World’s Largest Cross Will Be Located In GM&O Area

The General Federation of Women’s Clubs will back a rural mail carrier in his campaign to erect a $3,000,000 mammoth cross 500 feet in height, the world’s largest. The cross will be erected on Bald Knob Mountain, near Alto Pass, Illinois, and will be visible for 100 miles along the Gulf, Mobile and Ohio Railway.

Located near the population heart of America, the cross will be dedicated to greater unity of Christian thought and effort. The story of THE CROSS, as it will be known, is the story of a devout rural mail carrier whose interest in humanity and in God is a legend in the 7,500 square mile area in which THE CROSS will be visible.

The mail carrier, Wayman Presley, a native farmer from the hills of Union County, near Cobden, Illinois, has long been known for his interest in nature, and for his enthusiastic participation in youth activities. His two-day hikes were popular among the poor youngsters in the area, and his resourcefulness in providing for them on these hikes won him the admiration of the adult population.

But it was while he was postmaster at Makanda, Illinois, a post he acquired in 1934, that he began thinking more deeply about the religious aspects of life. The postmaster job was confining, and he longed to be out under the blue sky where he could enjoy nature and the beauty of the Illinois Ozarks. So he relinquished the postmaster job to become a rural mail carrier.

One Sunday in the spring of 1937 he was walking down a country road with a friend following services in the little Methodist church at Oak Grove. He had walked many times with this friend, and often on these walks they had discussed the need for a cross to be built on Bald Knob Mountain in southern Illinois. Cross will be visible for 100 miles along GM&O.

Swift Packing Plant Opens On GM&O At Jackson Miss.

Operations are well under way at Swift & Company’s new meat packing plant located on the GM&O Railroad at Jackson, Mississippi.

The recently completed plant handled its first cattle in November, said Plant Manager K. M. Coughenour, in the facilities with a capacity rated at 1,000 cattle and 1,200 calves per week.

The several buildings provide facilities for receiving, holding and processing of cattle and calves. These include cutting, boning, and freezing facilities as well as those for handling by-products.

The largest of the five buildings features a continuous band of plastic glass six feet high to provide maximum natural illumination. Livestock pens are covered with aluminum sheets to protect animals from the sun and rain.

Total floor space of the plant is over 30,000 square feet. The plant is designed to permit future expansion with the maximum efficiency. In planning for the future, Manager Coughenour said, consideration will be given to the slaughtering of lambs. It is anticipated that lambs will be brought for the shipment to other Swift plants.

The new packing plant is the third unit to be opened in Jackson by the meat packing company. Swift has had a sales unit there since 1907; opened its local broiler processing plant in 1949. (Picture on page 2)

Lott Is Named GT Director

GM&O Assistant to President F. J. Lott of Mobile has been named a director of Gulf Transport Co. Mr. Lott will be one of eight members of the Board of Directors of GM&O’s highway subsidiary.

Associated with this company since 1937, Mr. Lott served as executive assistant for five years and in 1952 was promoted to assistant to the president.
World's Largest Cross To Be

(Cont'd from Page 1)

the need for closer unity in thinking and effort among the many Christian denominations. Gradually the idea evolved that there should be some place where people of all denominations could meet occasionally for united worship.

As the two pondered this idea, their attention centered on the more prominent and impressive of the nearby mountains, Bald Knob. This, one of the highest and most scenic mountains in the Midwest, they agreed, would be an ideal site for such a meeting. Thus it was that a previously obscure mountain, seventy miles from the population center of the nation, became truly the heart of an inspired religious activity.

Cresses of Railroad Ties

Invitations went out, and a small but enthusiastic gathering of 250 people attended the first Easter sunrise service on Bald Knob in 1937. For this service three crude crosses, fashioned from railroad ties by members of the CCC from a nearby camp, were the only adornment the mountain boasted. These crosses still stand.

For the second meeting a small electric cross was provided, power for which was supplied by a noisy tractor-driven generator. By the fifth year crowds of 10,000 were attending the sunrise services, and the local facilities were so taxed that publicity had to be curtailed until such time as land could be purchased and accommodations expanded.

The story of the initial fund-raising effort (for the original land purchase) among the not-too-rich members of the G&M&O...

On G&M&O

Bald Knob Foundation is heartwarming in itself. One farm woman sold a litter of pigs, and another made patch-work quilts to raise money. Presley, in order to meet a deadline on his option to buy the property, secured a "faith" loan of $10,000 from a Cairo bank, a loan that has been fully repaid.

The idea of the united mountaintop worship center had by this time inspired men and women in the area to the task of developing it even beyond the hopes of the two men who had originated the idea. One hundred and sixteen persons from 34 towns and five states, representing nearly every denomination and walk of life in the Midwest, contributed $100 each to a purchase fund, and now comprise the Bald Knob Christian Foundation, Inc., a non-denominational, non-profit, state-chartered corporation whose purpose is to erect a cross and a worship center on top of Bald Knob. Presley, the uniring mail carrier, was a natural for the appointment as executive secretary of the Foundation.

The little group has since managed to assemble funds to build a foundation for THE CROSS, and only recently 200 tons of concrete were poured to provide a foundation for a 2,000-ton structure.

Finally Presley went to Mrs. Chapman, President of the General Federation of Women's Clubs, the world's largest women's organization, to solicit her aid in obtaining responsible backing for THE CROSS. After investigating his story, and learning of the wonderful work the...
# Source and Disposition of Income

## Our Patrons Paid Us $82,128,610

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling Freight</td>
<td>$71,400,343</td>
</tr>
<tr>
<td>Carrying Passengers</td>
<td>4,077,021</td>
</tr>
<tr>
<td>Hauling Baggage, Mail and Express</td>
<td>2,674,163</td>
</tr>
<tr>
<td>Other Transportation Service</td>
<td>2,698,283</td>
</tr>
<tr>
<td>Rents and Miscellaneous Income</td>
<td>1,278,820</td>
</tr>
</tbody>
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## We Paid Out $76,043,876

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Keeping Roadbed and Structures in Repairs</td>
<td>$12,464,738</td>
</tr>
<tr>
<td>Keeping Locomotives, Cars and Other Equipment in Repair</td>
<td>15,304,666</td>
</tr>
<tr>
<td>Running the Trains</td>
<td>25,065,611</td>
</tr>
<tr>
<td>Managing the Business and Keeping the Records</td>
<td>3,607,188</td>
</tr>
<tr>
<td>Traffic Expense</td>
<td>3,391,004</td>
</tr>
<tr>
<td>Equipment and Joint Facility Rents Paid Out</td>
<td>4,272,827</td>
</tr>
<tr>
<td>Miscellaneous Items and Services</td>
<td>1,284,163</td>
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<tr>
<td>Interest on Borrowed Money</td>
<td>2,708,304</td>
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<tr>
<td>Pay Roll Taxes</td>
<td>2,219,954</td>
</tr>
<tr>
<td>Local and State Taxes</td>
<td>3,169,423</td>
</tr>
<tr>
<td>Federal Income Taxes</td>
<td>2,756,000</td>
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## We Had Available in Cash $10,146,405

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<tr>
<th>Item</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Net Income</td>
<td>$6,084,754</td>
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<tr>
<td>Depreciation and Other Items which do not actually involve an out-of-pocket Expenditure</td>
<td>4,261,651</td>
</tr>
</tbody>
</table>

## Of This We Spent On The Property $6,833,202

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Improvements to Roadbed and Structures</td>
<td>$1,457,187</td>
</tr>
<tr>
<td>New Equipment</td>
<td>1,118,955</td>
</tr>
<tr>
<td>Repayment of Money Borrowed to Buy Equipment</td>
<td>3,615,414</td>
</tr>
<tr>
<td>Repayment of Bonded Debt</td>
<td>293,000</td>
</tr>
<tr>
<td>1/10 Prior Service Payment Supplemental Retirement Plan for Salaried Employees</td>
<td>348,646</td>
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## We Paid To The Shareholders $3,251,662

<table>
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<tr>
<th>Item</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Preferred Stock Dividends</td>
<td>$1,417,191</td>
</tr>
<tr>
<td>Common Stock Dividends</td>
<td>1,834,471</td>
</tr>
</tbody>
</table>

## We Had Left For Future Use Only $261,541

Mobile Becomes Mecca For Travellers

Beginning with the Senior Bowl Game at New Year’s, Mobile, Alabama becomes a mecca for tourists during the late Winter and early Spring. March sees the climax of the season, when Mobile’s famed azaleas yield to the eighty degree temperatures, unfolding in a riot of bloom for the traveller.

The 1955 Azalea Trail, longer than ever, was officially opened the first Sunday in March, with the flowers expected to reach their zenith by the middle of the month.

PRESIDENTIAL MEDALS OF HONOR HAVE BEEN AWARDED TO FIFTY-SIX RAILROADERS

To save life is the noblest of all purposes. It embodies the highest ideal of humanity. It conserves the best assets of the nation, provides its best protection and creates its real glory. It incarnates the spirit of democracy and brotherhood.

—Rev. John McDowell

Fifty years ago the Congress of the United States passed and President Theodore Roosevelt signed an act designed “to promote the security of travel upon railroads engaged in interstate commerce, and to encourage the saving of life.”

Under the provisions of this Act, approved February 23, 1905, Presidential Medals of Honor have been awarded to sixty-five persons — of whom fifty-six were railroad employees—for having performed feats of outstanding heroism, imperilling their own lives to save other lives. One of these in 1914 was to J. C. Frist, Station Master at Meridian (Miss.) Terminal Station.

Of the sixty-five medals awarded under the Act, President Theodore Roosevelt awarded 19; President Taft, 4; President Wilson, 8; President Harding, 2; President Coolidge, 6; President Hoover, 3; President Franklin Roosevelt, 18; President Truman, 7; and President Eisenhower, 2.

Nearly every class of railway employees is represented among the recipients. But, as might be expected, train service and yard service employees have received the largest number of citations. Eleven of the fifty-six railway employees who received awards were brakemen, 7 were switchmen, 6 were locomotive firemen, 5 were locomotive engineers, 3 were conductors, 3 were flagmen and 2 each were station agents, crossing watchmen, station masters and track foremen. The remaining 13 included a stenographer, a yard foreman, a shop employee, a signal helper and a track laborer.

Nine medals have been awarded to persons not in railway service who saved lives on railroad property. Included among the nine were a woman and two sixteen-year-old girls.

The Presidential Medal of Honor is awarded to those who exhibit extreme daring and endanger their own lives in efforts to prevent accidents or protect life. But the awards are not conferred automatically upon persons who perform such acts of heroism. No doubt many railroad employees have performed acts of heroism to the peril of their own lives without having received a Presidential Medal of Honor as a result of the incident.

Mr. Frist, who was stationmaster at Meridian Terminal Station, received his medal for a courageous action on February 3, 1914, and the medal was presented by President Wilson. A woman was crossing the tracks at the station in Meridian with a child in her arms. When she saw a rapidly approaching train, she became confused. Mr. Frist pushed her and the child from the track, and, as a result, was himself struck by the train and seriously injured.
**REST ON THE RAIL**

When you sleep on a train, says the CHRISTIAN SCIENCE MONITOR, you say you spent the night in a PULLMAN, although the car may have been built by any one of several companies. That is because George Pullman invented the first of these ingenious cars. The MONITOR proceeded to give in a recent issue this account of the building of the first PULLMAN in the Chicago and Alton, (GM&O) shops.

"... George Pullman was the persistent genius who built the first successful (and comfortable) sleeping cars—and persuaded American railroads to use them."

"The need for persuasion seems almost incredible in retrospect. Before 1859, when Pullman finished remodeling two Chicago and Alton (GM&O predecessor Line) day coaches, overnight passengers either sat up all night on cruelly austere bunks, or lay down, fully clothed, on the slates of a bunk. And it took the use of the "Pioneer", the first car built as a "Pullman Palace" sleeper, by the bereaved family on the Lincoln funeral train to popularize the idea..."

"And it fell to an ingenious and gadget-minded housewife to epitomize present-day achievement in railway travel comfort. Plumping herself down in the blue-up-holstered seat of a "Pullman" bedroom after a whirlwind inspection of its lighting, its controllable air-conditioning, its compact toilet facilities, and concealed berths, she exclaimed:

"What barns me up is that I didn’t invent this thing!"

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**This Shipment Isn’t Riding High**

The shipment being loaded at West Point, Mississippi on GM&O depressed flat car is a transformer being sent out for repair. The transformer will travel over GM&O on a GM&O car built to handle such shipments, having a capacity of 280,000 pounds. The car is depressed in the center with deck two feet above the rail to allow high shipments sufficient space for bridge clearance.

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**Kitty No Match For Diesel**

—From Cairo, Ill. EVENING CITIZEN

Boy that was a vicious kitty that Howard Warren of Olive Branch brought into the Citizen office Friday. This "tabby" weighed in at 21 pounds, and is commonly known as a "Bobcat," which doesn’t mean either man or beast any good while roaming in the woods.

Coon hunters particularly were no doubt greatly disturbed by the presence of this animal, for it sure wouldn’t do a coon dog any good in a scrap.

Of course it met its match when it tackled a GM&O train. Those big diesels are not afraid of anything. If this kitty stood in the middle of the track with its back bowed, fire flying from its fur as the train bore swiftly down on it, all nine lives were snuffed out simultaneously as it apparently was knocked for a loop. These bobcats play rought, but trains play rougher, as this one no doubt learned, too late.

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**IN THE SERVICE**

The following were reported in February 1955 as having entered the Armed Forces:

James L. Pickens, Transportation Department, Jackson, Miss.
John J. Matiez, Section Laborer, Odell, III.

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**Ladd Memorial Stadium**

Ladd Memorial Stadium is scene of Senior Bowl Game, post season grid classic.

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GM&O Machinist’s Troop Wins Award

By request of President Eisenhower, the Boy Scouts of America emphasized conservation in 1954. In the West Tennessee Area Council, each unit was asked to keep a record and make a report on its conservation good turns at the end of the year. At year’s end, outstanding job of the area was credited to First Methodist Church Troop 13, led by Scoutmaster Tommy Keenan. Mr. Keenan is employed in GM&O Iselin Shops at Jackson.

The troop, under Mr. Keenan’s leadership, won a $100 defense bond offered by Mr. Milburn C. Jolly of the local Dr. Pepper Bottling Co. to the troop with the most outstanding record. It was also presented with a plaque by the Tennessee Conservation League, presentation being made by Dr. B. H. Plunk of Humboldt, representing the League.

Mr. Keenan was first employed as a machinist apprentice by this company in 1941. He served four years with the United States Navy from 1942 through 1945, returning to the GM&O in 1946. He is now employed as a machinist in the Iselin Shops. He is the son of C. S. Keenan, also in the service of the Company.

Scoutmaster Tommy Keenan, right, machinist in GM&O Shops at Jackson, receives award for his Scout troop’s outstanding record in forestry conservation in 1954. Award is presented by Dr. B. H. Plunk, Humboldt, left.

but no more.” The city has grown to its nine thousand people, and boasts five churches in one city block.

Mr. Montgomery is a church-goer himself, and one has the feeling that perhaps GM&O’s agent in West Point is also an institution of affectionate pride to the city.

Asst. Chief Dispatcher Morton Alvis at Murphysboro, Ill. is almost as well known for his photography as for railroading. On February 20 a landscape of his won third award in the pictorial division of the 4th Annual Southern Illinois University Photo Fair held at Carbondale. There were 23 prints in that division. Alvis is shown inspecting his award winner.

The Mail Train

Supt. GM&O RR.

On Dec. 22nd, 1954, I was traveling on your train which left Chicago at 8:25 A.M., for Springfield, Ill., to pick up my son, who is a patient at St. John’s Hospital, for his Christmas vacation. We had return reservations on the train that was scheduled to leave Springfield at 1:45 P.M. the same day. This was a tight schedule, allowing only time to drive to the hospital and return to the station.

As you know, the southbound train was struck by a truck just out of Joliet and was delayed about two hours. It would have been impossible to make connections in Springfield had it not been for the help of the train crew and hostess. Through their cooperation and helpfulness I was able to catch the northbound train and make subsequent connections in Chicago for South Bend.

Please accept my heart-felt-thanks and deep appreciation for the thoughtful and courteous assistance given me by the train crew and hostess, Miss Carolyn M. Moss.

Yours truly,
Mrs. Barbara Douglass
South Bend, Indiana
NEWS AT A GLANCE

LITTLE REBEL REMOVAL AUTHORIZED: REHEARING SET LATER

The Louisiana Public Service Commission authorized removal of The Rebel from service between Angie and Slidell, Louisiana (49 miles) on February 21, and the train ceased operation two days later. Its removal in Mississippi and Tennessee (306 miles) had been sanctioned previously.

Although only 19 passengers used the Louisiana service in the three months period ending January 31, the City of Bogalusa, protestant in the case for the past year, immediately filed a petition asking for a rehearing for the Commission to reconsider its order. It was claimed that discontinuance of the train might prejudice a pending case before the Interstate Commerce Commission, involving authority for trackage abandonment between Terminal Junction (in New Orleans) and the New Orleans passenger station.

Despite a favorable order from the I.C.C. dated February 28 in the Terminal Junction—New Orleans case, the Louisiana Public Service Commission, meeting in New Orleans the day after the release of the order directed a rehearing on the Slidell-Angie segment and subsequently set the rehearing for March 22 at Monroe, La.

69 NEW INDUSTRIES LOCATE ON GM&O IN 1954

There were 69 locations of new industries and warehouses on our lines in 1954, and 13 expansions of existing industries. Accelerated industrial development throughout the territory and expanding residential districts make it important that cities, as well as the railroad, hold specific areas for industrial growth. The GM&O Land Company is continuing to buy land for development purposes.

NEW NEWSPRINT MILL AT MOBILE

International Paper Company has announced that it will erect a new $20,000,000 newsprint mill on a site adjacent to that of its present paper and bag plant at Mobile. The plant is served by the Alabama State Docks Terminal Railroad, a 47-mile line which interchanges with all local railroads.

International said factors which influenced location of the newsprint mill at Mobile were: “The availability of large timber resources within easy trucking and rail radius of the mill, the presence of an adequate supply of suitable water, the availability of highly-skilled labor and good transportation facilities, as well as the utilization of existing plant facilities and equipment were all important considerations.”

A BIG SHOPPER

The railroad shopping list is probably longer and more varied than that on any other industry. It includes more than 10,000 items—ranging from cranberries to crosssties, from typewriters to traveling cranes, from paper clips to powerful locomotives. It involves the expenditure of upwards of $1,500 million a year. Every city and thousands of towns in America share in the benefits of these huge expenditures.

FAVORS USER CHARGE PRINCIPLE

The basic principle underlying budget recommendations for programs in the field of transportation, housing, and business is that the national interest is best served by privately owned and operated industry, which is assisted by a minimum of Federal funds and Federal basic facilities operated at the lowest feasible cost and financed, where possible, by charges levied on the users of these services. . . I firmly believe that as large a proportion as possible of the expenditures of the Government should be borne by those directly benefiting therefrom. The user charge principle should be further extended.

President Dwight D. Eisenhower, in Budget Message transmitted to Congress, January, 1955

● 7 ●
RETIREMENTS

Section Foreman Walter M. Mercer, New Albany, Mississippi, retired on February 28, 1955. Mr. Mercer entered service of the former GMN Railroad on January 1, 1902 as a section laborer, and subsequently was promoted to the position of section foreman.

Mr. Blake Crutchfield, Jackson, Tennessee, who entered the service of this company in 1923, retired on February 23, 1955.

Conductor S. D. Roberts, Laurel, Mississippi, retired on March 1, 1955. Mr. Roberts entered service of this railroad as brakeman on July 18, 1911 and was promoted to conductor on September 17, 1918.


Switchtender G. F. Callahan, Bloomington, Illinois, who came to work with this railroad as switchtender in 1921, retired on January first of this year.

Conductor Ernest D. Warlick, Jackson, Tennessee, who entered service on May 23, 1910, retired on February 10, 1955.

Caretaker D. M. Bland of Cumberland, Mississippi retired on March 1, 1955 after being in the employ of this company since June 1934.

Okolona, Mississippi Station

Around the station at Okolona, Mississippi, above, a GM&O Division point, you can always run into a group of GM&O men. Shown, left to right, in the picture are Chief Clerk F. S. Henson, Trainmaster R. C. Thomason, Car Inspector C. J. Stanford, Engine Foreman C. L. McGehee, Trucker W. A. Robbins, Sr., Trucker N. A. Dowden and Clerk B. B. Busby.

World’s Largest Cross (Cont’d from page 2)

Bald Knob group has been doing for almost two years, she was able to pledge the interest and cooperation of the General Federation of Women’s Clubs.

Through it’s 15,000 clubs, donors in every part of the free world will be reached. But Mrs. Chapman urges anyone who wishes to contribute direct to mail his contribution to: THE CROSS, Cairo Ill.

Present plans call for construction of a 500-foot cross, the tallest religious symbol in the world, in which shrines will be provided for all denominations. At the top of the cross, but so planned as to preserve the continuity of design, will be a Forest Ranger lookout post and an observation tower for visitors. The east and west faces of THE CROSS are to be brilliantly illuminated so that it will stand out as a landmark for miles around. An elevator and stairway will provide access to the various levels where shrines and religious exhibits will be installed.

Paths leading up to THE CROSS from parking areas and roads will be paved with stones from the paths where Jesus walked in the Holy Land, and cedars from the Forests of Lebanon will dot the landscape. Long range plans call for a huge amphitheatre on the slope of the Mountain where the terrain conforms ideally to such usage. A seating capacity of 50,000 is anticipated, along with a stage large enough to accommodate an elaborate pageant.

Facilities providing for year-round use for church conventions and other religious gatherings are also being contemplated.

B&B Carpenter Foreman R. W. Duffey, Bloomington, Illinois, was watching a train pass when he discovered a car with a broken truck bolster and immediately notified the dispatcher so that the car could be set out.
ALONG THE LINE

Miami, Florida — If you’re wondering how C. E. Norris, formerly division freight and passenger traffic manager at Peoria, Illinois, is doing since his retirement, you can check at Miami. He has just been elected president of the Retired Railroad Employees Club of Miami for the third straight year. Mr. Norris sends “a cordial invitation to all railroad employees to visit us and all retired to join us”.

Meridian, Miss. — Another old timer, Retired Locomotive Engineer Frank DeLaBarre is still turning out good poems with a moral on the railroad line, and sends good wishes to all his old friends.

Mobile, Alabama — An office romance between Miss Dottie Ann Brignac of the Freight Claim Department, and Mr. Thomas William Franco of the Station Accounting Department culminated in a wedding on January 22.

Mobile, Alabama — Also married is Mr. George S. Slocovich of the Station Accounting Bureau to Miss Mildred Kearney on February 12.

Death Strikes Farm Family Group

GM&O Illinois farm families who made a tour South in 1948 and who have held a family reunion each year since, will be saddened to learn of the death of Mr. Howard Stone, one of the members of the group.

Mr. Stone, a life-long resident of Mason County, Illinois, died suddenly on February 14 at his home in Mason City. He was president of the Illinois Grain Terminals Co. and past president of the Mason County Farm Bureau.

Commercial Agent Jimmy Savadra moved to Laurel from Memphis, Tennessee and likes it just fine.

First Trick Dispatcher C. L. Stanford, on the job at Laurel.

DECEASED


Retired Engineer W. A. Wilson, Jackson, Tennessee, at Jackson on February 19, 1955. Mr. Wilson was born in Sweden and was employed by this railroad as fireman on May 18, 1907. He was promoted to engineer in 1912, and retired from the service in 1950.

Retired Engineer Dalton Sharp Parker, Okolona, Mississippi, at Jackson, Tennessee, on February 19, 1955. Mr. Parker came to work for this railroad on January 23, 1889 and retired in 1952. He is survived by his wife.

Retired Agent-Operator P. W. Maupin, Armstrong, Missouri, on February 19, 1955 at his home in Armstrong. Mr. Maupin entered service of this company as telegrapher on May 11, 1909, and retired on December 16, 1958. He is survived by his wife, one son and one daughter.

Retired Operator W. A. Lindner, Joliet, Illinois, on February 16, 1955 at Joliet. Mr. Lindner, who retired in 1951, is survived by his wife.

Engineer Stendback, Bloomington, Illinois, died suddenly at Chicago, Illinois, on February 25. Mr. Stendback was employed as fireman on June 20, 1920 and promoted to engineer March 16, 1951. He was fifty-eight years old and is survived by his wife.

Retired Agent-Operator M. L. Anders, Delavan, Illinois, at his home at Delavan on February 28, 1955. Mr. Anders entered service on March 19, 1898 and retired on November 8, 1937. He is survived by his wife.

Retired Conductor James Brown McLeod, Laurel, Mississippi on February 28, 1955 at Laurel. Mr. McLeod entered service in 1918 and retired on August 30, 1948. He is survived by his wife.

Yard Engineer D. F. Boucher, Joliet, Illinois, at Joliet on February 6, 1955. He entered service of the company as yard fireman at Joliet in 1910 and was promoted to yard engineer in 1917. He is survived by his wife, one son and one daughter.

Assistant Quotation Clerk Otis E. Worley, Mobile, Alabama at Mobile on March 6, 1955. Mr. Worley was first employed by the former GM&GN Railroad in 1929 in the Accounting Department. After a few years he left the employ of the company, returning in 1949 to the Traffic Department where he worked until his death.

GM&O BOXCAR IN MOVIES

W. M. Dutton, vice president and general manager of Mississippi Export Railway, Pascagoula, Mississippi, has a word for Gen. Supt. of Transportation C. E. Lanham about the whereabouts of GM&O boxcar no. 8552. It's in the movies.

Mr. Dutton was watching a picture called NEW ORLEANS UNCENSORED in Gulfport the other night showing some waterfront scenes in New Orleans. There, he said, in the background, was the GM&O car.
While Operator-Towerman P. L. Roady of Brighton, Illinois was on his way to work in his automobile, he noticed the line wire was broken and signal light north of Godfrey. He notified the dispatcher who got the signalman to investigate immediately. Had this not been discovered, Train No. 2 would have received red signal and delayed flagging through block.

Agent E. J. Stallman of the NYC Railroad at Union Hill, Illinois, came into GM&O station at Dwight, Illinois, and reported a hot box on GM&O train just passing the station, earning GM&O appreciation.

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

Switchman R. E. Raynor, Kansas City, Mo.
Brakeman T. P. Wilkinson, Meridian, Miss.
Conductor V. McCracken, Slater, Mo.
Brakeman Willie Hughes, Tuscaloosa, Ala.
Conductor V. J. Hearn, Tuscaloosa, Ala.
Brakeman F. DeLong, Slater, Mo.
Engineer R. K. Blackwood, New Albany, Miss.
Fireman J. B. Williams, New Albany, Miss.
Conductor J. L. Patterson, New Albany, Miss.
Brakeman T. O. Lanham, New Albany, Miss.
Brakeman V. N. Beard, New Albany, Miss.
Brakeman E. H. McCoy, New Albany, Miss.
Brakeman Frank Jones, Meridian, Miss.
Conductor C. B. Etton, Slater, Mo.
Engineer P. T. Morris, Slater, Mo.
Operator E. A. Shufelt, Louisiana Tower, Mo.
Operator-Ticket Clerk W. E. Sullivan, Pontiac, Ill.
Brakeman K. L. Jackson, Slater, Mo.
Section Foreman J. F. Mauro, Gardner, Ill.
Operator-Towerman A. A. Floyd, South Lincoln, Ill.
Brakeman L. F. Millinger, Bloomington, Ill.
Brakeman H. B. Jackson, Bloomington, Ill.

Engineer A. R. Henry, Slater, Missouri was commended by Supt. Miller for displaying, on two occasions during the month, unusual ingenuity and interest in the handling of his trains when they developed trouble.

While Train 33 was passing his tower, Operator-Towerman L. R. Vaughn, South Joliet, Illinois, observed a car of tractors with a tractor up on blocking. He signaled the crew and the train was stopped and the car set out.

Telephone Maintainer H. J. Godaux of Meridian, Mississippi was riding his motor car in line of duty when he discovered a broken rail and immediately contacted the dispatcher to notify him of this fact, earning a commendation from Supt. St. John.

Gulf Transport Truck Operator J. T. Castler, New Albany, Mississippi was working his truck at the station at Ackerman, Mississippi when Train 32 passed the station. Mr. Castle noticed a brake sticking near the middle of the train and notified the train dispatcher.

While he was engaged in switching duties at Marshall, Brakeman J. T. Stillwell, Slater, Mo., discovered a broken rail and stopped his train in time to prevent an accident.

### OUR FREIGHT BUSINESS

<table>
<thead>
<tr>
<th>Revenue Car Loads Billed And Received On GM&amp;O</th>
</tr>
</thead>
<tbody>
<tr>
<td>1954</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>46,212</td>
</tr>
<tr>
<td>46,476</td>
</tr>
<tr>
<td>51,427</td>
</tr>
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<td>46,045</td>
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<td>46,423</td>
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<td>49,815</td>
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<td>50,710</td>
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<tr>
<td>45,266</td>
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<tr>
<td>46,421</td>
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</table>

Comparison of the first 2 months of the years

<table>
<thead>
<tr>
<th>1954</th>
<th>1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>95.888</td>
<td>93.016</td>
</tr>
</tbody>
</table>