Results Of 1955 Operations Are Detailed In Company’s Annual Report To Stockholders

Freight revenue of the Gulf, Mobile and Ohio Railroad last year increased 4% and passenger train revenue declined 3.6% in comparison with that of 1954, President F. M. Hicks stated in the Company’s report to stockholders released March 12. He termed 1955 net income of $4,890,668 as “satisfactory,” although he observed the railroad industry did not “participate, along with other industry, in the expansion and prosperity characteristic of the American economy as a whole.”

The Company earned $5.93 per share of common stock and had a rate of return on its net investment $215,268,314 of 4.57%. Working capital increased $316,734 during the year to $13,944,447.

The GM&O President said that the company “reluctantly” joined with other carriers in asking for a freight rate increase, granted recently in the amount of 6% by the Interstate Commerce Commission.

He explained “the utmost efficiency and economy” of operation had been practiced, but that it was “unrealistic” to expect to overcome increased business costs this year of $4,890,668 by economies alone, and that there was not enough foreseeable new business to offset these added expenses without the rate increase.

New Freight Cars

During the year, the report showed, the Railroad took delivery on 203 new wood rack cars for the paper industry; 25 box cars of an order of 400 cars; and four diesel “B” locomotive units of 1600 horsepower each. Seventy-eight new industries located on the line in 1955 and 18 existing industries expanded their facilities, it was noted.

The expansion of the paper and wallboard industry in the South was credited with an increase in GM&O’s $74,267,926 freight revenue. This industry was credited with a 11.3% increase in revenue. Another growing industry observed was that of ore and concentrates, with a revenue increase from them for GM&O of 4%. The report added that tonnage was well diversified, “no single commodity accounting for as much as 5% of total gross revenue.”

(Continued on page 9)

18 Railroad Executives In Mobile For Meeting Of St. Louis Terminal Board

Eighteen railroad executives, including the presidents of seven of the nation’s major lines, convened at Point Clear, Alabama for a meeting in February of the Board of Directors of the Terminal Railroad Association of St. Louis.

The 428-mile Terminal Railroad is owned as an intermediary line by fifteen carriers serving the St. Louis area, one of which is the Gulf Mobile and Ohio. Ten of the rail executives, comprising St. Louis Board Members, arrived Saturday morning aboard special cars attached to the Gulf, Mobile and Ohio Rebel. Following 45 minutes later were four more railmen aboard the L&N Humming Bird. Four others arrived earlier.

The decision to hold the Board Meeting in Mobile, Terminal Railroad President Armstrong Chinn said, was influenced by

(Continued on page 3)
### SOURCE AND DISPOSITION OF INCOME

Our patrons paid us $84,687,505 for:

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling Freight</td>
<td>$74,267,926</td>
</tr>
<tr>
<td>Carrying Passengers</td>
<td>4,039,058</td>
</tr>
<tr>
<td>Hauling Baggage, Mail and Express</td>
<td>2,289,736</td>
</tr>
<tr>
<td>Other Transportation Service</td>
<td>2,808,220</td>
</tr>
<tr>
<td>Rents and Miscellaneous Income</td>
<td>1,282,565</td>
</tr>
</tbody>
</table>

We paid out $77,833,812 for:

<table>
<thead>
<tr>
<th>Expense</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keeping Roadbed and Structures in Repairs</td>
<td>$12,663,078</td>
</tr>
<tr>
<td>Keeping Locomotives, Cars and Other Equipment in Repairs</td>
<td>15,727,492</td>
</tr>
<tr>
<td>Running the Trains</td>
<td>25,170,741</td>
</tr>
<tr>
<td>Managing the Business and Keeping the Records</td>
<td>3,500,239</td>
</tr>
<tr>
<td>Traffic Expense</td>
<td>3,376,339</td>
</tr>
<tr>
<td>Equipment and Joint Facility Rents Paid Out</td>
<td>4,751,216</td>
</tr>
<tr>
<td>Miscellaneous Items and Services</td>
<td>1,440,272</td>
</tr>
<tr>
<td>Interest on Borrowed Money</td>
<td>2,715,808</td>
</tr>
<tr>
<td>Pay Roll Taxes</td>
<td>2,998,369</td>
</tr>
<tr>
<td>Local and State Taxes</td>
<td>3,263,204</td>
</tr>
<tr>
<td>Federal Income Taxes</td>
<td>2,897,000</td>
</tr>
</tbody>
</table>

We had available in cash $11,172,994 from:

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net Income</td>
<td>$6,853,603</td>
</tr>
<tr>
<td>Depreciation and Other Items which do not actually involve an out-of-pocket Expenditure</td>
<td>4,319,391</td>
</tr>
</tbody>
</table>

Of this we spent on the property $6,684,327 for:

<table>
<thead>
<tr>
<th>Expense</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Improvements to Roadbed and Structures</td>
<td>$1,628,255</td>
</tr>
<tr>
<td>New Equipment</td>
<td>270,728</td>
</tr>
<tr>
<td>Improvements to Non-Operating Property</td>
<td>43,830</td>
</tr>
<tr>
<td>Repayment of Money Borrowed to Buy Equipment</td>
<td>3,249,855</td>
</tr>
<tr>
<td>Repayment of Bonded Debt</td>
<td>216,100</td>
</tr>
<tr>
<td>1/10 Prior Service Payment Supplemental Retirement Plan for Salaried Employees</td>
<td>359,959</td>
</tr>
<tr>
<td>Discount on Sale of Series &quot;O&quot; Bonds</td>
<td>272,525</td>
</tr>
<tr>
<td>Payments to New Orleans Union Passenger Terminal</td>
<td>54,635</td>
</tr>
<tr>
<td>Call Premiums in connection with Refinancing</td>
<td>517,050</td>
</tr>
<tr>
<td>Miscellaneous Expenses Amortized over life of Series G Bonds</td>
<td>63,790</td>
</tr>
</tbody>
</table>

We paid to shareholders $3,710,279 for:

<table>
<thead>
<tr>
<th>Dividend</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preferred Stock Dividends</td>
<td>$1,417,191</td>
</tr>
<tr>
<td>Common Stock Dividends</td>
<td>2,293,088</td>
</tr>
</tbody>
</table>

We had left for future use $778,388
This new Fred Harvey Shopping Center in the Chicago Union Station, the first of its kind in any transportation terminal is now open to the public. The new shop, a unique structure of glass embodying many new merchandising principles, is the first unit in a long-range development program of Fred Harvey facilities at the Chicago Station and in other cities.

Some 50,000 commuters and travelers go through the Chicago terminal daily. GM&O trains use Union Stations in both Chicago and St. Louis.

GM&O Vice President S. A. Dobbs, Chicago, attended ceremonies opening the center last month.

**Railroad Presidents Meet**

(Continued from Page 1)

the recent industrial growth of the entire Gulf Coast area and by the growing importance of its ports.

Attending the Directors Meeting not shown in the accompanying picture were: Clark Hungerford, President, Frisco Railroad, St. Louis; Wayne Johnston, President, Illinois Central Railroad, Chicago; R. C. Parsons, Vice President, L&N Railroad, Louisville: T. C. Smith, General Manager, Baltimore & Ohio, Cincinnati, and the following from the Terminal Railroad Association of St. Louis, Warner Fuller, Vice President; W. E. Howald, Secretary and Auditor, and Oliver Schiller, Assistant to President.

**GT SAFETY AWARDS**

Gulf Transport Company presented safe driving awards to the following bus and truck operators who have driven without a chargeable accident during the period January, 1955 through January, 1956.

**Bus Operators**
- Bill Atchison, 4 year award.
- Clyde Newton, 4 year award.
- Roman Novack, 4 year award.
- A. B. Tomlinson, 11 year award.

**Truck Operators**
- J. T. Aycock, 13 year award.
- John Blandford, 10 year award.
- E. W. Curry, 11 year award.
- H. F. Wells, 5 year award.
- W. E. Young, 13 year award.

**Chip Car Building Program Under Way**

A new chip car nears completion in GM&O shops. The car will soon be in service handling saw mill waste, a new traffic commodity for GM&O. Fifteen and one half feet high, and with a 3,436 cubic foot capacity, the cars were especially designed for the new service. The Masonite Corporation at Laurel, Mississippi is using this type car for a regular movement of this new raw material.
AT THEIR OWN EXPENSE

Farm Families Repeat Trip Of ’48

"Just take your time. We have no cows to milk or hogs to feed tonight," luxuriated Mrs. Stuart Parsell of Jerseyville, Illinois to the driver of a chartered Gulf Transport bus, as it pulled away from glamorous Isle aux Osies River near Mobile toward the Mississippi Gulf Coast.

Mrs. Parsell expressed the sentiment of the twenty-odd farmers and wives, who were repeating their unforgettable trip of 1948 when they were guests of Gulf, Mobile and Ohio for a week in the South, reward for their selection by their neighbors as the outstanding farmers of the counties through which GM&O operates in Missouri and Illinois. This year, the last week in February, they made the trip at their own expense.

"We’re eight years older now," said one, "and we just wanted to come South again together while this many of us could."

The group was not so large as it was in ’48. Five had lost their life-time partners. Some were prevented by illness and the Hartmans have seven children now, instead of four making it almost impossible for them to come!"

WHO MADE THE TRIP

But in the main, the group was the same: the Stuart Parsells of Jerseyville, the Cleatus Reynolds of White Hall, Clarence Bennetts of Chatsworth, Howard Elders of Lexington, G. V. Riley of Griggsville, Frank Kellers of Streator, Charles Finks of Beason, John Morrisey of Eden, George Kruzas of Naples, Lewis Steiners of New Douglas, Mrs. Howard Stone of Streator and Chester Thomason of Chapin with pretty sixteen-year old Martha, his daughter. Two neighbors also came along, Mrs. Fred Carter of Chapin and Mrs. Myrtle Gahn of Streator.

Accompanying the group and making arrangements were GM&O Director of Agriculture and Forestry S. A. Robert and Mrs. Robert of Jackson, Tenn.; GM&O Agricultural and Forestry Agent A. F. Stephens and Mrs. Stephens of St. Louis; and GM&O Passenger Agent Roy Fischer of St. Louis. W. W. Howard of Mobile was driver of the chartered Gulf Transport bus which met the group at the Rebel in Mobile on February 29 and on which the tour was made to Bellingrath Gardens, the Gulf Coast, New Orleans, and down the old River Road in Louisiana.

WHAT THEY DID

Although the trip repeated the main features of the original one in 1948, there were delightful additions. Harbor trips were made aboard the ALICE in Mobile and the GOOD NEIGHBOR in New Orleans, inspection boats of the respective ports.

Open this year to the public for the first time the treasures of the Bellingrath home in Bellingrath Gardens were studied by the appreciative visitors from Illinois. And at Biloxi, the land lubbers reveled in the lore of the fishing industry, as related by Captain Gorenflo aboard the SAILFISH on a trip to Deer Island. They trolled for fish in the Gulf, and delighted in feeding the hungry sea gulls that hovered overhead.

The New Orleans trip was embellished by a half day jaunt down the historic old River Road, with a tour of San Francisco plantation home at trip’s end.

In the evenings they tested the French
In The Pictures

Top: In New Orleans a harbor trip was made aboard the Louisiana yacht, THE GOOD NEIGHBOR.

Center: Left, the Bellingrath home in beautiful Bellingrath Gardens near Mobile was visited by the group. Right, the Steiners and Kellers tried out an old surrey at the Bar None Ranch on the River Road in Louisiana, where the group stopped for lunch.

Below: At the conclusion of the trip on the chartered Gulf Transport bus, Mrs. Clarence Bennett expressed the appreciation of the visitors to Mr. A. F. Stephens for his efficiency as a guide, and presented him with a gift for his use on future trips.

Quarter of fabulous New Orleans, perhaps exciting as much amazement as they experienced, when in sophisticated night spots the whole group calmly ordered coca cola or milk. "If I'm going to lead them astray," chuckled the instigator of the night life trip, "I want to do it straight."

Feeling a little guilty at such unusual extravagance, one murmured, "Now we will just have to give a little more to the Easter offering."

Their good humor never failed, even after trudging sixteen unnecessary blocks in the Quarter due to a mis-direction. For each weary step brought a sight as interesting to them as the seeing for the first time on Canal Street of a wedding procession with a block-long entourage of automobiles with horns blaring.

ABOUT THE FARMERS

This was the second vacation for some since their marriage.

Mr. and Mrs. John Morris of Eden, Illinois had been married longer than any of the group, having celebrated their fiftieth wedding anniversary in October. Mrs. Morris, who had suffered an automobile accident in January made the trip although her back was still in a brace. "We wanted to come so badly," she said, "that we just came on."

Since the former trip Mrs. Howard Stone had moved from the farm near Streator, Illinois into town. She left the country home which held the room "in which my husband was born, each of his three children was born, and in which he died last year" because it was too lonely now. In this home "the children and I bottled one hundred bottles of milk daily, and the children delivered them before school each day until they went to college."

The Rileys of Griggsville feel a particular bond with the South since their daughter received her Master's Degree.

(Continued on Page 9)
NEWS AT A GLANCE

I. C. C. WOULD STILL HAVE PROTECTIVE POWERS

Opponents of the Presidential Cabinet Committee Report on Transport Policy often attack the proposed legislation on the grounds that its provisions for freer competition among the railroads, the trucks and the barges might result in "rate-wars" harmful to the carriers and users of transportation alike.

Such is not the case. Actually, the Committee insured against such an eventuality by providing that the Interstate Commerce Commission still would have full authority to prohibit carriers rates which were below a reasonable minimum or above a reasonable maximum, or were discriminatory.

In effect, the Committee's recommendation would do nothing more than revise the standards by which the Commission determines the reasonableness of a proposed reduced rate. Under it, the Commission still could disallow a proposed rate on the finding that it was not compensatory to the carrier proposing it, or that it unjustly preferred or discriminated against some person, commodity, community, or region. But it could not take into account the effect of the proposed rate on the traffic of any other mode of transportation, nor its relation to the charges of any other mode nor whether it is lower than necessary to meet the competition of any other mode of transportation.

RAILROAD'S 1955 SAFETY RECORD

Last year the railroads operated several thousand passenger trains daily and performed 23,500,000,000 passenger-miles of service with only 4 passenger fatalities in train accidents.

Consider what this means: If one's life expectancy rested solely on meeting death in a train accident and he were to take a 500-mile railroad journey each day, everyday of the year, year after year — on the basis of the railroads' 1955 accident record — he would live and continue that routine for 10,000 years before meeting his fate.

TRUCKERS' TON-MILE REVENUE IS 4 TIMES RAIL AVERAGE

The average ton-mile revenue realized by common and contract truckers in 1954 was more than four times the railroad average. The truckers got an average of 5.962 cents, while railroads were collecting 1.421 cents — only 23.8 per cent as much.

This was reported by the ICC's Bureau of Transport Economics and Statistics in its "Transport Economics."

The truck figures, broken down between common and contract carriers, show that the former's 1954 average revenue per ton-mile was 6.956 cents. The contract trucker figure was 5.174 cents.
R. E. DeNeefe Is Honored By AAR Group

The Accounting Division of the Association of American Railroads, meeting in Chicago in February passed a unanimous resolution honoring R. E. DeNeefe, who retired in December as vice president and comptroller of the GM&O. Mr. DeNeefe was chairman of this group in 1955 and, at his retirement, had held membership in the railway accounting officers, organization longer than any other active member. Excerpts from the resolution follow:

"Bob" enjoys the reputation of being one of the pioneers in the field of railway accounting, finance, and taxation. His capabilities in this respect were highly evident in the growth and development of the Gulf, Mobile and Northern Railroad Company, which engaged his services in 1923 as Comptroller, into the present Gulf, Mobile and Ohio Railroad Company.

"Bob" has been noted over the years for his energy and enthusiasm which literally flowed into work for his company and flooded over into a variety of pursuits. High upon the list of endeavors commanding his energy and enthusiasm and which went hand in hand his job was his membership in the organization composed of his fellow railway accounting officers. He became a member of the old Association of American Railroad Accounting Officers in 1913, and ardently supported the organization continuing with its successor, the Accounting Division of the Association of American Railroads.

Here again his ability, energy and enthusiasm carried him to the top. In recognition and appreciation of his zealous efforts in railway accounting, finance, and taxation, his associates in 1955 elected him Chairman of the Accounting Division of the Association of American Railroads.

The membership of the Accounting Division of the Association of American Railroads is fully cognizant of the part "Bob" DeNeefe has played in its affairs and well aware of his personal pride in the organization; therefore, by direction of the General Committee, it is

Resolved. That this evidence of appreciation be appropriately reproduced and presented to ROBERT EMMETT DE-NEEFEE as a lasting record of esteem and affection and in recognition of his contribution to the profession of railway accounting in collaboration with his associates in the Accounting Division of the Association of American Railroads.

GM&O Bridge At Louisiana Will Have "Push Button" Operation

—Louisiana, Missouri Press-Journal

Expect Completion Of Work By Start Of Navigation Season

A change in the type of power used in operating the draw-span of the GM&O Railroad bridge here from steam to push-button electric, being made during the current winter closed season for river traffic, possibly is the most important as well as the most expensive improvement to the span by its present owner, the GM&O Railroad, or its immediate predecessor, the Chicago and Alton, since the entire superstructure was changed to heavier type construction to meet increased traffic demands more than half a century ago.

Remove Two Buildings

According to William Keith of Louisiana, an engineer employed on the bridge for many years, two small buildings, one that was used as a boiler room and the other as an engine room, have been removed. A third building on the down-stream side, used as a lever room and as an office, has not been removed.

The drawspan of the 83-year-old structure, the fourth bridge to be built on the Mississippi River, is 446 feet in length. At the time the bridge was built in 1873 it had the longest drawspan of any bridge in the world.

Ain't What It Used To Be

It was so accurately balanced on the stone pier that it could be opened and closed by one man. Recently it was necessary to open the draw after steam power had been cut off to let the tow boat, the M. V. Cree, pass through. 12 men were needed to open and close the span. This force was recruited from the bridge engineers, section men and other workers.

Plans of the company are said to include replacing the old buildings of modern, fireproof construction.

Expect To Finish March

The bridge is expected to be completed this month. The river is opened for navigation each year between March

(Continued on Page 8)
Master Mechanic's Daughter Elected to Hall of Fame

Sylvia Duck, daughter of GM&O Master Mechanic George Duck of Jackson, Tennessee, was named last week as the second member in the Hall of Fame at Mississippi State College for Women. Her latest honor climaxes a long list of honors and activities.

In November Miss Duck was voted "most charming" by fellow students in the annual Elite contest.

She is president of the Student Christian Association, and is also active in her own church group as a member of the Baptist Student Union Great Council.

An elementary education major, she is a member of Kappa Delta Epsilon, honorary education fraternity; Pi Tau Chi, religious fraternity; and the Theatre Guild. She is senior cheer leader and a member of the President's Council.

Last week MSCW students named Mary Elizabeth Barrett of Greenwood to the Hall of Fame. Miss Barrett, president of the student body, and Miss Duck will share their honor with four other students who will be announced later.

DECEASED

Retired Road Foreman of Engines W. S. Boyd of Laurel, Mississippi, passed away at Laurel on February 23, 1956. Mr. Boyd was born at Bay Springs, Mississippi on November 8, 1877, but had lived in Laurel for many years. He entered the service of this company on April 3, 1901, as a brakeman, and served as a fireman, engineer and traveling engineer. He served as road foreman of engines from 1942 until his retirement.

Train Porter James Dunn, who entered service July 1, 1937, died at his home in Chicago on February 22, 1956. He is survived by his wife.

Crossing Gatemen William J. Adams, Lockport, Illinois, who entered service as a section laborer in 1946 and transferred to gatemen later on in the year, died on February 12, 1956. He is survived by his wife.

Freight Agent William W. Tolson Sr. died at his home at Mobile, Alabama on February 13, 1956. Mr. Tolson was first employed as a clerk on October 1, 1909. He was promoted to freight agent on July 1, 1942. He is survived by his wife, two daughters and one son.

Engine Foreman A. G. Perry, West End Yard, Montgomery, Alabama, died of a heart attack on February 5, 1956. Mr. Perry was first employed by this company on March 23, 1926. He is survived by his wife and one daughter.

Retired Agent A. R. Dunn, who entered the service in 1907, passed away at Fulton, Mo. on March 1, 1956. Mr. Dunn retired on July 1, 1949.

Mr. W. T. Mayo, Jr., who had been an employee of this company for thirty-five years, passed away on February 11, 1956 in Mobile, Alabama, where he made his home. Mr. Mayo, who was employed in the Freight Receipts Department, is survived by his wife and one daughter.

ALONG THE LINE

Montgomery, Alabama — H. W. Vinson was appointed March 1 as agent and G. H. Wilson was promoted to chief clerk to the agent, succeeding Mr. Vinson.

Mobile, Alabama — In the Freight Receipts Department the Sidney Austins are celebrating the arrival of Cynthia Lynn, born January 12, and the J. G. Cassidy's arrival of George Thomas, born February 4.

New York, New York — W. R. Rooney has been appointed city passenger and freight agent according to an announcement by District Freight Traffic Manager R. F. Hobby.
RETIREMENTS

Section Laborer Richard C. Timmins, Joliet, Illinois retired on January 31 after almost forty years of service with the Gulf, Mobile and Ohio and its predecessor companies. Mr. Timmins entered service of the company on April 17, 1916 and was senior section laborer on District No. 1.

Yardmaster J. P. Graham, Joliet, Illinois, retired on February 10, 1956, after having been in the employ of this company since 1909, when he entered service as a yard clerk. He was promoted to yardmaster in 1925.

Agent P. F. White, Stanford, Illinois, retired on February 10, 1956. He entered service as operator on February 19, 1908.


Conductor R. N. Morris, Slater, Missouri, retired on February 6, 1956, after being with this company since 1916, when he entered service as a brakeman.

Conductor L. O. Wrice, Bloomington, Illinois, retired on January 15, 1956. Mr. Wrice entered service of this company as a brakeman on May 28, 1918, was promoted to freight conductor on October 20, 1940 and to passenger conductor on October 18, 1956.

Operator-Agent A. B. Nance, Jacksonville, Illinois, retired on February 14, 1956, having been an operator with the company since 1919.

Yardman J. E. Atkins, Chicago, Illinois, who entered service of this company in 1912, retired on February 27, 1956.

First Lt. David J. Turner, son of Mrs. L. J. Turner of the Industrial Department and nephew of Vice President T. T. Martin, is a pilot of a C-119, "Flying boxcar", stationed at Neubiberg Air Base, Germany. Lt. Turner, who is Flight Safety Officer for his squadron, was recently awarded a trophy in recognition of the safety record of his squadron, which has flown over 2,000 accident free hours in the quarter. This is the fifth consecutive time the group has been so recognized.

something new to tell the others at our reunion at the Lake of the Ozarks in August. This has been the best trip of all.

Farm Families (Continued from Page 5)

and went to the University of Tennessee to teach.

The couples, which have held a reunion each year since 1948 at some spot of Illinois or Missouri, are now fast friends. At the first re-union, when they brought their children along, the son of the Floyd Meyers of Sparta met the daughter of the Stuart Parsells of Jerseyville, with the result that the Parsells and Meyers are now not only friends but "in-laws."

When Clarence Bennett wanted to show his prize-winning Red Poll Cattle at State Fair, the Fink boys from Beason handled the cattle for him, for the Bennett's children were girls.

"When we came on the trip before," said Mrs. Bennett, "our girls were still in high school. Now we have seven grandchildren—wait a minute—when are you going to date that story?"

Common interests of the group suggested ample conversational material. Two thirds either teach Sunday School or serve as deacons or stewards in their churches. Most participate in group activities for farm improvement and youth training. Three have ten year pins as 4-H Club leaders.

Exchanging photographs and news about children and grandchildren, however, ranked above any other amusement. For their children they wish, not wealth, but, expressed in the words of Charlie Fink, "the most important things in life—health, friends, and the ability to walk down the street knowing you have nothing to hide."

"But now," they all agreed, "we'll have

Annual Report (Continued from Page 1)

Trailers on Flat Cars

About trailers on flat cars. The GM&O report said "We are still studying it and watching its progress." The report reservedly said, "The terminals on our line between which this service would be mostly used involve relatively short hauls and revenues are limited by the level of motor carrier rates subject to trailer load minima, usually one-third to one-half the volume that can be loaded in a box car."

An incentive plan for stock ownership by employees holding official and other salaried positions was also announced. "Helping this group secure a personal stake in the company will redound to the benefit of all the stockholders," the report added. The plan is conducted on an annual basis and currently provides for one share of common stock for each $1,000 of annual salary.

Passenger Group Fares

About the Company's passenger revenue, the report said the institution of family fares, student educational fares and other group movements had held the decrease in revenue to only $37,963 below last year. Dining car losses were $126,095.

The report said "two important factors of measuring transportation efficiency," Gross Ton Miles Per Train Hour and Gross Ton Miles Per Train Mile, reached new efficiency highs during 1955. The first category amounted to 74,279 tons compared with the previous high of 72,597 in 1954. The latter, 3,858 as compared with 3,842 tons in 1954.

Expenses of maintaining the physical properties amounted to $12,693,978. The report showed, including laying of 299,370.
Commendations

Electrician J. J. Roberts, Bloomington, Illinois, detected three feet broken out of the rail on the main track, and notified the dispatcher so that repairs could be made.

When train No. 29 had a brake beam down on a car ahead of the caboose, and the car derailed and again re-railed itself, Operator P. L. Ready, Brighton, Illinois, volunteered to drive down to see what was going on, bringing the conductor back to the tower to talk to dispatcher, and returning him to his train. Mr. Ready then called sectionmen to inspect the track.

While he was working as agent at Lockport, Operator M. L. Boaz, Pekin, Illinois, heard a commotion outside the station and, on investigation, found a car stalled on the track. He immediately flagged No. 5, bringing the train to a stop before it could strike the automobile.

When a fire developed at an industry served by the C&EI Railroad at Tamms, Illinois, GM&O Trainmaster Riley at Tamms noted that the C&EI had two empty boxes on a track parallel to the supply room. Trainmaster Riley took the switch crew over as quickly as possible and removed the cars. Switchman R. E. Pettit assisted the crew although he was off duty at the time. Commended for this service was the crew composed of Engineer C. B. Bullar, Fireman W. M. Durning, Engineer Foreman C. C. Porter, Switchman T. S. White, Switchman R. O. Smith, and Switchman R. E. Pettit.

Commended for service of unusual merit during the month were:
Operator R. F. Schlemmer, Pontiac, Ill.
Brakeman F. A. James, Meridian, Miss.
Section Laborer Orville Buchanan, Higginsville, Mo.
Brakeman T. P. Wilkinson, Meridian, Miss.
Conductor C. A. Bain, Tuscaloosa, Ala.
Section Foreman J. S. Morris, Rutherford, Tenn.
Brakeman F. E. Howard, Slater, Mo.
Engineer S. L. Yelverton, Meridian, Miss.
Brakeman W. E. Eaves, Meridian, Miss.
Conductor W. W. Corn, Meridian, Miss.
Brakeman T. L. Donnelly, Slater, Mo.
Brakeman K. L. Jackson, Slater, Mo.
Brakeman J. T. Young, Slater, Mo.
Agent R. K. Farrell, Glasgow, Mo.
Assistant Special Agent E. L. Stansell, Jackson, Tennessee was watching No. 33 pass the office at Jackson, Tennessee on the night of February 22, when he noticed a brake beam down on a car about the middle of the train, and notified the chief dispatcher, who stopped the train by radio. Then both Mr. Stansell and Fireman R. H. Campbell, who was in the station preparatory to going out on Train 16, drove to the main street and Mr. Campbell took tools from his automobile and took the brake beam down, permitting No. 33 to move without delay to Trains 15 and 16.

Annual Report

(Continued from Page 9)

new ties, 38 track miles of new 115 lb. rail, and machine surfacing 146 miles.

Other statistics “highlighted” were:
Average annual wage of employees, $4,461; total annual payroll, $40,069,461; taxes, $8,438,625; ratio of expenses to revenues 73.94%; ratio of transportation expenses to revenues 30.05% and average number of employees 8,953.

(See page 2 for additional information.)

OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

<table>
<thead>
<tr>
<th>Year</th>
<th>1955</th>
<th>1956</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN</td>
<td>48,806</td>
<td>53,801</td>
</tr>
<tr>
<td>FEB</td>
<td>48,864</td>
<td>53,160</td>
</tr>
<tr>
<td>MAR</td>
<td>50,075</td>
<td>53,789</td>
</tr>
<tr>
<td>APR</td>
<td>52,256</td>
<td>53,200</td>
</tr>
<tr>
<td>MAY</td>
<td>50,444</td>
<td>53,490</td>
</tr>
<tr>
<td>JUNE</td>
<td>54,089</td>
<td>53,919</td>
</tr>
<tr>
<td>JULY</td>
<td>53,000</td>
<td>51,986</td>
</tr>
<tr>
<td>AUG</td>
<td>51,986</td>
<td>50,961</td>
</tr>
<tr>
<td>SEP</td>
<td>53,151</td>
<td>50,581</td>
</tr>
</tbody>
</table>

Comparison of the first 2 months of the years........