Directors Arrive For Mobile Meeting

GM&O’s station in Mobile was a busy place on May sixth as six of the line’s directors as well as five board members of the New Orleans Great Northern RR, a subsidiary line, began arriving for meetings on the seventh. In the left photo (left to right) are the following GM&O directors: Charles B. Stout, Memphis; William H. Bixby and F. M. Mayfield, both of St. Louis; Eugene Holland, and John M. Coates, both of Chicago; and Willard R. Cox, St. Louis. Shown in the right photo (left to right) are NOGN board members: Eugene Funk, Jr., Bloomington, Ill.; Oliver H. Steiber, James F. Hickok and Tillman R. Atchison, all of St. Louis, and Marvin W. Swaim, Alton, Ill. (Mobile Register Photo)

Stockholders Hold 15th Annual Meeting In Mobile On April 11

Stockholders of the Gulf, Mobile and Ohio Railroad re-elected all fifteen directors of the railroad at Mobile April 11 and heard a report on 1954 operations of the system.

It was the fifteenth annual meeting and of a total of 1,119,552 outstanding shares of common and preferred stock of the corporation entitled to vote 79% was voted.

President F. M. Hicks of Mobile reported railway operating revenues for 1954 of $61,176,887, off 13.3% under the previous year and net income of $9,084,794, 29% below 1953. Earnings per share of stock were $3.99 as compared with $7.07 per share in 1953.

Railway operating expenses were $60,372,864, 9.12% below 1953. The ratio of expenses, to handle freight and passengers, to the operating revenues, generally considered as a railroad yardstick for measuring operating efficiency, was a low 30.88%, as compared to 38.7% for Class I railroads as a whole.

The GM&O Chief Executive termed the year’s business “good, considering the general business decline” and the basic economy generally sound through the seven state territory through which (Continued On Page 2)

Directors Authorize New Equipment; Declare Dividends On Stocks

Two hundred new freight cars and four new diesel locomotive units will be acquired by the Gulf, Mobile and Ohio Railroad in the immediate future. Approval of the equipment expansion program, which will amount to more than two million dollars, was voted May 8 by the railroad’s Board of Directors in quarterly session at Mobile.

Also at the Mobile meeting were Directors of the eleven-man New Orleans Great Northern Board, a subsidiary line of the GM&O system, operating in Mississippi and Louisiana.

The GM&O Board declared a dividend of 30 cents per share on common stock of the company and a $1.25 per share dividend on the company’s $5 preferred stock. The common stock dividend is payable on June 13, 1955 to stockholders of record May 24, 1955 and the preferred dividend, for the current quarter, is payable on December 15, 1955 to stockholders of record November 23, 1955.

As a prerequisite to the payment of the above dividends the Board provided for payment of additional rental during the current year to the company’s subsidiary line, New Orleans Great Northern Railway Company, amounting to $89,000.

It was the annual organizational meeting and re-elected to- (Continued On Page 2)
Stockholders Meet
(Continued From Page 1)

the railroad operates.

Sixty-nine new industries were located along the line last year and there were 13 expansions of existing industries. The rail president observed that availability of suitable land for industrial use continues to be of major concern and that increasing industrial developments and the encroachment of housing developments have made plant sites hard to find in many communities. He said that the GM&O Land Company is buying land for this use where justified and that the railroad's Industrial Department is working with communities to have new areas held also.

The Company spent $12,464,738 on the maintenance of its plant and reported completion of a 4,650 mile teletype circuit between 26 offices for the rapid communication of traffic information. The total annual payroll was $29,393,803 and the average annual wage was $4,371. Taxes paid were $8,145,377.

Although passenger business declined 10.6% public response to a family travel plan to afford reduced fares was said favorable.

St. Louis Opera Opens
"Blue Ribbon Season"

Municipal Opera in St. Louis is the nation's pioneer outdoor theatre. The 1955 season, opening June second with the performance of "The Merry Widow", is the thirty-seventh season for starlight performances in St. Louis, and this year's repertory, considered by the management as the greatest of all thirty-seven years, has been dubbed the "Blue Ribbon Season."

Each of the eleven musicals to be presented from June through August is a top-flight award winner in the theatre history. "The Merry Widow" will have a brand new libretto written especially for Municipal Opera. Leading performers from stage, television, opera, screen and radio will perform to music from a symphonic orchestra of fifty pieces on a revolving stage in the 12,000 seat natural amphitheatre.

GM&O trains from both South and North of St. Louis offer convenient schedules for attending the opera and visiting other interesting sights in St. Louis.

The repertory for St. Louis Municipal Opera for the season is as follows:

THE MERRY WIDOW (New Version) June 2-12

GT Safety Awards
Each month Gulf Transport Company presents safety awards to those bus and truck operators who have driven a year without a chargeable accident.

This month awards were presented to the following drivers for the period March 1954 through March 1955.

Bus Operators
J. L. Keeton 8 yr. award
A. B. Lummus 5 yr. award

Truck Operators
G. C. Gann 11 yr. award
F. S. Budell, Jr. 1 yr. award

Directors Authorize New Equipment:
Declare Dividends On Stock
(Continued From Page 1)

together with all Departmental Officers were A. C. Goodyear, Chairman of the Board of Gaylord Container Corporation, as Chairman of GM&O's Executive Committee; F. M. Hicks, President; G. P. Brock, Executive Vice President and General Manager; and K. D. Horton, Secretary.

Reporting on a recent 25 million dollar sale of First Mortgage Bonds of the Railroad, President Hicks said results were: (1) Simplification of the company's debt structure (2) a net reduction in annual interest costs of approximately $152,000 and (3) an immediate reduction in annual sinking fund requirements of $133,000.

The four new power units the railroad is purchasing will be built in the Schenectady, New York, plant of Alco Products Incorporated and the total cost will be approximately $600,000. The freight cars will be of the fifty-foot box car type and will cost approximately 1 1/2 million dollars but other details of the program to acquire them have not been completed, Mr. Hicks said.

Following the GM&O Board meeting, Directors of New Orleans Great Northern Railway Company convened and declared interest payable on that company's 5% Income Debentures, due 2032, 1 1/2% on June 13, 1955, in addition to 1% already declared for payment on that date, to holders of record June 8, 1955, and 1% payable on December 15, 1955, to holders of record December 10, 1955.
Tris Coffin Stumbles On Southern Treasure

GM&O Director Campbell Guides Noted News Analyst

(The following article was written by Tris Coffin, noted news analyst and radio commentator, and associate editor of NATION'S MAGAZINE)

Some men search for treasure all their lives and never find it. Others, as fate would have it, stumble on it.

I found a treasure a few days ago. This is the way it happened. I was sent to Mississippi on what seemed a routine magazine assignment, and, while there, I found a way of life. It is a way of life as simple and orderly as an organ playing a familiar hymn in a quiet rural church off the main road.

I found this way of life in a country town where the bank president sits in his shirt sleeves and tells stories with a flare better than any paid comedian. I found it in a beautiful old house half hidden by live oak and Spanish moss. I found it on a bluff overlooking the Mississippi as it coursed southward—powerful, awe-inspiring, beautiful and cruel, a river of adventure for men and of fun for boys drifting on a long raft. I found the way of life in the friendships of men eating barbequed chicken under the stars. I found it in the simple words of a Negro preacher. I found it in the gracious living of plantation families in the rich delta.

I suppose, if I had searched hard for it, I could have found ignorance as well as the fine schools built everywhere or bigotry, as well as understanding men of different color have for one another. But then a man can find evil anywhere. It is a commodity too cheap to take any pride in finding.

Finding this treasure was not my doing, but the skill of my guide and host. He was Boyd Campbell, one of the most beloved figures in the South. He is tall, handsome figure with a deep love for people that shows in a smile that lights up all his face. He is a crusader, but one whose weapons are charm and reasoning, rather than fury and bombast. His crusade is for better schools for all, and in particular the Negroes. He told me humbly, "I believe with all my heart that public education is an economic good, and moral obligation and a spiritual trust."

The South he showed me is one of magnificent contrast. In the beautiful old colonial town of Natchez, a visitor poking through an overgrown graveyard finds the crumbling tomb of S. S. Prentiss, a brilliant dissolute political leader of the old South, a man whose cruel wit cut through his opponents in Congress. A few miles away, one of the most modern factories in the nation climbs into the sunny sky.

In Jackson, the state capitol, there is the gracious 114-year-old Governor's mansion, full of an old but forgotten charm with white pillars, stately arabesques, hand hewn four poster beds where Jefferson Davis slept, and a soft voiced Negro maid who asks the visitor, "Kim ah rest yusah hat, suh?" Nearby, workers are putting the finishing touches on one of the finest schools you'll find anywhere. It is for Negroes, and the money was appropriated long before the Supreme Court decision by leaders of an awakened South.

In the new South, there is the culture and gentle Godly way of the old interwoven with a great moral awakening and economic progress. The New Orleans Symphony orchestra plays to sellout crowds in Cleveland, Mississippi, a town of 5,000.

Writing is an honored profession, and books are treasured possessions, The Little Theatre flourishes everywhere. The church plays an intimate part in the life and thoughts of the people. The divorce rate is low. Juvenile delinquency, as it (Continued On Next Page)

F. N. Johnson Is Elected Conference Head

F. N. Johnson, GM&O auditor of receipts, Mobile, was accorded an outstanding honor on April seventh when he was elected chairman of the Southeastern Accounting Conference at the annual meeting of the conference held in Atlanta, Georgia, on that date. Mr. Johnson held the position of vice chairman of the conference during the year 1954-55.

All railroads of the Southeast are members of the Southeastern Accounting Conference, which handles accounting matters of interest to them all. For several years Mr. Johnson has been active in the affairs of the group, having served on various committees through the years.

The next meeting, to be held in Chattanooga, Tennessee on October 6 and 7, 1955, will be presided over by the new chairman.

An old friend of GM&O in Mobile, Turner Supply Co., celebrated its fiftieth anniversary on May 5, 6, and 7 by holding "Open house" in its new company building. Served by a GM&O four car spot track, the 74,340 square foot building is all on one floor for the convenience of customers.

This is the third location for the company—dealers in machinery, contractors' equipment, industrial and electrical supplies and steel products—with each new plant an expansion over the previous one.

Arranged in the new $300,000 structure for the occasion were exhibits of 88 manufacturers.

Founded by W. Marshall Turner in 1905, the firm today is headed by Howard Schramm, nephew of the founder, and president of the company since 1927.
Tris Coffin Stumbles On Southern Treasure

(Continued From Page 3)

terrorizes New York and Chicago, is unknown here. A psychiatrist or ulcer specialist could starve to death here.

One glimpse of this way of life I found off the trail by a dirt country road, is a sanctuary—a small country church, lovely in its simplicity. The door is never closed. It was built 83 years ago of sturdy cypress and square headed nails.

Since his uniform and the seven straight pennants the Orioles won still didn’t fit him for a baseball career, he decided on railroad work to achieve his travelling ambitions. Today he admits they have been more than satisfied.

Married, and the father of two sons, (Billy’s grades at twelve are better than mine were) the new assistant vice president has membership in numerous business societies and is active in civic affairs in Mobile. He is a member of the American Railroad Engineers Association, the Roadmasters and Maintenance of Way Society, and the Bridge and Building Society. He is a director of the Central Bank of Mobile and a deacon in his church.

“Perhaps the most difficult thing I do,” he concluded, “is to teach a Sunday School class of ten year old boys.”

Most of the worshippers have moved away, but they have kept up this little Bethesda Methodist Church and the cemetery where their fathers and grandfathers are buried. It represents to them a way of life that must be preserved.

The church is a haven for my friend and guide, Boyd Campbell, who happens to be the new president of the U. S. Chamber of Commerce. He often gets in his car at Jackson and drives north for some 60 miles to find his peaceful spot. He told me, “In dark moments, this church is a place of peace, where I can think free from pressure. Somehow, the gangly weaves straightens out and becomes simple again.”

The philosophy that goes with this way of life was expressed by a devout Negro, who was offered a job that would tax all his skill. Before he answered his employer about the promotion, the humble soul went out into the yard, away from all the dazzling new opportunity, bent down on his knees, closed his eyes and mumured prayerfully:

“Dear Lord, don’t give me no job that is too big for both me and You.”

It is a prayer that many of us in Washington could take to heart.

This is Tris Coffin in Washington.

The Exchange Club celebrated its 44th birthday in April. At New Orleans GM&O Commercial Agent J. M. May, right, district governor of the club, and Sheldon Bateman, New Orleans president, cut a cake in honor of the anniversary.
NEWS AT A GLANCE

AAR BOARD COMMENTS ON TRANSPORTATION COMMITTEE REPORT

The report of the Presidential Advisory Committee on Transport Policy and Organization made public on April 15, was endorsed by the Board of Directors of the Association of American Railroads at their April 29 meeting as "an important contribution toward working out to the best interest of the public the changes in transportation policy which are made necessary by changed competitive conditions.

"The railroads agree with the judgment of the Advisory Committee that revision of the national transportation policy and the laws governing transportation is not only desirable in giving the shipper and the ultimate consumer the benefits of the best service at the lowest cost, but is essential to the maintenance of a strong system of common carrier transportation for defense mobilization of war.

"The railroads would have liked to see the committee's recommendations for greater reliance on competitive forces in transportation pricing coupled with recommendations for greater equality among the different types of carriers in matters of taxation, subsidy, and charges for the commercial use of facilities provided and maintained at public expense. Nevertheless, the railroads regard the report as a whole as a distinct step toward greater equality in transportation, with improved service and economy to the public."

REPARATIONS CLAIMS AGAINST RAILROADS DISMISSED

The Interstate Commerce Commission dismissed on April 1 the government's claims against the railroads for refunds, estimated in the millions of dollars, for alleged overcharges during World War II.

Each of 17 complaints filed by the government were dismissed with the general position that the rail rates applied were, if anything, "considerably lower" than they would have been for commercial shippers.

DR. PLOWMAN DISCUSSES FREIGHT RATE PROBLEMS

Dr. E. G. Plowman, Vice President, Traffic, United States Steel Corporation said in a recent Syracuse University lecture entitled, "Fundamental Problems of Freight Rates," that the United States Railroads (and other common carriers) cannot continue to maintain loss-creating services for the general public.

He said the basic problem facing railroads, "is to achieve success in their current efforts to make freight rates more effective" not only in meeting competition but in again attracting and retaining a profitable volume of traffic.

THE SAFETY OF RAILWAY TRAVEL

In 1954, railroads of all classes in the United States performed 29,300,000,000 passenger-miles of service and had 5 passenger fatalities in train accidents.

For each such passenger fatality in that 12-month period the railroads performed 5,860,000,000 passenger miles of service.

This is equal to 1,550,000 trips across the United States from New York to Los Angeles for each passenger fatality.

Expressed in another way, the danger of being fatally injured in a train accident—based on 1954 experience — is so remote that if Adam, in the Garden of Eden, 4004 B.C., had started to take an average railway journey of 500 miles each day and had continued to do so every day of every year since then, his expectancy of life—if it rested solely upon passenger train accident—would still be 26,000 years. In other words, only about 1/5 of his life's span would be used up at the present time.
Cairo Goes After Industry

At a Dutch treat dinner in a local hotel on April 27th, an industrial committee of the Associations of Commerce of Cairo, Illinois was formed with the avowed purpose of going after industry. To help spearhead this new campaign GM&O Division Freight Traffic Manager Frank McKee was elected vice chairman of the group, and Charles H. Simmons, past president of the A. of C. agreed to serve as chairman.

With the purpose of bringing about industrial expansion and growth to Cairo, the group of representative Cairo citizens pledged itself to bring into the city at least one new industry or to encourage the expansion of a local industry, or both, this year.

Following the meeting, the CAIRO EVENING CITIZEN declared, "If we make up our minds that we are not going to allow 1955 to pass by without the acquisition of a new plant, along with the expansion of some of our present ones, we'll do just that."

Hostess Dividend

To Hostess Carolyn Moss, the care of a handicapped child on Train 15 one night in March was a routine privilege; but to Editor Bob Cook of the Pontotoc, Mississippi PROGRESS, it was an investment, which, some day would reap a dividend. As each saw the incident is reported below.

Said Miss Moss in her hostess report of the day: "Took care of 11 year old______ who was put on train by his sister______ and met in Sparta by his parents______ of Cauterville, Illinois.______ was by himself for the first time. Showed him the pullman car as he had never seen them before. Mr. and Mrs. Morse and Mr. and Mrs. Neidringhouse invited ______ into their suite to visit. Since we were two hours late arriving in Sparta, this group bought a dinner for him. This child is almost blind, has a cataract on one eye and is growing one on the other eye. He attends the blind school in Jacksonville, Illinois."

Editor Bob Cook of the PONTOTOC PROGRESS saw the incident as follows: "Among the better innovations inaugurated by railroads to boost passenger travel was the installation of hostesses on the GM&O line. Conceived by the late I. B. Tigrett, the idea was to place neat, personable young ladies on passenger runs to aid in making travelers more comfortable, to minister to various and sundry needs, taking care of youngsters travelling alone, and helping travelers going into a strange territory— in other words, making the trip by train as pleasantly as possible. One shining example we witnessed recently was one of the hostesses taking in hand a young lad, handicapped by failing eyesight and travelling alone on the train at night. The hostess took charge of the naturally home-sick and practically lost boy, and with the skill of a mother squelched stubborn tears and made the trip one of bright-eyed happiness for the youth. This is no isolated instance, as like cases are repeated daily up and down the GM&O line. The placing of hostesses on the trains was, we think, a wise move, the dividends of which will multiply as time goes by______ a move which truly can’t be measured in dollars and cents."

Employe’s Son Becomes C Of C Manager

GM&O Claim Clerk A. H. Taylor of Corinth, Mississippi, is being congratulated again on an outstanding accomplishment of his son, A. H. (Lon) Taylor, Jr. Lon, who was elected a short time ago as "Corinth’s Most Outstanding Young Man of the Year", has been named manager of the Corinth Chamber of Commerce. He assumed his duties on April 15, resigning the position which he has held as manager of the Berry Division, Oliver Iron and Steel Corporation in Corinth.

On announcing this appointment, Tommy Cooper, president of the Chamber, said, "Nothing could please me more than to make this announcement. I don’t feel that we could possibly find any other person in the State of Mississippi or anywhere for that matter, who will fit into our local Chamber of Commerce work more effectively. His capabilities and personal interest in Corinth and its future are well known to all of our citizens."

The new manager is well known at the GM&O offices in Corinth, where his father has been an outstanding employee since 1917.

Commendations

Operator A. C. Carlson, Jr., South Joliet, Illinois, discovered a brake beam down and notified the conductor so that repairs could be made.

Section Laborer Kirk Young, Iselin Yard, Jackson, Tennessee, noticed that a switch was lined wrong and called it to the attention of the switchman, perhaps preventing a derailment of cars.
Along The Line

Mobile, Alabama — There’s been a lot of celebrating recently for L. M. Tacon, export clerk in the local office. On April 27 he was receiving congratulations for having been with the company for fifty years, and a few days later, on May sixth, he celebrated his 66th birthday.

Wilmington, Illinois — K. C. Clark received his gold pin on April 15th for fifty years of service on the GM&O. Mr. and Mrs. Clark have lived in Wilmington for sixteen years.

Mobile, Alabama — There was an April shower of babies in the Freight Receipts Department. Carlton Lucas Cummins was born on April 4th to the Howard Cummins; Michael Wayne Crosby arrived on April 7th to Mr. and Mrs. Harvey Crosby; Barbara Arlene Byrd was born on April 19th to the Delbert Byrds; and Darlene Louise Southall was born April 27 to Maureen and Tom Southall.

Mobile, Alabama — Miss Elsie Grace LeGear of the Passenger Accounting Department was married to Mr. Dempsey L. Lee on April second. Also married during April were Miss Jeannine W. Buttery and Mr. Albert B. Reasonover on April fifteenth. Albert is employed in the Freight Receipts Department.

In The Service

Patrick J. Mooney ................. Mechanical Jackson, Tenn.
Guy E. Camburn ................. Roadway New Albany, Miss.
Sidney R. Holliman .......... Transportation Bogalusa, La.
John J. McNeela ................. Transportation Chicago, Ill.
Jack L. Schluter ................. Transportation Mobile, Ala.

Retirements

Pipefitter F. M. Ginter, Eastern Division, who entered service of this company on November 1, 1912, retired on April 30, 1955. Mr. Ginter resides at Bloomington, Illinois.

Carmen Amer E. Acrey, Jackson, Tennessee, retired on April 1, 1955, after being in the employ of the company since August 1, 1916 when he went to work as a carman at Murphysboro, Ill.

Machinist John H. Pigott, who entered service of the company at Murphysboro, Illinois on February 1, 1912, retired on April 1, 1955.

Engineer A. C. Davis, Roodhouse, Illinois, who entered service of this company as fireman on February 1, 1909, and was promoted to engineer October 29, 1920, retired from company service on March 26, 1955.

Agent-Telegrapher Daniel Spikes, Richmond, Mississippi, retired on April 18, 1955 after being with the company since June 1, 1911.

Yard Engineer George A. Richardson, Ridgley, Illinois, retired on April 16, 1955. Mr. Richardson went to work for the company as fireman on September 17, 1909, and was promoted to engineer on January 13, 1913.

Conductor W. H. McLeese, Bloomington, Illinois, retired on April 1, 1955. Mr. McLeese entered service as brakeman on January 14, 1916. He was promoted to conductor March 17, 1927 and to passenger conductor August 20, 1929.

Operator E. J. Carlberg, South Joliet, Illinois, retired on April 27, 1955 after being in the service of the company since October 7, 1924.
Deceased

Retired General Foreman John W. Chisum, Jackson, Tennessee, on April 13, 1955 at Cape Girardeau, Missouri. Mr. Chisum was employed as machinist for the former M&O Railroad at Jackson, Tennessee in 1904 and was promoted to foreman in 1918. In 1919 he was promoted to general foreman of the shops at Tamms, Illinois, later occupying the same position with the shops at East St. Louis, Illinois. He remained at East St. Louis until his retirement on October 31, 1944. Mr. Chisum is survived by his wife, and two sons. The funeral was held in Jackson, Tennessee on April 14.

Retired Section Foreman Gustis C. Kamper, Mobile, Alabama at Mobile on April 12, 1955. Mr. Kamper entered service in the Roadway Department on November 27, 1916 and was promoted to section foreman on December 16, 1918, which position he held until his retirement on November 20, 1953.

Conductor F. H. Turner, Jackson, Tennessee, at his home near Jackson on April 12, 1955. Mr. Turner entered the service as a clerk on the former B&NW and was later employed as a brakeman on May 8, 1920. He was promoted to conductor in 1923. Mr. Turner was a deacon and a veteran of World War I. He is survived by his wife, three sons and two daughters.

Retired Conductor James P. Lauderdale, Jackson, Tennessee, at Jackson on April 8, 1955. Mr. Lauderdale entered service of this company in 1903 and retired in 1945. He is survived by his wife.

Retired Master Mechanic John Benton Rogers at Los Angeles, California on April 19, 1955. Mr. Rogers came to the GM&O in 1922 and retired December 31, 1947, during which time he served as a roundhouse foreman, road foreman of engines, district mechanical foreman and master mechanic.

Retired Section Foreman G. B. Clarke, West Point, Mississippi, who entered the service February 3, 1903 and retired December 31, 1939. Mr. Clarke passed away in the Ivy Memorial Hospital at West Point, Mississippi, on March 25, 1955. He is survived by his wife and two sons and one daughter.

Retired Yard Engineer William Earl Powers was employed by the GM&O as fireman in June 1891 and was promoted to engineer on September 22, 1896. He retired on January 12, 1944.

Passenger Flagman G. E. Roberts, Kansas City, Missouri, at St. Louis on May 11, 1955. The funeral was held in Louisiana, Missouri on May 13. Mr. Roberts is survived by his wife.

High School Seniors Like Check Machine Best

Seniors at Bishop Toolen High School in Mobile visited GM&O's Accounting Department the last month of the school year to see how they'd like running a business machine as a job. Left. Assistant Auditor of Disbursements J. W. Hanlein explains how Head Payroll Machine Operator Sadie Laws (seated) works the payroll machine.

Mrs. Marie McGill, head of her department, (seated center) describes the intricacies of operating a comptometer.

Bishop Toolen seniors decide the best job in the accounting department is to issue the paychecks. Payroll Machine Operator Lee C. Landry at the machine.

Yard Engineer Matt Stonich, Braidwood, Illinois, died on May 13, 1955 en route to hospital at Joliet, Illinois. Mr. Stonich entered service of this company as a yard fireman at Joliet on December 24, 1912 and was promoted to yard engineer on June 14, 1918. He is survived by his wife, who resides at Braidwood. Crossing Flagman T. M. Shawgo, who entered service as a section laborer on May 1, 1923, and became a crossing Flagman in 1937, died on April 13, 1955 at Normal, Illinois. He is survived by his wife, who lives at Normal.
You'd Be Surprised What Passengers Leave Behind In Railway Trains And Stations

If all the articles left behind in railway trains and stations by forgetful passengers could be placed on display in some museum, the exhibit would be not only of tremendous size but also of great variety. And it would furnish no little amusement to the American people.

Included in that extraordinary exhibit would be such things as a Gila monster, a human skull, a kitchen sink, an artificial leg, many sets of false teeth, and an amazing variety of umbrellas, brief cases, wearing apparel and other personal effects. It would include enough books to stock several libraries and enough babies' milk bottles to keep a children's hospital supplied for years.

Every day, conductors, trainmen, porters and other railroad employees turn over to Lost and Found Departments scores of handbags, purses, pocketbooks, overcoats, gloves, hats, sweaters, topcoats, cameras and jewelry. Fur coats, golf bags and skis are found in season, and occasionally wigs and toupees, radios, typewriters, canaries and homing pigeons are left behind by passengers.

A Big Find

One of the biggest finds in recent years was a bag containing jewelry worth $125,000 — promptly returned to the owner by The Pullman Company. The most generous reward on record was $2,000 paid to an individual for turning around $6,000 in cash found in a passenger car.

When a Gila monster was found on a train in West Virginia, railroad people didn't wait the usual time for the owner to claim it. Instead, they turned it over to the Baltimore Zoo the next day. Several weeks later a man connected with a traveling carnival turned up to claim the big lizard.

In one railway station an attendant was horrified to find a human skull wrapped in brown paper. It was turned over to Lost and Found, and in due time an anxious medical student appeared to claim the lost property.

A kitchen sink was found in a passenger car in Canada, but the custodian of the Canadian Lost and Found office took it in his stride. He recalled that in years gone by an even larger article — a bathtub — had been found on a train.

When a passenger must have hobbled off a train on one leg at Toronto, for an artificial leg was found on the seat of a passenger coach. Strangely enough, the owner never appeared to claim the lost limb.

When a ruddy-faced gentleman appeared at Lost and Found to inquire about an article he had left on a train the previous evening, he had some difficulty speaking distinctly, but the attendant finally caught on — he had lost his false teeth! Americans aren't the only ones who are in the habit of forgetting their teeth. Some years ago, an officer of the Southern Railway in England reported that no fewer than 2,500 sets of teeth had been left on their trains. With typical English humor, he remarked that he hoped the practice was due to absentmindedness and not because passengers' teeth had been shaken out by rough starts and stops.

Many Raincoats Are Left Behind

To the custodians of most Lost and Found Departments, the year has two major seasons — the raincoat-umbrella season and the overcoat-overshoes season. During rainy weather, hundreds of raincoats are left on trains, principally by commuters. Many of these trusting souls, confident that the coats are in good hands, don't even go to the trouble to claim them until the weather starts kicking up again.

The business of restoring lost property to the rightful owners often involves a considerable amount of correspondence, and occasionally it involves some clever detective work. Railroads and The Pullman Company spend large sums each year in efforts to locate the owners of lost articles. It is estimated that about 75 out of every 100 articles left on railway trains and in railway stations are returned to the owners eventually.

Most Lost and Found Departments keep articles a minimum of 90 days — longer in the case of very valuable items — before they are offered for sale at public auction.

Detective Work Involved

An idea of the detective work involved in tracing lost property may be gained from the cases of a leather photograph album and a lost fraternity pin. The album was found by a Pullman porter when he checked his car at the end of a trip. Following the usual practice, he attached a tag to the album, giving the train, car and berth number, as well as other information which might aid in locating the owner. However, no one inquired about the album during the customary waiting period. When The Pullman Company's alert Lost and Found people looked into the matter further, they noticed that the album contained a picture of an automobile with a California license plate, the last three numerals of which were visible. They contacted the California Secretary of State, who was able to supply the name and address of the licensee. In a short time the album was back in the hands of its grateful owner.

The fraternity pin, found in a Pullman car, was turned in at Omaha, and The Pullman Company, by clever detective work, succeeded in locating the manufacturer, the jeweler, the fraternity chapter, and finally the owner of the pin. But this case had an unexpected twist. When a Pullman representative handed him the pin, the owner was flabbergasted. The pin was lost 16 years before, and he was delighted to get it back.

A Bizarre Incident

Finally, there was the mink coat episode. On the day before Christmas the conductor of a passenger train found on an empty seat and turned in a lost and found a large box containing a gorgeous mink coat, gift-tagged "To Flo, with all my love. Your Georgie." The Lost and Found Department undertook to locate the owner in time for the gift to be presented on Christmas day. Through the store where it was bought, the name and address of the purchaser was obtained. Then a messenger hurried to the address and handed the coat to a man who opened the door and identified himself as "George." Behind the latter stood his wife. A few days later George called on the superintendent of the railroad, and the mildest language he used was "You and your blankety-blank efficiency!" It turned out that George's wife found the mink coat not only an unexpected gift but also a horrible fit. Besides, HER name wasn't Flo!
To two motorists and one policeman the railroad is indebted for assistance during the month. Mr. Jack Currie of Trenton, Tennessee discovered a hot box in a train passing him on the highway, and he drove to the station at Trenton to report the matter. Mr. Clarence Mason of Armington, Illinois, was driving along the highway south of Lawndale when he saw some ties on fire. He went to the Atlanta tower where he notified the operator, who called sectionmen to extinguish the fire. And at Dwight, Illinois, Night Policeman Arthur Smith observed a hot box on a passing train and notified the crew so that the car could be set out.

Section Foreman S. E. Lewis, Lawley, Alabama, rendered valuable assistance when he advised the dispatcher's office about some trouble that an Extra North was having with its engine.


Agent R. K. Farrell, Glassgow, Missouri, was observing a passing train when he noticed that the contents of one of the cars was leaking and notified the crew so that proper repairs could be made.

Operator N. J. Gapen, Chenoa, Illinois, was observing Train 92 passing Chenoa when he discovered a brake beam down on a car and notified the crew so that the train could be stopped and repairs made to this car.

Brakeman J. M. Oyler, Tuscaloosa, Alabama, was working on the crew of the Columbus switcher when he caught the caboose of an Extra North passing through Columbus and informed the conductor that a load had shifted in a gon about forty cars from the caboose and that it would not clear the Tombigbee River bridge. The train was stopped and the load adjusted so that there was no damage to equipment.

### OUR FREIGHT BUSINESS

**Revenue Car Loads Billed And Received On GM&O**

<table>
<thead>
<tr>
<th>Year</th>
<th>JAN.</th>
<th>FEB.</th>
<th>MAR.</th>
<th>APR.</th>
<th>MAY</th>
<th>JUNE</th>
<th>JULY</th>
<th>AUG.</th>
<th>SEPT.</th>
<th>OCT.</th>
<th>NOV.</th>
<th>DEC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1954</td>
<td>49,212</td>
<td>48,916</td>
<td>51,622</td>
<td>46,040</td>
<td>46,423</td>
<td>46,768</td>
<td>46,339</td>
<td>48,116</td>
<td>48,915</td>
<td>50,710</td>
<td>46,290</td>
<td>46,431</td>
</tr>
</tbody>
</table>

Comparison of the first 4 months of the year...........

| 1954 | 183,535 |
| 1955 | 204,154 |