Alcoa Foremen Tour Mobile GM&O Facilities

The Alcoa Mobile Management Club, composed of members of management (foremen, supervisors and technical people) at the Mobile Works of the Aluminum Company of America, toured GM&O facilities in Mobile on April 7, the first Mobile industry to be studied by the forty-member group in a program of becoming familiar with local industry. All of the group are members of the National Association of Foremen.

The GM&O tour aboard a Gulf Transportation bus was under the supervision of GM&O Supt. of Terminals J. N. Herrington, and explanations in regard to shop and yard facilities were made by GM&O Master Mechanic W. C. Gray and Mr.

Annual Stockholders' Meeting Is Held in Mobile

Stockholders of the Gulf, Mobile and Ohio Railroad re-elected all fifteen directors of the Company at the annual meeting held in Mobile April 9.

It was sixteenth meeting and of a total of 1,199,454 outstanding shares of common and preferred stock of the Corporation entitled to vote, 81.96% was voted.

The Directors are:

Wm. H. Bixby, Partner, G. H. Walker & Co., St. Louis; G. P. Brock, Executive Vice President & General Manager, Mobile; A. Boyd Campbell, Chairman, Mississippi School Supply Co., Jackson, Miss.; John M. Coates, President, Masonite Corp., Chicago; Willard R. Cox, President, Coca-Cola Bottling Co., St. Louis; A. C. Goodyear, Chairman of the Executive Committee, New York; F. M. Hicks, President, Mobile; Eugene Holland, President, Holland Lumber Co., Chicago; Herbert J. Lorber, President, Rollins Burdick Hunter Co., Chicago; F. M. Mayfield, Chairman, Scruggs-Vandervoot-Barney, Inc., St. Louis; J. F. McRae, President, Merchants National Bank, Mobile; H. A. Pharr, President, First National Bank, Mobile; Wm. J. Rushton, President, Protective Life Insurance Co., Birmingham; Chas. B. Stout, President, Dixie Portland Flour Co., Memphis; H. E. Warren, Vice President, Purchases and Stores, Mobile.

TRICOU IS ELECTED

A. C. ("Mike") Tricou, GM&O district freight agent in New Orleans, was installed on April 2 as president of the Traffic Club Toastmasters Club in New Orleans.

This is another nice honor for "Mike," who is recognized for his participation in civic affairs.

Herrington.

Officers of the Alcoa Club are Frank W. Browning, department foreman, president; Collier B. Starkey, assistant electrical foreman, vice president; Kenneth Steel, conference director, secretary; and A. Z. Robinson, assistant paymaster, treasurer. (Picture on page 2).
Four Are Promoted In Accounting Department

Four promotions in the Accounting Department in Mobile were announced during March by the office of Vice President and Comptroller Y. D. Lott.

B. B. Gantt, Sr., was promoted from assistant auditor passenger and station accounts to chief traveling auditor. Mr. Gantt entered service of this company in January 1929 as traveling auditor. On October 1, 1935, he was appointed assistant auditor passenger and station accounts, which position he has held until his present promotion.

Mr. Gantt's son, B. B. Gantt, Jr., is a recheck clerk in the office of auditor of receipts.

Succeeding Mr. Gantt is E. J. (Frenchie) Brignac. Mr. Brignac first entered service of the former NOGN Railroad in July 1926, and became a rate clerk with the former GM&N in January 1930. Since

A. F. Stephens Receives Recognition

General Agricultural and Forestry Agent A. F. Stephens, St. Louis, has been signal honor on two occasions recently. At the annual meeting of the Illinois 4-H Foundation held in Champaign, Illinois on March 14, Mr. Stephens was re-elected director of the Foundation. He is one of twelve so honored.

In April, the GM&O agricultural and forestry agent was appointed director of the Advisory Council of the University of Missouri College of Agriculture. The Council is composed of two representatives from each Missouri county and the ten member directorate is elected from this Council.

January 15, 1953 he has been chief clerk to the auditor of receipts, until his present appointment of assistant auditor, passenger and station accounts.

Promoted to chief clerk of auditor of receipts is J. A. Blackman, Jr. Mr. Blackman started in the employment of this Company as a messenger boy in January 1919. Between October 1, 1940 and October 1, 1954 he was chief clerk in the Rate Department. On October 1, 1954 he was made chief clerk for the Receivd Rate Bureau.

Promoted to assistant auditor, Machine Accounting, is J. T. Jones, who entered service of this company in 1912 as station account clerk. In 1934 he became group head of the machine section, and in 1954 he was promoted to head clerk, Interline Bureau, which position he held until his present appointment. His son, J. T. Jones, Jr., is employed in the Transportation Department, Mobile.

DECEASED

Engineer C. M. Ingle, Roodhouse, Ill., died at his home on March 27, 1956. Mr. Ingle was employed as a fireman in 1912 and promoted to engineer in 1942.

Switchman William J. Buff, Bloomington, Illinois, who was employed by this company in 1912, died at Peoria, Illinois on March 22, 1956. He is survived by his wife.

Roadmaster James Frank Hudson, New Albany, Mississippi, died on November 15, 1955. Mr. Hudson began his railroad career in October 1913 as a bridge and building carpenter. In 1918, he went to work in the Track Department as a relief section foreman at Louisville, Mississippi. In 1929 he was promoted to track supervisor with headquarters at Louisville, Mississippi, and in 1940 he was appointed roadmaster. Mr. Hudson is survived by his wife, a daughter and three sons.

Retired Engineer Joe A. Chapman, Louisville, Mississippi, passed away from a heart attack on January 13, 1956. He had retired from railroad service in 1946, after working for the company since 1905.

Passenger Conductor H. A. Gueffroy, Bloomington, Illinois, died at his home on March 12, 1956. Mr. Gueffroy entered service as a brakeman on December 6, 1917, was promoted to freight conductor in 1940, and to passenger conductor on October 15, 1955. He is survived by his wife.
Railroad Survivor Benefit Payments Reach $94-Billion Mark

Benefits under the Railroad Retirement Act to survivors of deceased railroad employees reached a milestone in February, when the three-quarter billionth dollar in survivor benefits was paid out, according to the Railroad Retirement Board, which administers the program. All told, since July 1936, when benefits first became payable under the act, a total of $757 million has been paid in monthly and lump-sum benefits to the widows, widowers, children, parents, and other survivors of deceased railroad employees. Of that sum, survivor annuities to widows, children, and parents have made up the largest part — almost $600 million.

The bulk of the monthly benefits has been paid since the beginning of 1947, when a revised system of survivor benefits became effective as a result of the 1940 amendments to the act.

In addition to the monthly benefits, slightly over $160 million was paid out in lump sums — about $70 million in the form of insurance lump sums and about $90 million as residual payments. The residual is a lump-sum payment which guarantees a railroad worker that the benefits payable in his case always exceed the taxes he paid into the railroad retirement system.

The Board also points out that the annual number of individuals receiving survivor benefits has been growing very rapidly. The 252,000 beneficiaries who received payments in 1954-55 was about 80 percent larger than in 1947-48, the first full year of operation of the present survivor benefit program.

RETIREMENTS

Train Dispatcher J. E. Luton, Sr., Jackson, Tennessee, retired on March 6 from service in the Company by which he has been employed since June 8, 1908.

Conductor M. Wheeler, East St. Louis, Illinois, retired on March 5, 1956. Mr. Wheeler was employed as a brakeman June 18, 1906 and was promoted to conductor in 1913. He was promoted to passenger conductor on August 25, 1945.

Assistant to Chief Dispatcher J. J. Jaco, Jackson, Tennessee, retired on March 31, after being in continuous service with this company since August 15, 1914, when he came to work as telegraph operator. Mr Jaco had prior service as a clerk beginning April 1, 1907.

Section Foreman C. H. Sykes, Artesia, Mississippi, retired in March, 1956. Mr. Sykes entered service of the Maintenance of Way Department on February 29, 1926 as a section laborer. He was promoted to relief section foreman in 1929 and to section foreman in 1939.

Section Laborer John Packer, Mobile, Alabama, who was employed on April 1, 1935, retired on January 31, 1956.

Engineer Roy Groom, Dyersburg Branch, retired on March 31, after being in the service since August 9, 1911.

Conductor Joseph Wallace Johnson, who entered service of this company in 1909, and worked on the Tennessee Division, retired on March 31, 1956.

Engineer Nathan Y. Stephenson, Jackson, Tennessee, who entered service in December, 1911, retired on March 22, 1956.

Mr. Charles A. Pond of the Freight Receipts Department retired in March after forty-five years of service with the Company.

Mr. and Mrs. T. W. Franco of the Freight Receipts Department, Mobile, are the parents of a baby daughter, Anne Marie, born March 19.
On The Job

A hostess aboard GM&O trains has many duties, including an occasional bit of tidying up. Miss Sue Thomas of Tupelo, Mississippi is busy straightening the paper for the next reader aboard the lounge car of The Rebel.

THE MAIL TRAIN

SOME RECORD!
Vice President and General Manager C. F. Brock:
A few days ago I received from you my 50 year button and lifetime pass, also a pass for my wife. Thank you very much for all of them. I hope my good health continues that I may enjoy them.

It might interest you to know that in my 50 years with the company I NEVER RECEIVED A SCRATCH IN LINE OF DUTY and I don’t believe I EVER MISSED A PAY DAY.

W. L. McFarland, Engineer
Tuscaloosa, Alabama

THEY LIKED DRIVER COX
Mr. J. H. Baehar, GPA
Gulf Transport Company

Now that our operetta tour is over we want to thank you for the accustomed splendid service given to us through the use of one of your buses. Your driver, Mr. Cox, was perfect. We have never had a better one.

With cordial good wishes, I am

Sincerely yours,
Lawrence T. Lowrey, President
Blue Mountain College
Blue Mountain, Mississippi

RAILROAD TEAMWORK
Yardmaster Frank Miller,
Slater, Missouri.

I am in receipt of a letter from CB&Q Conductor O. D. Manley, who advises he was conductor on train 63 of February 1, 1866.

This train pulled a drawbar out of a car at Gilliam, Missouri making it necessary to set car out. Further, they had orders to run around GM&O 97 at Slater.

Conductor Manley advises that the weather was extremely bad with low temperature and blowing snow, making switching and passing of signals very difficult.

I am informed that you used your personal automobile, and drove to the east end of the yard, and flagged No. 65 down, advising that it would probably be better to notify the dispatcher in order that No. 97 might be moved with a minimum of delay to all concerned.

You then assisted this crew in setting out car, getting the train together, and in passing signals, which resulted in a minimum of delay to both GM&O and CB&Q trains.

This is only one of the many instances where you have volunteered your services in an effort to expedite train movements.

J. C. Miller,
Superintendent.

DOOLEY DOES IT AGAIN
Passenger Traffic Manager
St. Louis, Mo.

I had the pleasure of riding your train No. 19, “The Ann Rutledge” Chicago to St. Louis on January 10th.

I would like to tell you that the trip was exceptionally fine; your train personnel was very courteous and attentive to duty, especially Conductor F. W. Dooley who impressed me very much as being a most efficient railroad man. He is the type of person who I imagine has made many friends for the GM&O RR.

F. M. Ellis
Chicago, Illinois
## HIGHLIGHTS

<table>
<thead>
<tr>
<th></th>
<th>1955</th>
<th>1954</th>
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<tbody>
<tr>
<td>Operating Revenues</td>
<td>$83,758,950</td>
<td>$81,178,887</td>
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<tr>
<td>Operating Expenses</td>
<td>$61,175,007</td>
<td>$60,372,864</td>
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<tr>
<td>Ratio of Expenses to Revenues</td>
<td>73.04%</td>
<td>74.37%</td>
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<tr>
<td>Ratio of Transportation Expenses to Revenues</td>
<td>30.05%</td>
<td>30.88%</td>
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<tr>
<td>Taxes</td>
<td>$ 8,458,625</td>
<td>$ 8,145,377</td>
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<tr>
<td>Income Available for Fixed Charges</td>
<td>$ 9,965,622</td>
<td>$ 9,124,941</td>
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<tr>
<td>Fixed Charges</td>
<td>$ 1,722,881</td>
<td>$ 1,051,059</td>
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<tr>
<td>Contingent Interest and Contingent Charges</td>
<td>$ 1,408,448</td>
<td>$ 1,389,126</td>
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<tr>
<td>Net Income after Fixed and Contingent Charges</td>
<td>$ 6,833,693</td>
<td>$ 6,084,754</td>
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<tr>
<td>Earnings Per Share Common Stock</td>
<td>$ 5.93</td>
<td>$ 5.09</td>
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<tr>
<td>Rate of Return on Net Investment</td>
<td>4.57%</td>
<td>4.14%</td>
</tr>
</tbody>
</table>

### Dividends:
- Preferred ($5.00) | $ 1,417,191 | $ 1,417,191 |
- Common ($2.50—1955 $2.00—1954) | $ 2,293,088 | $ 1,534,471 |
- Net Decrease in Equipment Obligations | $ 2,769,857 | $ 3,615,414 |
- Average Number of Employees | 8,993 | 8,999 |
- Average Annual Wage | $ 4,451 | $ 4,371 |
- Total Amount Pay Roll | **$40,060,491** | **$39,338,533** |
- Pay Roll Charged to Operating Expenses | **$37,245,892** | **$36,628,634** |
  - Percentage this is of Railway Operating Revenues | 44.47% | 45.12% |
  - Percentage this is of Railway Operating Expenses | 60.88% | 60.87% |
- Average Number Stockholders of Record | 8,000 | 8,500 |
- Average Miles of Road Operated at End of Year | 2,787.06 | 2,760.55 |

*Includes Increased Wages amounting to $236,748 accrued in December 1955 Account, not paid until January 1956.
Helping A Competitor

(Ed. Note: This thoughtful editorial appeared in the St. Louis, Missouri GLOBE DEMOCRAT subsequent to the dedication of a new municipal airport in that city in March.)

Now that our great new airport has been dedicated, and praise has been heaped on all who had a part in it, we want to speak a special word of one group whose participation has, until now, been perhaps unnoticed and unhonored—the railroads.

This is quite a contradiction in terms, for the railroads and the airlines are competitors. The railroads, however, have contributed substantially to the construction of the airport through the taxes which they pay to the city and the Federal Government.

While the railroads have been subsidizing their competitors, the airlines on the other hand have been receiving a whacking subsidy from the Federal Government, in spite of the fact that the airlines, in 1955, had the biggest year in their history, making tremendous all-time high profits.

Subsidies for airlines unquestionably make sense in the late twenties and early thirties, when the resources of the Federal Government were necessary to establish the fledgling airline industry. They make absolutely no sense today when the airlines are able to stand on their feet, and subsidies are simply an added burden to the much-harassed taxpayer.

The trouble with subsidies is that once they get on, they almost never come off. In this session, when the Congress is considering legislation reducing subsidy payments to farmers, it might well eliminate the airline subsidies which simply make a rich enterprise richer at the expense of the taxpayer.

While on the subject of reducing subsidies, we hasten to mention daily newspapers. Last year the Post Office Department subsidized daily newspapers to the extent of $69, $59,000, which represents the loss on daily newspapers second-class mail.

Most of the newspapers in the United States are in reasonably healthy financial condition, certainly healthy enough to pay the cost of moving their own papers. This newspaper, and we think most right-thinking newspapers in the country, does not want a subsidy in any form from the Federal Government or anyone else.

The Globe-Democrat is in favor of raising the rates of second-class mail to a point sufficiently high to make this service of the Post Office Department self-supporting.

Getting back to the plight of the railroads, we believe they have unfair competition, not only in the subsidies which they helped to pay for the airlines but also in the toll-free operation of canals and other inland waterways at a cost of hundreds of millions of dollars. We see no reason why barges and other users of inland waterways should not pay tolls, at least sufficient to pay the cost of locks and other maintenance operations of the waterways such as buoys and devices necessary to water traffic.

The truckers, too, pay less than a fair share for use of the road. Other taxpayers must in effect subsidize these carriers for their share of the maintenance and construction of new highways.

Even the much-buffeted transit companies now pay a use tax for city streets which, by all accounts, is less than the actual damage done to the streets by the transit vehicles. Any tax which is less than the cost of use inevitably results in a subsidy by all other taxpayers.

As a final blow, the railroads have been prohibited by the Interstate Commerce Commission from fixing rates which would make them competitive with either the barge carriers or the truckers. This inevitably forces some business to the other carriers which might more properly be a rail shipment.

With alternate choices of carriers available in most instances, the case for governmental control is a weak one at best.

We hold no brief for the railroads. Certainly this newspaper has criticized them when we have felt that criticism was merited. We do feel, however, that the railroads alone, among common carriers, pay a large share to subsidize their competitors in such a manner that railroads must pay and maintain their own rights of way and still pay city, state and federal taxes which, in some part at least, become a subsidy for others.

In the interest of fair play, the government should either subsidize all domestic carriers of people and goods or none at all. A realistic reappraisal of taxation with regard to common carriers is much in order, and certainly long past due.

Top Orators in GM&O Families

Miss Ogden

Miss Chris Ogden, daughter of GM&O General Solicitor James N. Ogden, Mobile, won first place in a statewide oratorical contest held on March 20 in Birmingham. The contest was sponsored by the American Legion, and the topic was THE CONSTITUTION.

On April 11 Miss Ogden will compete in Savannah, Georgia with the winners of five states.

Chris is a senior at Bishop Tolen High School in Mobile. She has studied speech for two years, and expects to continue her education next year at Spring Hill College in Mobile or the University of Alabama.

Another top orator in GM&O ranks in (Continued on next Page)
Top Orators (Continued from Page 6)
Mobile is Joy Adams, daughter of GM&O Auditor of Passenger and Station Accounts T. C. Adams, also a student at Bishop Tolleen High School. Joy recently won the gold medal offered as first prize for girls in a poetry reading contest among high school students of Alabama, sponsored by the University of Alabama Speech Department.
Joy is a junior at Bishop Tolleen, president of Homeroom 7, president of the Latin Club, and an officer in numerous other clubs. After graduation she hopes to attend Webster College in St. Louis.

100 YEARS AGO
From St. Louis GLOBE DEMOCRAT
April 2, 1936
The Chicago and Alton Railroad inaugurated a new and faster schedule to Chicago. The steamboat "Winchester" left St. Louis at 7 a.m. and made connections with the train at Alton, which arrived in Chicago at 11:45 p.m. In the afternoon the steamboat "Reindeer" left St. Louis at 3:30 p.m. and made connections with the train at Alton which arrived in Chicago at 9 o'clock the following morning. (Ed. Note: GM&O's five trains daily between St. Louis and Chicago now make this trip in approximately five hours.)

"Women Of Tomorrow" Try Today's Transportation
Girl Scout Troop 203 of Spring Hill, Alabama, in studying transportation, took a train ride aboard the Rebel from Mobile to Citronelle, Alabama in March. Accompanied by several parents and a few boys who were "extras," the girls, who have dubbed themselves as a troop "Women of Tomorrow," studied the train from diesel to diner. Several members of GM&O families were in the group. No. 1 is Ju-Ju Miller, granddaughter of Assistant Vice President E. B. de Villiers of the Traffic Department; 2, Frank Lott, Jr.; 3, Lynn Lott and 4, Julie Lott, the latter three all children of F. J. Lott, Assistant to President, Mobile. Mr. and Mrs. Lott accompanied the youngsters.

THE RETIRED RAILROAD WORKER
For fifty-three years I worked like a slave,
On jobs that were tough, but I just couldn't save
To any extent, and it filled me with fears,
To think what I would do in my declining years.

So I got to thinking one summer day,
Just why I was working my fool life away,
When I had the age and the service, too,
To claim the pension which I was justly due.

So I started to figure, and ponder and think,
And work the thing out — it most drove me to drink,
But at last I found out the pension would pay
Almost what I got for working hard all day.

So I wrote to the Board and mentioned my plan
And explained my work as a railroad man,
I asked them to tell me as near as they could
The amount I would get for a livelihood.

I told them my record was all on file,
And their courteous answer just made me smile.
For the sum that they mentioned was not so awful small,
So why in the dickens was I working at all.

So I made out my papers, and mailed them back quick,
For this working for nothing just made me sick.
And when I received the amount that was due
Oh! Boy! It made me feel good all the way through.

I just tuned up the old car and filled her with gas,
And took a vacation that was hard to surpass.
Got out my old rod and reel, went down to the old mill pond
Pulled them out by dozens — some were fifteen inches long.

Gee! How swell to be free from trouble and strife,
And on a vacation for the rest of my life.
I just thank the good Lord the best that I can
For letting me come under the pension plan.

I go to bed when I feel like it now,
With never a worry to wrinkle my brow.
Wake up in the morning and squat at the time,
Then roll over and sleep — Gee! I tell you it's fine.

Nothing to worry about, nothing to fear.
Just eat what I want, and my conscience is clear.
Just living on a budget and having lots of fun,
So I just consider I am one of the lucky ones.

I sometime think of this old world and it's strife,
I don't have to worry the rest of my life,
The mailman's knock is a most welcome sound.
And I get my check as the months roll 'round.

Frank D. DeLabar
Retired Engineer, GM&O Railroad
Meridian, Mississippi
Women Doing Men’s Jobs

By Martha Plummer
Tulsa, Oklahoma, Tribune

Not all the glamour in the airlines and railways is represented by the hostesses and the stewardesses.

She Wore A 50-Year Pin
— But Just For A Day

March 8 was a red-letter day for Miss Mayme McMillan — though she spent it in the hospital where she lay seriously ill.

Miss Mayme was celebrating her fiftieth year with the GM&O, all fifty of them having been spent in the Freight Agent’s office at East St. Louis, Illinois. And on that day, Supt. Thomason and a few representatives from the office at East St. Louis tiptoed into Miss Mayme’s room at McPhee Hospital.

At Miss Mayme’s side was her sister, Miss Katie McMillan, who has worked for the company a few weeks longer than Miss Mayme.

In recognition of their combined “106 years of loyal and faithful service, and appreciation of their ever willing hands” Supt. Thomason made a little speech on behalf of the management to the two sisters, and presented Miss Mayme with a fifty year pin and a gold watch. She and Miss Katie became the first two women on the entire GM&O System to be so honored.

Miss Mayme dabbed at a furtive tear as Miss Katie proudly pinned the fifty-year emblem on her bed jacket. “She was better that afternoon than she had been in a long time,” said Miss Katie.

The next day, Miss Mayme died.

Women Doing Men’s Jobs

By Martha Plummer
Tulsa, Oklahoma, Tribune

Not all the glamour in the airlines and railways is represented by the hostesses and the stewardesses.

Some unsung beauties vital to the travel industry are in traffic departments where they do a whale of a job without the fanfare of publicity that surrounds their more glorified cousins.

She Wore A 50-Year Pin
— But Just For A Day

March 8 was a red-letter day for Miss Mayme McMillan — though she spent it in the hospital where she lay seriously ill.

The club has maintained a project of aid to the blind, in which they donate annually to the Oklahoma League for the Blind and purchase eyeglasses for needy children.

Membership has grown because during the war women were called to traffic jobs previously held by men.

46 Years With The Railroad

Chief Train Dispatcher G. A. Greene celebrated his forty-fifth year with this company last year, and his thirtieth year at Kansas City. Mr. Greene has been a train dispatcher in Kansas City since 1925. In 1943 he was appointed assistant chief dispatcher in Kansas City, and in 1950 was promoted to chief train dispatcher.
Car repair at Bloomington Shops employs modern equipment such as this hydraulic crane employed in lifting wheels.

Agent C. H. White, Baldwyn, Mississippi, was caught off guard by NEWS photographer.

Six Girl Scouts, accompanied by Mrs. Alex Dzie Dziec, second from left, rear, from Troop 170 in Milwaukee, Wisconsin were aboard GM&O's Alton Limited March 28 en route to Mexico City. The girls, members of an international friendship troop, were going to visit a sister link in Mexico City for one week.

Supervisor C. W. Butts, Corinth, Mississippi, keeps busy up and down his territory. Here he is shown at the station at Baldwyn.

Mrs. W. A. Rainer, whose husband is telephone maintenance at Bloomington, went with Kenny and Diane to Meridian, Miss., to visit the children's grandfather during Easter. Kenny had the proper Easter bonnet on to visit grandpa, who is GM&O General Foreman of Communications Dept., Earl Morris, Meridian.
Conductor H. S. Kaigler and Engineer A. H. Henley of Bogauss, Louisiana arrived at Bogauss on Extra 1517 and reported to the chief dispatcher’s office that something was apparently wrong with the frog to north switch at Varnado. Sectionmen, who were sent to investigate, found that about five inches of frog wing was broken out.

Train 93 was passing through Odessa, Missouri with drawbar cross key lost from a car, causing drawbar to fall in the middle of the track. Clerk P. M. Schneider of Odessa assisted the conductor in moving the drawbar from under the train and bleeding air from the cars, and setting out bad order car—all of which assistance was very much needed.

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

Engineer L. E. Sumrall, Meridian, Miss.
Fireman Leo C. Smith, Meridian, Miss.
Brakeman K. L. Jackson, Slater, Mo.
Brakeman F. E. Howard, Slater, Mo.
Agent H. W. Stoll, Odessa, Mo.
Brakeman J. T. Young, Slater, Mo.
Conductor W. E. DuBois, Slater, Mo.
Fireman W. W. Austin, Slater, Mo.
Flagman E. A. Crider, Tuscaloosa, Ala.
Conductor W. M. Garmon, Tuscaloosa, Ala.

When Train 31 ran into a tree north of Jackson, Tennessee and broke the line between the “B” units on the 4-unit locomotive, making it impossible to control the air from the lead unit, Engineer W. H. Mount, by his skill and personal interest, handled the train into Jackson with a minimum of delay. In this successful operation, he was ably assisted by Fireman E. Fote. Both Engineer Mount and Fireman Fote are from Jackson, Tennessee.

Clarence Foskitt, Jr., Navo Road, Mobile, is only fifteen years old, but when he found a broken rail on the GM&O track, he recognized the seriousness of it and called the GM&O office to notify the company of this defect.

Mississippi Highway Patrolman Wood Stringer, Jr. proved himself a friend of the railroad when he notified the GM&O office at New Albany, Mississippi that No. 82 had passed Pontotoc with hot brakes. This thoughtfulness possibly prevented serious trouble to the train.

Fireman M. C. Thompson, Tuscaloosa, Alabama, was working on Train 130, when one of the diesel units failed on Joffre Hill. Mr. Thompson made temporary repairs to the unit, enabling the train to move on to Artesia with full tonnage.

Agent-Telegrapher W. E. Conner, Ackerman, Mississippi, reported to the dispatcher one night that he heard a noise caused by a hot box on Train 32 as it passed Ackerman, although it was not blazing. The hot box was located as a result of his call, and the car was set out at Mathiston.

Train 93 was passing through Louisiana, Mo., when Telegrapher R. B. Clawson noticed a board dragging from the side of a car and notified the crew so that the train could be stopped and repairs made with a minimum of delay.

Conductor A. J. Hansen, Bloomington, Illinois, discovered a broken rail and reported it for repair.

Although one of the diesel units of his train had a body gasket blown on brake valve pedestal, allowing a great deal of air to escape, Engineer S. T. Taylor, Slater, Missouri, through unusual ingenuity and effort, was able to handle the train between Kansas City and Slater smoothly and with no delay.

<table>
<thead>
<tr>
<th>OUR FREIGHT BUSINESS</th>
<th>1955</th>
<th>1956</th>
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<tbody>
<tr>
<td>Revenue Car Loads Billed And Received On GM&amp;O</td>
<td></td>
<td></td>
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<tr>
<td>JAN.</td>
<td>46,900</td>
<td>53,801</td>
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<td>FEB.</td>
<td>46,054</td>
<td>48,500</td>
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<td>MAR.</td>
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<td>APRIL</td>
<td>55,789</td>
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<td>MAY</td>
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</tr>
<tr>
<td>OCT.</td>
<td>55,515</td>
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</tr>
<tr>
<td>NOV.</td>
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<tr>
<td>DEC.</td>
<td>50,580</td>
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Comparison of the first 3 months of the years ..........