Mobile Terminal Building Is Being Enlarged

Preliminary work has been started on additional office space in GM&O's Terminal Station building at Beauregard and St. Joseph Streets in Mobile.

A modern, air-conditioned building will be constructed as a second story addition to the rear of the present building, and an adjoining second floor added over the passenger waiting room in what is now part of the three-story dome. The three-story Terminal Building houses several railroad departments and is the passenger depot for Gulf, Mobile and Ohio and Southern Railroad trains. Other GM&O railroad office workers at Mobile occupy the eight-story General Office Building.

The building program is an expansion of Accounting Department office space.

GM&O Secretary Heads Women's Traffic Club

Miss Kate Leonard, secretary to Division Freight Traffic Manager H. N. Crook, Memphis, Tennessee, was installed as president of the Women's Traffic Club of Memphis on February 28. The installation was held at a dinner at the Peabody Hotel, with M. M. Gordon, president of Gordon Transports as principal speaker.

The Women's Traffic Club of Memphis was founded in 1929 and has today 132 members composed of women prominent in traffic in Memphis, either working for transportation companies or traffic departments of industry. Meetings are held twice monthly, and yearly programs include welfare projects and a scholarship to some young woman for a business course.

Among the special guests at the instal-

A Statement Of Our Views On Gov't. Subsidization Of Our Competitors

In the annual proxy statement mailed to the company's 8,000 stockholders this month, President F. M. Hicks said Government outlays in financing needed waterways, airways and highway projects are a "practical necessity" but he advocated a National Transportation Policy requiring a "commercial user charge" so that the Government would be repaid.

"It would be impossible to obtain the enormous sums of money required from any other source," he added, but stressed that "these government expenditures should not go un-repaid. The general public should not be called upon to do more than underwrite the investment and operating-maintenance charges and pay the cost of any general benefits as distinguished from benefits to transportation."

About the National Transportation Policy, Mr. Hicks said it should "include the requirement that all commercial users of government financed water, air and highway transportation facilities pay a reasonable but adequate charge for their use of the facilities."

Lott Heads Chest Group

Assistant to the President Frank Lott, was appointed in February to the chairmanship of the budget committee of the Mobile Community Chest.

Mr. Lott was named by Mobile Community Chest President T. Massey Bedford, to replace Ogden Shropshire, whose term expired this month.

Lott has served as a member of the budget committee since 1954. He has been active in the United Fund campaigns in various committees, and worked with the Community Chest prior to the organization of the United Fund.

The installation banquet were Mr. and Mrs. Crook. Miss Leonard has been with the GM&O about six years.
### HIGHLIGHTS

<table>
<thead>
<tr>
<th></th>
<th>1956</th>
<th>1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Revenues</td>
<td>$84,092,375</td>
<td>$83,758,950</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$63,123,974</td>
<td>$61,175,097</td>
</tr>
<tr>
<td>Ratio of Expenses to Revenues</td>
<td>75.07%</td>
<td>73.04%</td>
</tr>
<tr>
<td>Ratio of Transportation Expenses to Revenues</td>
<td>32.12%</td>
<td>30.05%</td>
</tr>
<tr>
<td>Taxes</td>
<td>$8,556,547</td>
<td>$8,458,625</td>
</tr>
<tr>
<td>Income Available for Fixed Charges</td>
<td>$7,847,125</td>
<td>$9,985,022</td>
</tr>
<tr>
<td>Fixed Charges</td>
<td>$1,339,701</td>
<td>$1,722,881</td>
</tr>
<tr>
<td>Contingent Interest and Contingent Charges</td>
<td>$1,414,087</td>
<td>$1,408,448</td>
</tr>
<tr>
<td>Net Income after Fixed and Contingent Charges</td>
<td>$5,093,337</td>
<td>$6,853,693</td>
</tr>
<tr>
<td>Earnings Per Share Common Stock</td>
<td>$4.01</td>
<td>$5.93</td>
</tr>
<tr>
<td>Rate of Return on Net Investment</td>
<td>3.58%</td>
<td>4.57%</td>
</tr>
</tbody>
</table>

**Dividends:**
- Preferred ($5.00)                      $1,417,191        $1,417,191
- Common ($2.50—1956  $2.50—1955)     $2,293,088        $2,293,088
- Net Decrease in Equipment Obligations $3,101,947        $2,769,857
- Average Number of Employees           8,609              8,953
- Average Annual Wage                   $4,741             $4,451
- Total Amount Pay Roll                 $40,818,267       $40,080,491
- Pay Roll Charged to Operating Expenses $38,904,166       $37,245,892
  - Percentage this is of Railway Operating Revenues | 46.27%             | 44.47%             |
  - Percentage this is of Railway Operating Expenses | 61.65%             | 60.88%             |
- Average Number Stockholders of Record  8,000              8,000
- Average Miles of Road Operated at End of Year | 2,737.24          | 2,737.06

*Includes wages accrued in 1956 of $103,600 not yet paid.
## SOURCE AND DISPOSITION OF INCOME

### REVENUES BY CLASSES

<table>
<thead>
<tr>
<th>Class</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger, Mail, Express and Misc.</td>
<td>11.39%</td>
</tr>
<tr>
<td>Animals and Products</td>
<td>1.56%</td>
</tr>
<tr>
<td>Products of Mines and Manufactures and Misc.</td>
<td>49.76%</td>
</tr>
<tr>
<td>Products of Agriculture</td>
<td>14.28%</td>
</tr>
<tr>
<td>Products of Forest</td>
<td>14.41%</td>
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</table>

### OUR PATRONS PAID US

**$85,118,298**

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling Freight</td>
<td>$74,511,407</td>
</tr>
<tr>
<td>Carrying Passengers</td>
<td>3,955,659</td>
</tr>
<tr>
<td>Hauling Baggage, Mail and Express</td>
<td>2,415,714</td>
</tr>
<tr>
<td>Other Transportation Service</td>
<td>2,847,859</td>
</tr>
<tr>
<td>Rents and Miscellaneous Income</td>
<td>1,417,659</td>
</tr>
</tbody>
</table>

### WE PAID OUT

**$80,054,961**

<table>
<thead>
<tr>
<th>Expense</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keeping Roadbed and Structures in Repairs</td>
<td>$12,084,296</td>
</tr>
<tr>
<td>Keeping Locomotives, Cars and Other Equipment  in Repairs</td>
<td>16,137,908</td>
</tr>
<tr>
<td>Running the Trains</td>
<td>27,097,281</td>
</tr>
<tr>
<td>Managing the Business and Keeping the Records</td>
<td>3,693,296</td>
</tr>
<tr>
<td>Traffic Expense</td>
<td>3,485,485</td>
</tr>
<tr>
<td>Equipment and Joint Facility Rents Paid Out</td>
<td>5,377,255</td>
</tr>
<tr>
<td>Miscellaneous Items and Services</td>
<td>1,227,788</td>
</tr>
<tr>
<td>Interest on Borrowed Money</td>
<td>2,515,434</td>
</tr>
<tr>
<td>Pay Roll Taxes</td>
<td>2,070,506</td>
</tr>
<tr>
<td>Local and State Taxes</td>
<td>3,300,742</td>
</tr>
<tr>
<td>Federal Income Taxes</td>
<td>2,576,000</td>
</tr>
</tbody>
</table>

### WE HAD AVAILABLE IN CASH

**$9,432,562**

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Net Income</td>
<td>$ 5,033,337</td>
</tr>
<tr>
<td>Depreciation and Other Items which do not actually involve an out-of-pocket Expenditure</td>
<td>4,339,225</td>
</tr>
</tbody>
</table>

### OF THIS WE SPENT ON THE PROPERTY

**$6,663,815**

<table>
<thead>
<tr>
<th>Expense</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Improvements to Roadbed and Structures</td>
<td>$ 2,029,263</td>
</tr>
<tr>
<td>New Equipment</td>
<td>135,697</td>
</tr>
<tr>
<td>Improvements to Non-Operating Property</td>
<td>36,695</td>
</tr>
<tr>
<td>Repayment of Money Borrowed to Buy Equipment</td>
<td>3,101,947</td>
</tr>
<tr>
<td>Repayment of Bonded Debt</td>
<td>952,700</td>
</tr>
<tr>
<td>1/10 Prior Service Payment Supplemental</td>
<td>359,950</td>
</tr>
<tr>
<td>Retirement Plan for Salaried Employees</td>
<td>53,154</td>
</tr>
<tr>
<td>Payments to New Orleans Union Passenger Terminal</td>
<td></td>
</tr>
</tbody>
</table>

### WE PAID TO SHAREHOLDERS

**$3,710,279**

<table>
<thead>
<tr>
<th>Dividend Type</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 TO TAKE FROM OUR SAVINGS

**$946,532**
Agent's Son Joins GM Staff

R. T. Kingman, son of GM&O Agent H. T. Kingman of Kansas City, has been appointed to the public relations staff of General Motors Corporation, Flint, Michigan. The announcement of young Kingman's appointment was made on January 28 by Anthony G. DeLorenzo, GM vice president in charge of public relations.

A graduate of the University of Kansas, Kingman is a Navy veteran of World War II and Korea. He is a lieutenant commander in the Naval Reserves.

Since his return from military service he has been promotion manager of the Kansas City, Kansas for the past five years, and previously worked in the paper's editorial department.

* * * *

Retired

Miss Kate Leonard, newly elected president of the Memphis, Tennessee Women's Traffic Club. Miss Leonard is secretary to GM&O Division Freight Traffic Manager H. N. Crook of Memphis. (Story page 1.)

DECEASED

Special Agent G. E. Cullen, Kansas City, Missouri, on March 3, 1957 at Kansas City. Mr. Cullen had been in the railroad's protective service at Kansas City for 37 years. He was a Jackson County deputy sheriff and a member of the Missouri Peace Officers Association. He had held several offices in the protective section of the American Association of Railroads. He is survived by his wife and one son and two grandchildren.

Retired Yard Engineer L. G. Richardson, Slater, Mo., passed away at Marshall on March 2, 1957. Mr. Richardson entered service of the railroad in August 1915. He was promoted to yard engineer October 10, 1917 and retired July 12, 1953. He is survived by his wife, two daughters and two sons — one of whom is Yard Engineer J. H. Richardson, Slater. Funeral services were held in Gilliam, Missouri on March 4.

B&O Foreman John A. Jones, Sparta, Illinois, died at St. Louis, Missouri on February 3, 1957 following an illness of several months. Mr. Jones entered the service of the Maintenance of Way Department on August 11, 1913, and at the time of his death was Bridge and Building Foreman, Murphysboro District, which position he had held since November 1, 1937. He is survived by his wife, three daughters and one son.

When Clerk H. J. Tailey of the Accounting Department, Mobile, retired last month, he had more than forty years with the company. He was first employed by the former M&O on January 20, 1915, working consecutively with this railroad until the present time.

* * * *

Supervisor of Loading Jesse N. Long, Jackson, Tennessee, passed away at St. Louis, Missouri on February 25, 1957. Mr. Long had been in the service of this company since June 11, 1918. He is survived by his wife and three daughters.

Agent W. A. Burris, Columbia, Mississippi, passed away at his home in Columbia on February 19, 1957. Funeral services were held in Columbia with interment at Sun, Louisiana. Mr. Burris is survived by his wife.

Johnston Promoted To Mechanical Foreman

D. B. Johnston, Jr. has been promoted to mechanical foreman at Bogalusa Louisiana, replacing F. W. A. Reegan, who is retiring after many years of service. The announcement of Mr. Johnston's promotion was made by Supt. of motive power and Car Equipment, J. O. Green of Mobile on March 6.

Mr. Johnston finished his apprenticeship in the GM&O Frascati Shops, and worked as carman at Frascati and Montgomery until his promotion to carman supervisor at Laurel, Mississippi on October 1, 1953, which position he filled until his present promotion.

Mr. Reegan, who was formerly with the New Orleans Great Northern Railroad, is retiring after serving as general foreman at Bogalusa since 1929.

Brothers Receive 50-Year Pins On Same Day

Engineer J. M. Will at Murphyboro, Illinois received his fifty-year pin and lifetime pass on January 28. On the same day, Engineer E. H. Will received his pin and pass, continuing history that the Will brothers have made on the GM&O since 1907.

On the morning of January 28, 1907, J. M. Will applied for a job as fireman on the Murphyboro District of the railroad. He was hired. That afternoon his brother, E. H., was hired for the same position. For the fifty succeeding years they have worked on the same district.

The only difference in their careers is that, although they follow each other on the seniority roster as firemen, J. M. Will was promoted to engineer January 11, 1921 and E. H. did not receive his promotion to engineer until twenty years later, January 14, 1941. This difference was caused by the depression.

(Continued on Next Page)
She Chose A Bird In The Hand

When Mrs. Suzee Hozey, daughter of GM&O Road Foreman of Engines Harvey S. Myers of Laurel, Mississippi, successfully answered her questions on TV quiz show Treasure Hunt, she was offered as a prize the choice between a sealed bid amounting to $749 and a treasure chest containing an unknown bounty. Already the winner of $280 for correctly answering four questions in her category of foreign sports cars, Mrs. Hozey decided on the money, bringing her winnings up to $849. When the chest was opened, it contained a $4,000 mink coat.

Mrs. Hozey, who models as a fashion model in New York City, became interested in sports three years ago, and, in addition to sports cars, is a devotee of skiing, boating and fishing.

Patent For Stoker

The ancient document shown above is the patent issued to Eli McWhorter in 1894 for a stoker for engine furnaces. The object of the invention was to provide means whereby the fireman might introduce coal into the furnace without the use of an ordinary hand shovel to avoid the exposure of heat incident to such use of a hand shovel.

McWhorter, who at one time worked for the former MJ&KC Railroad, was the father of Motor Car Repairman J. L. McWhorter of Louisville, Mississippi. Mr. J. L. McWhorter remembers his father working on the model for the patent, and believes the invention might have been successfully introduced but for insufficient funds on the part of his father.

GT Safety Awards

The following Gulf Transport Company drivers received annual safety awards during the month of December, 1956:

**Bus Operators**
- J. L. Long, 4 year award.
- E. P. Stone, 14 year award.

**Truck Operators**
- Joe Hill, 8 year award.
- J. D. Perkins, 11 year award.
- C. E. Tucker, 12 year award.

During the month of January, 1957, the following drivers received awards:

**Bus Operators**
- Bill Atchison, 5 year award.
- C. Newton, 5 year award.
- Roman Novack, 5 year award.
- A. B. Tomlinson, 12 year award.

**Truck Operators**
- J. T. Aycock, 14 year award.
- John Blandford, 11 year award.
- Ben Clayton, 12 year award.
- E. W. Curry, 12 year award.

During February Gulf Transport Company presented safety awards to Bus Opr. H. J. Shee who received a fourteen year award and Truck Opr. Q. M. Fant who received a thirteen award.

DECEASED

Section Laborer Thirsten Cox, Tiplersville, Mississippi, who was employed by this company on July 27, 1945, was killed in an automobile accident on January 6, 1957. He is survived by his wife, three daughters and two sons.

Pipefitter Dewey Boren, Pearl, Illinois, passed away at Springfield on February 6, 1957. Mr. Boren entered service as a pipefitter helper on July 1, 1943 and was promoted to pipefitter on May 17, 1955.

TRAFFIC MEN SUFFER TRAGIC LOSS

The numerous friends of GM&O District Freight and Passenger Agent George T. Buckley and GM&O Commercial Agent Jack P. Birmingham, both of Los Angeles, will regret to learn of the loss of their wives this month.

Mrs. Buckley, who had been ill for some time, leaves her husband, one son, a granddaughter and other relatives.

Mrs. Birmingham's death was quite sudden, and she is survived by Mr. Birmingham, three daughters, three grandchildren and brothers and sisters.
THE MAIL TRAIN

"SHE TREATED ME LIKE HER MOTHER"

Gulf, Mobile and Ohio Railroad Company

Dear Sir:

I write to tell you of the kind treatment given me by hostess, Jean Eris Noble. I am 63 years of age and saved a long time for a trip to Mexico City. All went well until on my way back, June 9, I was very suddenly taken ill on the train. I was frantic and didn’t know what to do, as I was in terrible pain. I believe I picked up a germ in Mexico.

Miss Noble paged a doctor for me, then allowed me the ladies’ room to myself. When we reached Chicago, she personally took me to a quiet place to rest. I finally got a plane to Grand Rapids, Michigan.

I have been very ill, and just now am able to sit up and write. Thank you for having such kind girls to look after us. She treated me like I was her own mother. All I can say is “God watch over her.”

Very truly yours,
Gertrude Parbel (Mrs. Peter J.)

OUT OF HIS WALLET...!

TRAVELLER’S NIGHTMARE ENDS WELL

Supt. J. R. Conerly:

Last Friday, I had quite an unusual experience, when I boarded the Ann Rutledge at 10:56 in Springfield, I left my purse in seat in the station.

Hardly had I reached a seat until I discovered that I did not have my purse and I immediately told the porter who referred me to the conductor — well by that time the train was pulling out of the station and there I was — no purse and naturally no ticket. Mr. Flemming here in the Springfield ticket office, had told Mr. Sullivan, the conductor, of finding the purse but not being certain that I was on the train he was reluctant to give it to him.

No one could have been nicer than Mr. Sullivan, he told me he would carry me to Chicago and pick up my ticket when he came through here the next trip and he suggested that he wire Springfield from Bloomington requesting Mr. Flemming to give the purse to the stewardess on the 1:54 which he did and I picked it up at the desk of the passenger agent in Chicago around 5:40.

My thought in writing this letter is to let you know of the very thoughtful and courteous manner in which the matter was handled by Mr. Sullivan, Mr. Flemming the Stewardess and the Chicago Passenger agent. I believe that all good deeds are well worth mentioning when the world seems to have such a cold outlook on everything and wouldn’t it be a much nicer world to live in if all the people were like those four employees? My thank again to all of them.

Sincerely,

Johanna G. Scott
Springfield, Ill.

NICE LETTER FROM SHUT-IN

GM&O News:

I have now received my second copy of the NEWS, and think it is wonderful that you can send some to me, as I am a shut-in and can keep in touch with the doings on the road.

We have had some unfortunate luck the past year. I myself had a lung condition for which I was hospitalized in Mount St. Rose hospital in St. Louis. This is a subsidiary to the MoPac Hospital of which I am a member. This year on January 13 my wife fell and fractured her right ankle in three places. She was in St. John’s hospital here for two weeks. Had to operate on ankle and put two silver screws in so she would be able to walk again. She is now at home using wheelchair and getting along fine, but will take a long time for her to be able to walk on it again. Outside of that we are doing very nicely . . .

I don’t see much of any of the boys here and am sending my best regards to each and every one.

C. J. Garhart and wife
Springfield, Illinois

* * * *

Mobile, Alabama — The C. J. Sheehans are the proud parents of a daughter, Mary Patricia, born February 26, 1957.

San Francisco — District Freight and Passenger Agent Jim Harvey went a long way to find a stenographer — all the way to GM&O’s Chicago office. Miss Helen Curren of GM&O’s Passenger Department in Chicago has accepted the position in San Francisco, arriving there in February.
Conductor L. E. Patterson, Mexico, Missouri, discovered a broken rail and earned a commendation from Supt. Miller.

Train No. 97 was coming into Joliet on January 28 when a brake beam dropped down after passing the Rock Island crossing. Operator Charles Carlson, South Joliet, noticed this condition and removed part of the brake beam from the main track and then sent sectionmen to patrol the track ahead of No. 1, which was following close behind. He then notified proper officials so that the car was set out of the train at South Joliet.

Yard Foreman R. S. Bass and F. E. Davis, Roodhouse, Illinois, discovered a broken rail on house track in Roodhouse Yards and notified proper authority so that necessary repairs could be made.

Switchman J. H. Cox, Tuscaloosa, Alabama, was commended by Supt. St. John for discovering a carload of merchandise with the seal missing and reporting it so that the condition could immediately be corrected.

Brakeman G. C. Croft, Tamms, Illinois, was commended by Supt. Thomson for discovering the lead wheel on a car with eight inches of flange gone, and reporting it for correction.

Engineer W. E. Hufstetler, Meridian, Mississippi, found a broken rail and arranged for it to be repaired.

Train Porter Jim Saunders, Chicago, Illinois, was commended by Supt. Conely for excellent service rendered a group using GM&O passenger service.

On January 25, train No. 130 pulled a drawhead about ten cars behind engine on the Warrior River Bridge at Tuscaloosa. Brakeman Louis Quinn immediately proceeded to the trouble, turned angle cocks, moved the drawhead out of the track and assisted yard engine in pulling train back and setting bad order out with as little delay as possible.

Telegrapher-Clerk R. C. Gaines, Louisville, Mississippi, was on route from Louisville to Decatur in his automobile when he noticed and reported that a GM&O overhead bridge had been struck by a loaded truck and knocked out of line.

Commended during the month for distinguished service to the company were the following men:

- Telegrapher R. H. Vermillion, Louisiana, Mo.
- Brakeman W. H. Haley, Jr., Slater, Mo.
- Brakeman H. R. Hoopes, Slater, Mo.
- Telegrapher G. Beal, Slater, Mo.
- Brakeman G. D. Short, Slater, Mo.
- Brakeman T. L. Donnelly, Slater, Mo.
- Brakeman W. H. Haley, Sr., Slater, Mo.
- Fireman H. Booth, Slater, Mo.

Conductor H. E. Hamrick, Meridian, Miss.
Brakeman W. E. Grayson, Meridian, Miss.
Brakeman H. K. Boyd, Meridian, Miss.
Conductor W. W. Corn, Meridian, Miss.
Brakeman C. R. Wiggins, Meridian, Miss.
Bridge Tender C. W. Dillindec.
Louisiana, Mo.
Agent A. L. Smith, Centreville, Ala.
Conductor J. W. Garner, Jackson, Tenn.
Conductor T. O. Lanham, Jackson, Tenn.
Engineer J. C. Richardson, Iselin, Tenn.

### OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

<table>
<thead>
<tr>
<th>1956</th>
<th>1957</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN</td>
<td>JAN</td>
</tr>
<tr>
<td>FEB</td>
<td>FEB</td>
</tr>
<tr>
<td>MAR</td>
<td>MAR</td>
</tr>
<tr>
<td>APR</td>
<td>APR</td>
</tr>
<tr>
<td>MAY</td>
<td>MAY</td>
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<tr>
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<tr>
<td>OCT</td>
<td>OCT</td>
</tr>
<tr>
<td>NOV</td>
<td>NOV</td>
</tr>
<tr>
<td>DEC</td>
<td>DEC</td>
</tr>
</tbody>
</table>

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

1956 182,301
1957 50,854
Along The Line With The Camera

Azalea Time In Mobile

Balmy winter weather brought azaleas to their peak in bloom during February. Down to see them were, top picture, Assistant to Passenger Traffic Manager Vera Elveri of St. Louis, right, and her sister, Mrs. Thomas M. Bogle of Kenton, Tennessee, at left, Miss Virginia Staggs, standing, left, and Mrs. Kit King of Corinth, Mississippi brought Pamela King, seated left, and Judy Webb to see Mobile and the azaleas. Both Miss Staggs and Mrs. King work for the GM&O in Corinth.

Oliver Spiker, second from right, has worked for this company intermittently since 1911 at Roodhouse, Illinois. An employee of the M., of W. Dept., he retired on Feb. 15, at which time he was presented with a billfold and cash at the supervisor's office. Present were, back row, H. L. Whitworth, K. Wyatt, M. Morgan and Trackmaster P. Gehrig. Front row, Supervisor T. B. Hillman, C. E. McGee, Spiker and Section Foreman E. K. Myers.

GM&O Trainmen

Pullman Conductor E. V. White aboard GM&O's Alton Limited.

Conductor V. J. Hearn (seated) and Conductor S. H. Darden wait call in the station at Artesia, Mississippi.

GM&O Conductor H. Caldwell, Bloomington, on the job.