NEW TCI ORE HANDLING
FACILITY BEGUN AT MOBILE

Work has formally begun on Tennessee Coal, Iron Railroad Company's new facility at Mobile for handling the importation of iron from the new Cerro Bolivar field in Venezuela to TCI blast furnaces in the Birmingham district.

When completed approximately three million tons a year -- 86 carloads a day -- will be handled through the Mobile depot and our Railroad has already an
(Continued on Page 10)

Annual Stockholders Meeting Held in Mobile
Followed By Directors Meeting In St. Louis

Each year, following publication of the annual report to stockholders, there is held an annual meeting of stockholders in the General Offices in Mobile to elect or re-elect Directors. Shortly following this meeting the Board of Directors convenes to elect or re-elect officers of the Company and to consider other regular business.

This year the Stockholders meeting was held on April 9th, and the Directors meeting on April 12. All Directors and officers were re-elected. There are 1,186,473 shares of voting preferred and common stock outstanding in the Gulf, Mobile and Ohio Company, and 76% of this stock was either represented personally or voted by proxy at the Mobile meeting. This is an unusually large response from the owners of the Company and was especially gratifying to the Management inasmuch as the return of proxies was unsolicited.

Net earnings for the company during 1950 were $8,022,624, . . . largest in history . . . and due, President Tigrett said in his annual report to stockholders, "to an expanding freight volume in the last half of the year and some non-recurring credits."

About 1951 business, he said that, "notwithstanding the outlook for higher revenues during the preparedness period, results comparable to 1950 can hardly be anticipated for the foreseeable future. Mounting taxes, wages and other operating costs will take a continually increasing toll."

Reporting on equipment purchases . . . 456 cars delivered last year and approximately 2,000 on order and being out-shopped steadily . . . he said "the heavy cash requirements and financing incident to current purchases provoke continued conservatism in fiscal matters."


The Directors Meeting

A $3.00 dividend on preferred and a $2.00 dividend on common stock were declared, payable in quarterly installments of $1.25 and $1.00 . . . beginning September 29, 1951 and May 13, respectively.

Payment of $1,205,000 in interest was also authorized on Series A 5% and series
(Continued on Page 2)

Here's one of our four new sleeping cars ready to leave Mobile in train No. 18, The Rebel. Used in "pool" service on the Rebels and the Midnight Specials, full utilization of this new equipment is obtained over the route between Mobile and Chicago.

The station, seen beyond the train shed, also accommodates several of our railroad departments, the principal one being that of the Auditor of Receipts. Once the General Accounting offices of the Mobile and Ohio Railroad, now a part of GM&O, it was completely modernized when acquisition of The Alton in 1947 congested the new General Office building several city blocks away.
Stockholders And Directors Meeting
(Continued from Page 1)

B 4% General Mortgage Income Bonds for 1951, payable next April 1.

Contingent rental also was provided in the amount of $172,113 to New Orleans Great Northern Railway Company, part

of the GM&O system located in Louisiana and Mississippi. Such payment is contingent on dividend declarations by GM&O

on its own stock. Directors of New Orleans Great Northern provided payment of interest on the 5% Income De-

bentures of that Company due 2002

YOU MAY BUY U. S. SAVINGS BONDS BY PAYROLL DEDUCTIONS

OUR COMPANY has worked out a plan which will afford each of its employees an opportunity to purchase U. S. Savings

Bonds on an easy payment plan, namely by payroll deductions.

Due to numerous other deductions the company is required to make, employees are requested, when they fill out applica-

tions for payroll deductions, to authorize the deductions to be made only on payroll first half of each month.

Deductions will be made on the first half of the month in accordance with the following schedule and in the amounts designated:

<table>
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<th>Deductions</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
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<td>22.00</td>
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<td>650.00</td>
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</table>

The first deductions will be made on payrolls first half of May, 1951, provided the authorizations for the purchase of bonds

are in the hands of Mr. A. M. Yost, Auditor of Disbursements, Mobile, Alabama, before May 1st, 1951. Deductions for the

month of June and subsequent months will be made from payrolls as soon as possible after authorizations are received by the

Auditor of Disbursements.

The United States Government has issued an application card that will enable you, among other things, to show the amount of the bond you desire to subscribe for, authorizing the payroll deduction, and providing a space to carry the name of the person or persons to be registered as owners, co-owners, etc. (APPLICATION CARDS MAY BE OBTAINED FROM YOUR IMMEDIATE SUPERVISOR.)

In event of the transfer of an employee signing deduction authorizations from one location or department to another, the employee should notify the Auditor of Disbursements.

Just as soon as you have completed payment for a bond, the company will purchase the bond in your name, or in any name you may designate, and deliver the bond to you.

Employees should not join the Payroll Savings Plan for U. S. Savings Bonds unless they intend to retain the bonds, as it is a waste of money for the government to issue the bonds, then have to cash them within a few months, without deriving any benefit.

GM&O News Editor Now Major In U. S. Air Force

As you read this issue, Editor W. B. Mayes, Jr., who has published the News for the past four years, is on active duty with the United States Air Force. A reserve officer, he was called to active duty on April 16th, and promoted to the rank of Major with headquarters at Brooks Field in Mobile.

During World War II, Major Mayes saw duty in the Pacific theatre as a bombardier-navigator and took part in many of the early aerial strikes on Japan. Following the war, he returned to the University of Alabama to graduate in the School of Journalism. Since that time he has been associated with our Railroad and has many friends throughout the territory.

From these friends and associates, go best wishes to Major Mayes and the hope that he and all the other GM&O men serving their country, will soon return to their jobs in civilian life.

amounting to 2 1/4% June 30, 2 1/4% September 29, 2 1/4% December 30, 1 1/4% March 31, 1952 and 1 1/4% June 30, 1952.

Newly elected to the N.O.G.N. Board of Directors were Eugene Funk, Jr., President of Funk Brothers Seed Company, Bloomington, Illinois and Marvin W. Swain, Vice President and General Manager of Alton Box Board Company, Alton, Illinois.
RAIL OPERATIONS CONTINUED DESPITE SOUTHERN FLOODS

When the rising waters of the southern rivers inundated towns and cities in Alabama and Mississippi, the GM&O entered "marine" operations to insure uninterrupted service to the people in its territory until normal conditions returned.

Most unusual was the commuter service offered to the citizens of Tuscaloosa and Northport, Ala. When the Warrior river reached a crest of 66 feet above flood stage, highway travel between the two cities was halted, leaving many commuters stranded away from their work. The GM&O whose rails cross the Warrior on an unusually high trestle, quickly rushed to the aid of the workers and supplied free train commuter service. The service continued for three days, operating between the two points 6 times each day.

Publisher Praises Railroad

In commenting on the service, Buford Boone, publisher of the Tuscaloosa News, wrote President Tigrett.

"Your organization is performing an outstanding job of emergency assistance to the communities of Northport and Tuscaloosa during the serious flood of the Warrior River. I think it was fine of your organization to come through as it did without a lot of red tape and delay . . ."

Coordinated Service Offered

In Mississippi, at Basic City, just south of Meridian, water reached a level eight inches above the tracks, interrupting service between Meridian and Mobile. The interruption to passenger service was relieved immediately by the use of buses between the two cities, with passengers transferring to the Rebel in Meridian.

Diesel Operations

Although there were no washouts, this was necessitated by the fact that there is danger of permanent damage to diesel traction motors in operations where the water reaches a level of more than four inches above the track. Although the locomotives can be moved through deeper water if the motors are not running, their operation draws the water into the delicate mechanism.

Keep Freights Rolling

While the passengers could be transported by bus, the problem of moving heavy freight shipments presented another problem. However, quick thinking and careful manipulations by operating personnel kept the freights moving through the high water area.

Through careful operation the GM&O was able to continue both freight and passenger service during the flood, and in addition, aid citizens along the line.

HERE'S HOW OPERATING DEPARTMENT SOLVED HIGH WATER TRANSPORTATION PUZZLE

No. 1 Freight train halts on one side of 390 yard "lake" across tracks. Traction motors, which are close to the rails, are stopped.

No. 2 On the other side a long cut of freight cars is backed across the water, the diesel locomotive remaining on dry ground.

No. 3 The cut of cars is coupled to the halted engine and with the traction motors still silenced (but with main motors working the blowers to expel the water from the tracks) the stranded train is pulled across the water. On dry ground the traction motors can again function without damage and the train resumes its trip.
NEWS AT A GLANCE

ABOUT CAR SITUATION

The Car Service Bureau of the AAR reports: (1) For the third consecutive month (February inclusive) the American Railroads installed more new cars than old ones were retired; (2) serviceable ownership increased — the seventh straight month; (3) "Bad orders" are at a practical minimum, and (4) car retirement rate is at subnormal levels.

On GM&O last year—456 new cars were placed in service, including 100 Damage Free Box Cars (leased). Approximately 1,350 more on order now and being outshopped rapidly. Flats and wood racks being constructed in our own shops.

The I.C.C. has already ordered heavier loading of grain cars to help ease the car situation. The Defense Transportation Administration may ask further heavy loading orders.

WISDOM FROM THE PAST

Thomas Jefferson said, "If we run into . . . debts, we must be taxed in our meat and drink, in our necessities and our comforts, in our labors and in our amusements . . . If we can prevent the Government from wasting the labors of the people, under the pretense of caring for them, they will be happy".

ECONOMIES OF RAIL TRANSPORTATION

Railroads bear the brunt of defense transportation requirements. Of the total increase of 320 billion ton-miles in inter-city freight traffic during the war years, 1941 to 1944 — the railroads handled 89% — all other agencies 17%.

This example generally illustrates why. Moving 100,000 tons by rail from coast to coast would require 90 tank cars of diesel fuel . . . by truck, 250 tank cars and by air, 2,700 tank cars.

Manpower for the same movement: by rail, 3,500 man-days of train crew time . . . by truck, 90,000 man-days of truck driver time, and by air, 30,000 man-days of plane crew time.

EACH GM&O PASSENGER RIDES AN AVERAGE OF 175 MILES

The average revenue received by railroads for hauling a ton of freight one mile is now only 1-1/3 cents. On Gulf, Mobile and Ohio each ton of freight last year was hauled an average of 260 miles and each passenger rode an average of 175 miles.

NATIONAL TRANSPORTATION POLICY STUDY

"Both houses of Congress currently are studying in committee the need for possible revision of the national transportation policy . . . These are matters worthy of deliberation, and all interests are being heard. But the same Congress in its appropriation measures is proposing Federal expenditures of almost $1,000,000,000 next fiscal year for aid to aviation, highways, and waterways. The railroads, which want and ask no such Federal help, will continue to pay their own way as long as they can, and at the same time pay a portion of the taxes which support their competitors." New York Herald Tribune.

MEASURE OF EFFICIENCY

"Transportation ratio" is one of the principal yardsticks that the railroad industry generally uses to measure the efficiency of its operation. This means the ratio of transportation expenses to earnings. GM&O's was 30.06% for 1950, comparable to the best.

RAILROAD DIESELS AND THE PETROLEUM SUPPLY

Dielectric fuel consumed by railroads in 1949 was less than 2% of the total consumption of all petroleum products. Last year fuel oil used for heating (same type fuel as burned in diesel locomotives) was five times that used by railroads. Interesting fact—a teaspoonful of diesel oil will move a ton of freight one mile on the average.
A clean cut lad from the South coast of Honduras walked into the capital city, Tegucigalpa, one day in 1943.

“I have heard there is going to be a free agricultural school out at Zamarano and I want to go to it,” he proudly announced. He was told that not a single building had been completed, that it was too early to take action—but that he could fill out an application, and when the time came he would be considered. He had come a long way afoot and he seemed very much in earnest.

He returned the next day with his application. “Now you can go home,” he was told, “and we will let you know, when the time comes, if you are accepted.”

This was not a satisfactory situation. “No,” he replied, “I shall stay right here until I get into that school.”

“All right, you come back here at five o’clock tomorrow morning and we will take you out to Zamarano and you can work until it opens, and if we think you look promising, we will give you a scholarship.” At four the next morning he was on the doorstep; he was taken to Zamarano and he was one of the best members of the first graduating class of this unusual school.

Escuela Agricola Pan-American

Founded and financed by the United Fruit Company, the school is known as the Escuela Agricola Pan-American, the Pan American School of Agriculture. It has as its aim to train, without cost to themselves, some of the young men of Central America in whose hands lies the destiny of a vast region where rational use of the land constitutes the hope of a prosperous future. The school represents one means by which United Fruit undertakes to discharge its obligation of social responsibility to those Central American countries in which it operates.

Getting applicants for the school is no problem—for agriculture is the patrimony of most tropical American countries. The problem is to pick some 30 or 60 students from a list of from 300 to 500 hopefuls. All walks of life are represented; the ones finally selected, bright lads “who have their roots in the soil.”

Eligibility is confined to native born citizens of Spanish-speaking tropical American republics, although there are numerous other applications. Several requests have come from North Americans wishing to study tropical agriculture under the GI Bill of Rights.

Approximately a million dollars were spent in constructing the school which is of Spanish colonial architecture and modern in every respect. One of the neighbors viewing for the first time the new pig barn—a structure rather new to Honduras—observed with interest and critical judgement, “It is beautiful, but all the pigs will die—there is no mud.”

The course is a three year one and it is estimated that it cost about $4,000 to educate each student. Besides the science of horticulture and animal husbandry, the students get actual vocational training in these fields. Emphasis is on experimentation with new crops and varieties of standard crops in order to (1) interest the boys in the possibilities of crop improvement; (2) to provide planting material which can be taken home by them or distributed to agriculturists throughout tropical America and (3) to supply the schools own needs with products of best quality in the largest obtainable quantity per unit of land.

In addition to these standard farm courses, classes are also taught in biology, mathematics and conversational English. The latter one has been a big success.

On one occasion the teacher posed the following problem for discussion. “You are cast up, all alone, on an uninhabited island in the Carribbean. You can take with you one crop plant, one fruit tree, and one animal. What will they be?”

Julian Menendez was the first to be called upon. “Well,” he said, “I will take the corn plant, because corn is the basis of our Central American diet. And for the fruit tree, I will take an orange, because I like oranges, and the fruit will supply me with vitamins. And since I will be on an island, and can catch all the fish I want, I won’t need any meat, so for the animal I will take a woman so I won’t be lonesome.”

Oddly enough, but easily explainable, is the fact that United Fruit Company does not hire Escuela Pan-American graduates on its own farms. “This would defeat the purpose,” they reason.

(Continued on Page 9)
NOTHING SLOW ABOUT THIS MOLASSES

Standard Brands, Inc., large consumers of blackstrap molasses in the manufacture of yeast and feed, recently selected GM&O for a 35 car movement from New Orleans and the accompanying pictures show how the molasses was handled.

Tankers from Cuba discharge their cargo directly into large storage tanks at Westwego (across the river from New Orleans). Standard Brands has nine such tanks under lease at Westwego with a total capacity of 950,000 gallons.

Top Left: From the storage tanks the molasses is pumped under pressure into the tank cars.

Top Right: Division Freight Agent A.C. Tricou of New Orleans watches a car being loaded.

Center Right: Tank cars beside the loading racks with the storage tanks in the background.

Bottom Right: There’s nothing slow about this molasses speeding northward in Through Freight No. 32. The picture was made just north of yards at Jackson, Mississippi.
Verona Depot Going To Work For The Lord

By Tommy Varian The Tupelo Journal

Verona, Miss. — The GM&O depot at Verona will soon be working for the Lord.

When the 288-member Sunday School of the Verona Baptist Church outgrew its facilities, the pastor, the Rev. S. E. Byler, got the idea that perhaps the railroad would relinquish its Verona depot which had not been used for two years.

The GM&O agreed, and for a small sum the church acquired the sturdily built structure of longleaf heart pine, something to make a lumberman’s mouth water.

Some time this summer the depot will go into service as an annex to the church. Redecorated and slightly remodeled, the depot will contain nine Sunday School rooms, a nursery, kitchen, and general assembly room.

It was a three-weeks’ job to logroll the 75-ton depot from its railroad site two blocks away to a spot just east of Verona Baptist Church. Hollis Mattox, church deacon, supervised the workers who tended to gum log rollers during the tedious journey.

Unsung heroine of the operation was Della, a mule belonging to Mr. Mattox. Della plodded around a homemade rig resembling a sorghum mill to provide the mule power for the depot moving. A reel was connected to the base of the depot, and as Della circled the rig, the steel cable wound around a revolving post.

By this method, the depot was moved forward 100 feet at a time. Then the rig and the mule were placed closer to the church, and the process began anew.

The Verona depot was among the first built by the old Mobile & Ohio Railroad after the Civil War.

“It must have been constructed in the late 1860’s or early 1870’s,” said W. H. Polsgrove, who retired last year as GM&O freight agent at Tupelo. Floors, sills, rafters, and studding of the depot are all of heart pine. Three years ago, an outer wall of asbestos siding was added to the walls.

Before the turn of the century, the depot was the center of freight activity, with cotton and lumber being shipped from the bustling town of Verona which then thought of Tupelo as a “kid brother.” Feed by the earload rolled into the Verona depot.

Around 1890, however, many of Verona’s merchants and citizens moved four miles north to Tupelo and the kid brother soon outgrew Verona.

In 1932, the telephone office was cut out at the depot, and two years ago the agent was removed, and this year the depot at Verona, probably the first to leave the railroad to go to work for the Lord, is being moved to its new site.

Deceased

Retired engineer Thomas J. Sheahan, on March 8, 1951, at Bloomington, Illinois. Mr. Sheahan was born on October 25, 1855 and went into company service on January 29, 1889. He retired on July 1, 1927 and has lived in Bloomington since that time.

Switchman J. S. Chambers, on March 7, 1951, at his home in Springfield, Illinois. Mr. Chambers had been in the employ of the company since April 27, 1920. He is survived by his wife.

Retired Engineer Thomas E. Dismukes, Sr., on December 30, 1939, in Montgomery, Alabama. Mr. Dismukes was born in Atoka, Mississippi, but had lived in Montgomery for the past 16 years. He was a member of the Methodist Church and AEX Temple in Montgomery. He is survived by his wife and four children.

Retired brakeman Warren W. Jennings at Laurel, Miss. on Jan. 18, 1951. Mr. Jennings had been retired from the service since Jan. 27, 1948.

Retired Conductor W. A. Horgan on Feb. 15, while visiting his son in California. Mr. Horgan entered the service as brakeman on Oct, 14, 1906 and was promoted to conductor on July 30, 1911. His home was in Slater, Mo.


Conductor Cleve Wallace at Jackson, Tennessee on March 6, 1951. Mr. Wallace was born on Oct. 15, 1883. He was employed as brakeman in 1929 and promoted to conductor in 1942. He died suddenly at his home.

March 23, 1951

Ticket Agent
G.M.&O. Railroad
Third and Jefferson Sts.
Springfield, Illinois.

Dear Sir:

On Friday March 23 at about 11:11 I purchased a ticket from Springfield, Ill. to South Bend, Ind. by way of the New York Central. My clergy book number is F 1972. At that time the gentleman who sold me the ticket—my only way of identifying him is to say that he is tall, has black hair, is very polite and pleasant—gave me in change a dollar more than the change called for. I didn’t realize this until some time later and thought of returning this amount the next time I came to Springfield. Since that will probably not be until about Labor Day. I thought that perhaps your books would be confused in the meantime and so am sending the enclosed.

With appreciation for the courtesy and excellent service one always finds on your trains, I am

Sincerely yours,

(Rev.) R. F. Cour, C.S.C.
University of Notre Dame
Notre Dame, Indiana
Department of Political Science
The Cub Scout theme for April was "railroading"... so this troupe of Jackson-Tennessee lads used GM&O as their subject. In addition to the train ride, they saw Iselin Shops and other of our facilities in their home town. They were accompanied by Den Mother Mrs. J. H. Wallace.

Three hundred flat cars are being constructed on cast steel frames in our Bloomington shops. Fifty of these cars are to be lower to the rails and with slightly longer bodies to serve several heavy machinery industries on the line.
Dear Sir:

A few days ago I was in the clinic here and while waiting my turn I happened to notice a copy of the G M & O News Bulletin and some letters therein from retired railroad men. I happened to know some of the writers of those letters and it impressed me to do likewise. I know that there are quite a number of employees of the G M & O that would like to know what became of Dock Stewart or how he’s getting along and if he is still living. I worked for the old M & O a long time and came up the hard way to the position of Engineer. I know most of the old employees from Mobile to St. Louis and feel that they would like to hear from this old man and how it goes with me. Now Mr. Editor, you tell these employees, through the News that “old Dock” Stewart, as I was familiarly known, is just getting along fine and having the time of my life. I’m in good health and have a little hobby shop out in the back yard of my home and can make most any kind of furniture I choose to make and I get a great kick out of it. I often think of the boys up and down the road and wonder how it is with them, as I hardly ever go anywhere but do pass on some time taking time off and go visiting up and down the road and see the boys once again. We had some fine times and hard ones too together for nearly forty years. I am so well pleased with my retirement that I wouldn’t go back on the road for any consideration. So I just want this letter to tell the boys howdy and let ‘em know that “old Dock” is pulling the grade.

I would like also to use this method to thank General Superintendent Bridges for the new book of rules he sent me and assure him it was much appreciated and have looked it over several times and note quite a number of changes in the rules.

I also noticed in this News that you would send it to any retired employee if he would give you his address. Thank you so much and I would appreciate it so much. It would help me to sort of keep up with what is happening on the railroad. I retired January 15, 1947 and am now 87 years old and proud of it and nothing preventing I want to live on and on so long as it pleases our Heavenly Father. Many thanks. Best wishes to all.

W. L. “Dock” Stewart
Jackson, Tenn.

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ESCUELA

AGRICOLA

PAN-AMERICAN

(Continued from Page 5)

The only exceptions have been where there was work of a specialized nature to be done, which would redound to the benefit of the public.

Of the first five classes, more than 90 percent are engaged directly in agriculture; a record of which the school is justly proud. Only a minority have returned to the family farms, contrary to early expectations of school officials. However, since the inauguration of the school, many Latin American governments have instituted extension services in the field of agriculture, utilizing the school output. This unexpected development has been a great source of satisfaction to school directors, inasmuch as every graduate who steps into this field of endeavor is able to influence perhaps one hundred or more farmers, instead of the two or three which he might have influenced had he returned to his own farm. Graduates are now in this work in eight Latin American countries.

United Fruit Company officials are convinced that the school idea is a good one. Their plan to continue along the lines laid down by President Sam Zemurray in 1942, adjusting future planning to trends which cannot now be foreseen, but holding fast to the motto of the school—Labor Omnia Vincit.

Agent J. T. Burney and Mrs. Burney enjoy this lovely flower garden which adjoins their home at Wayneboro, Mississippi. This has been especially true recently since the "busy Mr. Burney" has had a little more time to spend around the house, having taken a short leave of absence to recuperate from a slight illness.

As Agent-Operator since 1922, Mr. Burney is a familiar figure to most regular Gulf Coast Rebel riders who always look forward to his friendly wave from the station platform. We are looking forward to seeing him back on the job.
Commendations

Fireman Leo C. Smith, Meridian, Miss., for assistance to train crew in hoisting and setting out cars.

Section Foreman B. Abbott, Maplesville, Alabama, for discovering hot box and boarding train in order to notify conductor.

Trainmaster W. J. Driscoll, Tuscaloosa, Ala., who, when riding the train, noticed a three year old child playing on nearby tracks. Trainmaster Driscoll notified the agent at the station, who in turn called the police, who found the child playing along the right of way. Trainmaster Driscoll’s prompt action probably prevented a serious accident to the child.

Operators G. Curtis and S. Lovelace, Godfrey, Illinois, for their helpfulness to dispatchers during the snow storms of last month.

Conductor P. L. Pointer, Bloomington, Ill., for discovering a broken flange and reporting it.

Fireman A. Koehler, Bloomington, Ill., for interesting himself in the engine trouble of a train other than that on which he was working. He inspected the delayed train and found a loose connection in the generator, which was repaired permitting the train to proceed to its destination.

NEW TCIORE HANDLING
FACILITY BEGUNAT MOBILE

(Continued from Page 1)

announced that 360 specially designed cars will be purchased for the service.

Docks are being constructed with ore handling machinery capable of unloading 480 cars a day in a 24-hour period and with the importation of ore from the fabulous new deposit. TCI plans to increase its steel production by half a million ingots annually.

In the group welcoming TCI Vice-President A. B. Hawwell to the City was G Moo Vice-President and General Manager C. P. Brock, who is president of the Mobile Chamber of Commerce.

Retirements

Brakeman L. E. Smock, Roodhouse, Illinois. Mr. Smock entered the service as a brakeman on Sept. 15, 1906.

Engineer W. J. Foster, Murphysboro, Illinois. Mr. Foster was first employed in 1897 and was promoted to conductor in 1902.

Conductor A. B. Crain, Roodhouse, Illinois. Mr. Crain was born on December 14, 1877, entered the company service as a brakeman in 1890. He was promoted to freight conductor in 1899 and to passenger conductor in 1899.

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Comparison of the first 3 months of the years......