Slater, Missouri, died at his home in Slater on January 18. Mr. Hanner, who retired October 8, 1952, is survived by one son and one daughter.

Retired Car Inspector Charles F. Hill, West Point, Mississippi, died at his home in West Point on January 11, 1957 at the age of eighty-five. Mr. Hill started work for the former MiO in 1889 at Meridian, Mississippi. He transferred to Artesia and later to West Point, completing 53 years with the railroad. He retired in November 1941 on account of ill health.

Chief Dispatcher Nevin Succumbs In Bloomington

Chief Train Dispatcher T. J. Nevin, for more than fifty years an employee of this company, passed away at his home in Bloomington, Illinois on January 10, 1957. Mr. Nevin had celebrated his 68th birthday on January 2nd, and had been in failing health for some time.

Employed by this railroad as agent-operator on November 4, 1904, he was appointed dispatcher on November 1, 1910. For more than forty years he worked in the capacities of night chief dispatcher, assistant chief dispatcher and chief dispatcher. He held the position of chief train dispatcher from October 1, 1946 until his death.

Mr. Nevin was the son of Thomas and Annie Sterne Nevin. In 1908 he married Miss Letta Bowling, who survives him. Other survivors include four sisters and three brothers.

On The Way Up

The following promotions have been recently announced on the railroad.

Mr. H. R. Stockum, Bloomington, Illinois, was appointed acting chief dispatcher, Eastern Division, headquarters, Bloomington, succeeding Mr. T. J. Nevin, deceased.

On January 1, Mr. Walter L. Moore was appointed controller at Portland, Oregon. The announcement was made by District Freight and Passenger Agent George C. Bunce of Portland.

Effective February 1, 1957, Mr. A. F. Sampson was appointed signal engineer, with headquarters at Bloomington, Ill.

Effective the same date, Mr. W. S. Pipas was appointed assistant superintendent, Murphysboro, Illinois, succeeding Mr. Jones McGraw, transferred.

"Succeeding Mr. Starr is Mr. W. T. Cooper, who was appointed chief clerk to superintendent, Venice, Illinois, effective February 1, 1957.

Along The Line

New Orleans, Louisiana — Foreign Freight Agent W. A. Klein, Sr. was elected to the Board of Directors of the New Orleans Traffic Club in the election held by the Club in December.

Miami, Florida — A retired DFA of the GM&O who is having a wonderful time in Florida these days is C. E. Norris. Mr. Norris is president of the Retired Railroad Employees Club of Miami.
WHAT HAPPENED TO THE INVENTOR OF THE DIESEL ENGINE?

40-Year Mystery Still Unsolved

The mystery surrounding the strange disappearance and death of the man who gave the world the Diesel engine — the forerunner of the Diesel-electric locomotive — may never be solved.

Rudolf Diesel was his name. In 1913, Diesel, then 55 years of age and world-famous, left Antwerp with two friends by channel steamer for England. In London, Diesel was to confer with certain business interests concerning the opening of a new Diesel plant. He and his friends had dinner on the boat, and afterwards they strolled on deck before going to their staterooms for the night. Some time during the night the famous inventor disappeared.

Was he murdered? If so, by whom? And what was the motive? Did he accidentally fall overboard? Or was it suicide? These are some of the questions which have baffled business associates, police officers and detectives for more than 40 years.

Born of German Parents

Rudolf Diesel was born in Paris, of German parentage, on March 18, 1858. His father was a leather goods merchant, engaged in business in the French capital. In 1870, when the Franco-Prussian war broke out, the position of many German families living in Paris became untenable. The Diesels fled to London. Here young Rudolf was able to spend many hours in the British and South Kensington museums, where he studiously observed the model and mechanical drawings on display.

But his father was unable to get started in business in England, and the family decided to return to the continent. Rudolf went to Augsburg, Bavaria, to live with an uncle, and entered the local technical school. His high scholastic record enabled him later to enter Industrial College at Augsburg.

When Rudolf passed final examinations with a rating of nearly 100 per cent, one of the professors found a way to finance the young man’s way through the country’s foremost technical school, Polytechnic University in Munich: Here Rudolf applied himself to the study of thermodynamics — the science of converting heat into work — under the renowned Professor Carl von Linde, the first man to liquefy air.

Professor von Linde’s lectures were an inspiration to the young students, and he made extensive notes, many of which are preserved to this day. When the professor said that the best steam engines of that day were transforming only 6 to 10 per cent of the available heat into useful work, young Rudolf made careful note of this fact.

Marks of a Genius

Long before Diesel’s graduation from Polytechnic University, in 1879, Professor von Linde was well acquainted with the young man’s unusual technical ability, and arrangements were made for Rudolf to serve an apprenticeship with Sulzer Brothers, at Winterthur, Switzerland, to gain practical knowledge of the manufacture of steam engines and refrigerating machinery.

Produced Refrigerator Machinery

Although Diesel was busily engaged in the production and installation of refrigerating machinery, his thoughts turned again and again to Professor von Linde’s remarks about the low thermal efficiency of the steam engine; so he “thought and calculated, sketched and modeled” until his ideas for an improved engine were sufficiently developed to apply for a patent.

Several manufacturers whom Diesel tried to interest in his radically different type of combustion engine thought his ideas were unsound. But engineers of international reputation were convinced that the engine had merit. As a result, two German manufacturers — M.A.N. and Krupp — decided to build an experimental engine to Diesel’s design. These two companies agreed to share the expense of development work, while Diesel was to make the drawings and conduct the tests.

Diesel felt sure that he had something out of the ordinary, and already he had visions of using his engine in locomotives, ships, and submarines.

In 1897, out of those experiments, the first workable Diesel engine coughed its way to success. Diesel was on the road to fame and fortune. Before many years had passed, his name was a household word throughout Europe.

The Diesel engine was introduced in the United States in 1898 by Adolphus Busch, head of the famous Anheuser-Busch Brewing Association of St. Louis. Year after year Busch had spent considerable time in Germany, the home of his ancestors, and during these visits he had become well acquainted with the work of Diesel. He was quick to realize the possibilities of the new type engine when he saw the first one in operation at the M.A.N. plant in 1897.

GM&O was the first major railroad in the United States to convert entirely to the Diesel-electric locomotive which now furnishes more than 90 percent of the power for the American railroads.

Accounting Dept. Clerk Receives Highest Scout Award

GM&O Joint Facility Bill Clerk Orlo Woods, second from left, was presented with the Silver Beaver Scout Award in Mobile on January 21. The Silver Beaver Award is the highest award that can be presented a volunteer Scout leader. Mr. Woods has been in Scouting for 18 years. Also in the picture are, left, GM&O Retired Station Accountant R. B. Boutwell, Woods, Martin Johnson and Barton Greer.
Commendations

While Train 94 was passing over the Mississippi River Bridge at Louisiana, Missouri, Bridge Tender C. W. Dillender of Louisiana discovered brakes sticking and notified the crew so that the train could be stopped and repairs made.

Yardman V. Thompson, Chicago, Illinois, was commended by Supt. Jeter for discovering a wheel sliding on a passing train, and stopping the train so that the car could be set out.

Brakeman W. C. Thompson, and Brakeman V. McCracken, Slater, Mo., discovered a flange chipped on their train and notified the crew so that the car could be set out.

Engine Foreman J. E. Ward, Switchman J. W. Jones, Switchman C. R. Murphy and Fireman J. Jimerson were commended by Supt. of Terminals L. N. Herrington for finding a broken switch point and reporting it, possibly preventing a derailment on a curve.

Engineer L. A. Kunz and Fireman J. R. Chestney, Dwight, Illinois, were working on a train out of Washington when the engine heater quit working. Mr. Kunz and Mr. Chestney, working under adverse conditions, disassembled the heater, repaired it, and got the engine running with a minimum delay to their train, avoiding the possibility of the engine becoming completely frozen before mechanics from Bloomington could arrive at Washington to make repairs.

Yard Engineer E. O. Vinyard, Roodhouse, Illinois, discovered approximately 12 inches of rail missing from the house track at Roodhouse, and notified the proper authorities so that repairs could be made.

Yardman C. R. Smith, Yardman R. Gombas and Yardman M. De Cillo were commended by Supt. Jeter when they discovered the air hose on No. 1 was parted, and got the train going again with little delay.

Brakeman W. H. Dennis, Slater, Mo., was deadheading out of Kansas City on No. 10 when it became necessary that the conductor on No. 10 change springs on one car. Mr. Dennis greatly assisted the conductor in performing this task, and was commended for his efforts by Supt. Miller.

Car Inspector C. H. Kruse, Slater, Missouri, discovered eight inches of flange broken from a car and immediately arranged for repairs to be made.

Conductor W. W. Corn, Meridian, Mississippi, was commended by Supt. St. John for his efficient handling when his train had mechanical trouble.

Engineer R. G. Piper, Slater, Missouri, greatly assisted in making repairs to a car with a brake beam down in his train, and for his interest shown was commended by Supt. Miller.

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


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

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