GM&O Acquires
Mobile Acreage for
Industrial Development

In an effort to assure adequate sites for industry seeking locations in the Mobile area, the GM&O Land Company has purchased 70 acres within the city’s switching limits.

The acreage, together with another 20 acres under option, will be improved and used by the Railroad for the location of wholesale warehouse distributors and light manufacturing businesses.

“Mobile’s steady industrial expansion makes it highly advisable to create a planned area for future development,” GM&O President F. M. Hicks said. The property, along with the additional 20 acres now under option by the Railroad, lies between the Company’s belt line and its Bay Shore tracks and Three Mile Creek. It adjoins some 200 acres already put to industrial use by GM&O.

Mr. Hicks said that the development follows a general railroad policy where individual sites are becoming ever harder to find for users of the railroad’s service. The Mobile location is within the switching limits of the city, a factor highly desirable to industrialists, he said.

“Developments of this type generally run one third of the acreage to building space and in addition to the employment they afford a community, are very helpful from a civic standpoint.”

President O. H. Dekhamps said the Chamber of Commerce was pleased to see such a development. “The growing scarcity of suitable areas for industry of this type has been a matter of concern to our industrial and planning committees in view of the rapid potential growth of Mobile as a distribution center. The advantage of planned industrial areas have been well demonstrated in many communities.”

Mr. Hicks said the Railroad was negotiating at the present time with a large company for one of the Mobile sites. Development of the property will begin at an early date.

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Citizenship Award WinneRs Study
Railroad’s Relation to Agriculture

Ten top Future Farmers of America from GM&O territory in Illinois were in Mobile the first week in June, visiting the Gulf Coast and learning how the transportation industry fits into agricultural marketing.

The boys were winners in GM&O’s “Citizenship Award” contest for FFA members in Illinois and were guests of the railroad on a tour of the South, where they had the opportunity to compare Southern agriculture with prairie country farming.

The contest was originated as a means of recognizing outstanding young men who had made a good start in farming, and encouraging them to become effective community leaders. Judging was done by a panel of twelve agricultural and civic leaders, who selected the winners largely according to their progress and success as revealed in the FFA home project reports.

Among the judges was President Eugene Funk, Jr. of Funk Bros. Seed Company of Bloomington, Illinois. Mr. Funk is also a director of GM&O’s subsidiary, the New Orleans Great Northern Railway Co.

While on the Gulf Coast, the high school boys inspected the Port of Mobile on an Alabama State Docks boat; visited a Gulf Coast Experiment Station; made a tour of a local paper plant and a related forest; and visited nearby beaches. They were accompanied throughout by Agricultural and Forestry Director S. A. Robert and

(Continued on Page 2)
Future Farmers
(Continued from Page 1)


Mornings were spent in GM&O executive offices, meeting departmental heads and learning from these executives something of the functions of each railroad department. "Railroading is not big business," said President F. M. Hicks on welcoming them into GM&O offices. It is a combination of little things. We deal in small units. We receive one and a third cents for handling a ton of freight a mile." Relating railroading to farming, he pointed out that 42 percent of GM&O's freight is composed of products that indirectly come off the land. "That is the reason we are interested in forestry and agriculture."

GM&O Departmental Heads Told FFA Boys:

"The railroad hauls anything. Neither size, difficulty of movement, nor requirement of special handling deters a railroad from taking a shipment. A diesel locomotive costs $100 per horse power." - Executive Vice President and General Manager G. P. Broek.

"Traffic is the life-blood of a railroad. We know that we must give good service at a price that is attractive." - Vice President L. A. Tibor, Traffic Dept.

"It is the Treasury Department's job to supervise the company's receipts and disbursements (not only pay checks, but other papers of payment as well), in order that the income and outgo may be correlated with each other and with the cash on hand and all factors balanced daily to the last penny." - Treasurer W. J. Wall.

"The Accounting Department with its 450 officers and employees keeps 343 different accounts altogether under the classification prescribed by the Interstate Commerce Commission. In addition to this, there are some others for our own convenience." - Vice President and Comptroller R. E. DeNeefe.

"Gulf Transport Co. is a separate highway corporation, owned by the GM&O Railroad, organized in the thirties to supplement the railroad. Because it is owned by the railroad, it may, according to ICC regulation, handle only that freight which moves partly by railroad." - President C. B. Whitlow, Gulf Transport Co.

"The Legal Department is the service department for all the others. At Mobile General Office the GM&O has seven attorneys, a tax commissioner and a general claim agent, besides 130 attorneys located in counties which we traverse. Last year GM&O paid 12 million dollars in taxes. $625,000 in taxes was paid by GM&O for schools in Illinois alone." - Vice President and General Counsel D. S. Wright.

Clifford Schimmelpfening, right, of Pekin, Illinois, receives his award from Mr. E. D. Funk, Jr., of Bloomington, Illinois, one of twelve judges for the contest. Mr. Funk is president of Funk Bros. Seed Co. and a director of GM&O subsidiary, the NOGN Railroad.

Vice President DeNeefe Elected

Vice President and Comptroller R. E. DeNeefe, Mobile, was elected second vice chairman of the Accounting Division of Railway Accounting Officers at their annual meeting held in Washington, D. C., May 25-27.

The group is composed of about 1500 members of all railroads in the United States, Canada and Mexico, and the membership includes 95 percent of road mileage of the United States, which grosses a little over 95 percent of gross revenues.
GT Safety Awards

The following Gulf Transport Bus and Truck Operators became eligible for and received safety awards during the month of May, 1954:

**Bus Operators—**
- Carl Bequette. 5 yr. award.
- A. L. Davis. 8 yr. award.
- LaRue Friend. 2 yr. award.
- E. B. Johnson. 5 yr. award.
- Robert Polk. 7 yr. award.

**Truck Operators—**
- R. L. Crumpton. 10 yr. award.
- M. P. Dawkins. 10 yr. award.
- Melvin Gibbs. 7 yr. award.
- B. B. Long. 6 yr. award.
- F. E. Smith. 5 yr. award.
- James Stewart. 4 yr. award.

The two ten year awards presented to Mr. Crumpton and Mr. Dawkins are of special interest as each driver has driven consecutive years without a chargeable accident.

**DECEASED**

Passenger Conductor C. A. Draper, Roodhouse, Illinois, on May 1, 1954. Mr. Draper entered service as a brakeman in 1938, was promoted to freight conductor in 1940, and to passenger conductor in 1905. He retired on October 17, 1947. He is survived by his wife.

Retired Engineer James Anderson, Bloomington, Illinois, at Bloomington on June 5, 1954. Mr. Anderson came to work for the company as fireman in 1910 and was promoted to engineer in 1926. He retired on May 16, 1950. He is survived by his wife and two daughters.

Retired Conductor James Carlos Ross, Jackson, Tennessee, at Jackson on May 5, 1954. Mr. Ross entered service of the company on April 10, 1882 and retired on February 29, 1944. He is survived by his wife, one son and three daughters.

Car Inspector J. R. McAdoo, New Orleans, Louisiana in April, 1954. Mr. McAdoo, for many years a car inspector at Canal Yards, New Orleans, was memorialized by his fellow employees as a “good man... that has saved the Company many dollars and saved delays to lots of cars.” He is survived by his wife and brother, who live at Meridian, Mississippi.

Retired Engineer John W. Diesel at Hopkinsville, Kentucky on May 15, 1954. Mr. Diesel entered service as an engineer on February 14, 1902 and retired on May 30, 1953. He is survived by his wife, who lives at Trenton, Kentucky.

Engineer Edwin E. Foreman, Bloomington, Illinois, at Bloomington on May 29, 1954. Mr. Foreman entered company service as a fireman in 1901 and was promoted to engineer in 1908. He is survived by his wife.

Retired Engineer James W. Hinson, Jackson, Mississippi at his home on June 6, 1954. Mr. Hinson entered service on October 31, 1917 and last worked on May 27, 1952. He is survived by his wife, who lives at Florence, Mississippi.

Engineer Emmett Steadman Manley, Sr., Jackson, Tennessee, on May 30, 1954 at Jackson. Mr. Manley entered the service of this company on April 24, 1904 and last worked in August 1953. He is survived by his wife, one son and one daughter.

**GM&O Vice President S. A. Dobbs** (seated, third from right) is a member of the Chicago Railroad Committee of the American-Korean Foundation in Chicago. Mr. Dobbs, shown with the other members of the Chicago members of the Chicago Committee, was also honored this month by being appointed as chairman of the Transportation section in the industry division of the 1954 Chicago Community Fund campaign.

**RAILROADS HAUL “HELP KOREA TRAINS’ FREE OF CHARGE**

The United States railroads have again proved themselves good citizens by agreeing to haul, without charge, trains loaded with goods for shipment to South Korea. The trains have been placed in 75 key cities of the United States, and are being moved to West Coast ports with goods for ocean shipment to Korea.

In the Chicago area, GM&O Vice President S. A. Dobbs is a member of the Railroad Committee of the American-Korean Foundation. The Foundation plans to raise $10,000,000 in goods and an equal sum in money for the rehabilitation of South Korea.

President Eisenhower, in a brief speech on April 9 approving the plan, said, “I think I can speak, also, for the nation, in thanking the railroads for being so helpful and cooperative in showing such a sympathetic attitude toward this great need.”

600 carloads of consumer and industrial goods are expected to be moved to the West Coast by the end of June.

**GM&O Son Receives Harvard Award**

Robert David Puff, twenty year old son of R. J. Puff, Assistant General Freight Agent, St. Louis office, has been awarded a research assistantship at Harvard University. He will receive his bachelor’s degree in chemistry at Washington University in June and will go to Harvard in September. He was recently elected to membership in Phi Beta Kappa and Sigma Xi, national honor societies, and last month won the Merck award for outstanding scholastic achievement in the field of chemistry.
GM&O MOVIE FIGHTS HOTBOX MENACE

To fight the costly and troublesome "hotbox" which flares into special prominence with the summer heat, the GM&O Mechanical Department has produced an educational color moving picture to be shown over the System, concerning the hotbox problem and its treatment. The sound movie gives instructions on the packing of journal boxes, the detection of trouble, and a vivid picture of a flaming box, one of the railroad's most stubborn operating problems.

A hotbox is a railroad car journal box overheated by friction, one cause of which is a failure in lubrication. A journal is that portion of the rotating axle that turns in a bearing.

The GM&O movie was planned and executed by members of the Mechanical Department in collaboration with Executive Vice President and General Manager Brock and General Superintendent of Motive Power and Car Equipment C. M. House. The script was written and supervised by Superintendent of Motive Power and Car Equipment J. O. Green, Assistant to Superintendent of Motive Power and Car Equipment P. E. Dewitt, and Master Car Builder R. D. Douglas. Actual filming was done under their supervision with the assistance of personnel in the Frascati Yards at Mobile, including Frank Brown, Assistant General Car Foreman, Mobile, Alabama.

The showing of the film is on an air-conditioned Instruction Car, with some supervisory personnel from the division on hand. A safety talk is sometimes included with the meeting.

Persistence in fighting the hotbox over all railroads in the United States resulted in the reduction last year of the number of hotboxes to 158,328, about 13 percent below the 180,496 reported in 1952.

Although these figures appear large, they are low in relation to the number of railroad cars and the miles traveled.

An educational moving picture to help eliminate the costly hotbox has been filmed in GM&O's shops in Mobile for showing throughout the System. Film producers are shown in yards consulting with Frank Brown, right, assistant general car foreman, Mobile area.

The country's railroads, for example, have approximately 1,700,000 freight and passenger cars, each of which has eight journals. Car miles last year totaled 34 billion 355 million. On the basis of these figures a hotbox occurs on a car only once every 12 years—and GM&O is working to bring our average still lower.—(Figures on nation's average from CHICAGO TRIBUNE.)

Superintendent of Motive Power and Car Equipment J. O. Green, his assistant P. E. DeWitt, and Master Car Builder R. D. Douglas collaborate in Mobile office on script for movie.
The color moving picture on the maintenance of journal boxes was shown at Ridgely Yard near Springfield, Illinois in May. Ready for the showing in the air conditioned Instruction Car are employees of the GM&O there.

Master Mechanic H. R. Kinney of Chicago introduced the film and made a short speech.

Master Car Builder H. A. Harris of Bloomington attended the meeting and made a short safety talk.

General Mechanical Inspector G. W. Broughton of St. Louis showed the film.

At the showing were General Yardmaster B. L. Ennis and E. P. Rowe, Yard Conductor of Ridgely and City Yardmaster H. D. Feltenstein of Springfield.

City Yardmaster H. D. Feltenstein of Springfield with General Engine House Foreman W. E. Diesel (right) of Ridgely.

In the office following the showing at Ridgely were Assistant Car Foreman A. M. Southard (standing) and General Car Foreman H. L. Grant.
CORINTH CELEBRATES CENTENNIAL

Corinth, Mississippi turned back the clock to great-grandma's day the third week in May when it celebrated a hundred years of progress. Beards and bonnets which had been weeks in the making lent an authentic touch to the meeting of the centuries portrayed in the centennial celebration.

The festivities began with a Queen's Ball on May 15th and continued through the following Saturday. Historical displays of yesteryear competed in retail store windows with industrial exhibits of tomorrow. A mammoth historical pageant featuring a cast of over 300 local participants presented each night a chapter in "The Corinth Story." Enacted on a 300-foot stage with historically authentic costumes and spectacular lighting effects, the pageant was followed each evening with an exciting fireworks finale.

The centennial panorama was climaxxed on Friday with the final judging of the "Brothers of the Brush" beard contest and "Sisters of the Swish" style show. More than 2,000 men in the city of 6,000 persons grew beards to help promote the celebration. During the centennial one bewhiskered resident was arrested for creating a traffic hazard when he appeared bedecked in Rip Van Winkle variety whiskers on a dilapidated bicycle—and the whiskers proved to be false.

A centenarian herself, GM&O was on hand for the festivities, with congratulations to Corinth and a model train exhibit for visitors, with Agent J. C. White in charge of the exhibit. At the conclusion of the celebration, A. H. Taylor, Jr., Special Events Chairman, anticipated future days of progress in his statement that "The Gulf, Mobile and Ohio Railroad has played an outstanding part in the development of Corinth and this area and we look forward with enthusiasm to the future success of the railroad and this area . . . growing together."

Corinth Centennial Queen Peggy Faires was squired by A. H. Taylor, Jr., son of a Corinth veteran employe of the GM&O. Mr. Taylor represented a GM&O official in the pageant scene of the completion of the M&O through Corinth in 1881.

GM&O Agency force during the Centennial are shown, left to right, Agent J. C. White, Check Clerk H. M. Hahn, Cashier W. E. Kemp, Aast. Cashier H. L. Archer, Claims Clerk A. H. Taylor, Chief Clerk G. N. Pankey and Rate and Bill Clerk W. H. Phillips. Miss Virginia Staggs, seated, is secretary to agent.

Sporting beards for the occasion were, seated, Yard Clerk G. R. Harwell, Engine Foreman C. P. Dean, and Trainmaster S. A. Dickson. Standing is Switchman E. W. Long.

True "old timers" during Centennial were Switch Engineer T. C. Graham, Switchman J. C. Eaves, Engine Foreman C. P. Dean and Switchman J. R. Harwell.
NEWS AT A GLANCE

TENNESSEE APPROVES LITTLE REBEL REMOVAL

After a hearing last month, the Tennessee Public Utilities and Railroad Commission authorized immediate removal of the Little Rebel trains from service. Where direct expenses exceed revenues by more than 30 percent, (The Rebels out of pocket expenses alone did by over 60%) discontinuance is mandatory under Tennessee Statutes. Mississippi previously okayed their removal in that State.

Still pending is a decision on the last segment of the former three-state Rebel run which the Louisiana Commission took under advisement after a lengthy Bogalusa hearing.

Scheduled before the Interstate Commerce Commission in New Orleans on June 17 is a GM&O application in the same case for abandonment of passenger train operations formerly performed in New Orleans under trackage rights into the Southern Railroad’s Depot, now closed in favor of the new Union Passenger Terminal.

GM&O PAYROLL APPROXIMATELY $117,000 DAILY

Gulf, Mobile and Ohio’s payroll costs last year averaged approximately $117,000 a day—its tax payments about $33,000 daily.

GOVERNMENT GETS NEARLY 3 TIMES AS MUCH AS OWNERS FROM RAILWAY OPERATIONS

Who gets the greater financial benefits from railway operations—the owners of the property or the federal, state and local governments? The answer may surprise some people. The government takes almost three times as much from the railroads in taxes as the owners receive in dividends. In 1933, for every dollar the owners received in dividends from railway operations, the government collected in taxes $2.88.

There was a time when the situation was reversed—and the owners received the larger share, but about thirty years ago taxes first exceeded dividends. This has been the case ever since then.

RAILROADS BROUGHT LOW COST TRANSPORTATION

Back in the 1830’s shippers paid upwards of 20 cents a mile for transporting a ton of freight by wagon. Then came the railroads and by 1848 average transportation charges by rail were from 6 to 9 cents per ton-mile, depending upon the class of commodities hauled.

Now, despite vastly higher operating costs, the Railroads carry freight for an average of less than 1½ cents per ton mile, or about one-fifth or one-sixth as much as the charge in 1848.

EMPLOYEE FATALITIES LOWEST ON RECORD

The railroads maintained a high level of safety during 1953. While passenger fatalities fell short of the 1952 record when not a single passenger lost his life in a train accident, employee fatalities during 1953 were the lowest on record.

There were 21 passenger fatalities in train accidents last year and the record of 306 employee deaths set a new safety mark.

The Railroads' passenger safety record was between three and four times lower than the casualty rate for domestic airlines in 1953 and the automobile accident toll was the worst in history—38,500 deaths and 2,140,000 injuries.
RETIREMENTS

Brakeman L. H. Harris, Louisville, Mississippi, retired from active service on April 9, 1954, after being a brakeman in the service of the company since May 12, 1920.

Caretaker J. B. Dean, New Albany, Mississippi, retired on April 15th after being in the service of the company since 1917. He was agent at Crockett Mills, Tennessee for a number of years.

Brakeman R. H. King, Bloomington, Illinois, retired on January 10, 1954. Mr. King entered service of this line on June 17, 1918.

Operator Charles C. Dean, Venice, Illinois, retired on April 29, 1954 after being an operator with the company since 1918.


Engineer W. M. Carroll, Bogalusa, La., who came to work for the railroad in 1909, retired on May 4, 1954.

Switchtender Robert Schollie, Bloomington, Illinois, retired on April 23, 1954. Mr. Scollie entered service of the company as switchman on August 1, 1944, transferred to switchtender in the Bloomington yard in 1946.

THEY MADE OUTSTANDING SCHOLARSHIP RECORD

The Commencement season in Mobile, Alabama disclosed the unusual scholastic record of two students of University Military School, sons of GM&O families. Robert David Nichols, son of Ticket Agent R. L. Nichols ranked second scholastically in the Senior Class, presenting the Salutatory address at the graduation exercises held on June 4th. Robert, who held the rank of cadet captain at the school, was awarded a four year honor scholarship to Tulane University, where he will study to be a doctor.

Glen Porter Brock, Jr., son of Executive Vice President and General Manager G. P. Brock, concluded his junior year in June and led his class scholastically. A Cadet Second Lieutenant as a junior, Porter is allowed, because of his excellent record, to choose his rank in the Senior Class.

COMMENDATIONS

For meritorious service during the month of May the following men have been commended:

Sec. Laborer J. W. Hirst, Louisiana, Mo.
Tel. Opr. W. M. Childers, N. Cairo, Ill.
Telegrapher H. F. Thies, Mexico, Mo.
Operator D. E. Nicholson, Union City, Tenn.
Brakeman W. M. Rendleman, E. St. Louis, Ill.
Brakeman James Martin, Murphysboro, Ill.
Fireman B. F. Cox, Jackson, Tenn.
Engineer C. B. Allen, Jackson, Tenn.
Fireman F. K. Smith, Jackson, Tenn.
Brakeman E. L. Hess, Slater, Mo.
Flagman J. W. Atchison, Tuscaloosa, Ala.
Conductor W. D. Lawley, Tuscaloosa, Ala.
Brakeman G. D. Short, Slater, Mo.
Fireman J. A. Kaup, Bloomington, Ill.
Telegrapher R. G. Graham, Vandalia, Mo.
Welder H. J. Peel, Slater, Mo.
Brakeman W. H. Giles, Slater, Mo.
Operator A. C. Carlson, Jr., S. Joliet, Ill.
Operator L. J. Laughlin, Girard Tower, Ill.
Operator J. F. Pilarski, Chenoa, Ill.
Conductor W. M. Garmon, Tuscaloosa, Ala.
Section Foreman J. L. Laffey, Shipman, Ill.
Dispatcher P. N. McGee, Murphysboro, Ill.

The 106 members of the Sparta Township High School band and the Band Patron's Association of Sparta, Illinois worked throughout the school year to raise funds for a tour for band members at year's end. For the annual Spring Concert Tour this year, the members chose a trip to Mobile and Pensacola, Florida, with sightseeing on the Gulf Coast. They are shown getting settled down for the trip on GM&O's Rebel as it departed from Sparta on May 5th.
Commendations

The city mail messenger at Blue Springs, Missouri was waiting for the train to come into the station at Blue Springs when he heard the phone ringing continuously in the station. He knew that the agent had gone off duty earlier, but, from the persistence of the ringing, feared that something was wrong, and went to the home of Agent W. J. Oney to inform him of the fact. Agent Oney immediately came to the station and was able to stop an oncoming train and notify the engineer of an obstruction farther down the track.

This prevention of a probable serious accident was made possible by quick work on the part of several people. A few moments before, a truck had been wrecked at a railroad crossing near Selsa, Mo., Mr. Charles Gossett, who lives a short distance from the crossing, saw that the GM&O main line was obstructed by the vehicle and knew that a train was soon due. He promptly telephoned Operator E. A. Davis on duty at Independence.

Mr. Davis notified Dispatcher G. H. Riley at Kansas City of the situation and Dispatcher Riley, knowing that the train should be stopped at Blue Springs to be informed of trouble down the line, persistently rang the phone at Blue Springs until he attracted the attention of the mail carrier. Since the obstruction on the crossing was on a curve, the engineer said that the splendid cooperation of all the men undoubtedly prevented a costly accident.

Operator D. V. Harris, Ridgely, Illinois, discovered that a load of pipe in a passing train was shifting, and notified the crew so that the car could be set out.

Yard Foreman J. H. Devine, Chicago, Illinois, was commended by Supt. Jeter for discovering a broken rail and reporting it to the yardmaster.

Welder Helper Marion Peel, Slater Missouri, was off duty and driving his automobile across the GM&O crossing at Slater when he discovered a broken rail in the crossing. He immediately reported the condition and the rail was repaired.

Through the alertness of Section Foreman J. T. King, Wickliffe, Kentucky, the railroad was saved a loss of timber from its right of way. Mr. King came upon an individual who was cutting trees into logs from the right of way, and hauling them away. He made an investigation and handled the matter in such a way as to prevent loss to the company.

Engineer G. A. Roller, Slater, Missouri, discovered a sun kinked rail as his train pulled over it. He brought the train to a stop and then eased the remainder of the cars over the rail and reported the condition to the dispatcher at his first opportunity.

Mr. Ralph Fagerburg, of the Mechanical Department, Bloomington, Illinois, was riding the engine of Train No. 4 when a water pipe in a coach of the train broke and the crew was unable to shut off the water. Mr. Fagerburg came back from the engine and located the trouble so that the water could be shut off, saving delay to the train.

Brakeman C. H. Bowsher, Bloomington, Illinois, was flagman on a train when a car and the caboose became derailed, and, to save further delay to this important freight train and to afford protection, Mr. Bowsher rode the top of a box car near the rear end of the train without a caboose to South Joliet, where another caboose was furnished.

Fireman C. Ploenke, Bloomington, Ill., was commended by Supt. Conerly for discovering a broken rail.

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### OUR FREIGHT BUSINESS

Revenue Car Loads Billed and Received On GM&O

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<tr>
<td>1953</td>
<td>53,471</td>
<td>50,292</td>
<td>56,553</td>
<td>54,505</td>
<td>31,910</td>
<td>52,456</td>
<td>50,631</td>
<td>50,422</td>
<td>53,414</td>
<td>51,003</td>
<td>51,113</td>
<td>42,137</td>
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<tr>
<td>1954</td>
<td>40,212</td>
<td>40,676</td>
<td>51,622</td>
<td>41,045</td>
<td>41,423</td>
<td>41,131</td>
<td>41,918</td>
<td>51,670</td>
<td>47,879</td>
<td>45,071</td>
<td>46,103</td>
<td>48,903</td>
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Comparison of the first 5 months of the years...........

| 1953 | 387,121 |
| 1954 | 229,918 |
GM&O Station at Murphysboro, Illinois, with local freight train passing.

The GM&O "Rebels" from various departments of GM&O in Kansas City were champions of the 1953-54 Freight Agents' Bowling League in that city. In the picture are, left to right, Nick Bruscato (holding trophy), Mechanical Department; E. T. Kingman (captain), Freight Agent; A. B. Crabtree, Switching Clerk; Jos. Poje, Caller; H. L. Ross, Switch Foreman; and D. R. Smith, Switchman.

Comparing notes on the life of an operator were four GM&O operators at Murphysboro recently. They are, left to right, M. K. Spencer (seated), Murphysboro; W. M. Childers, North Cairo; W. T. Rosson, Murphysboro, and F. L. Fox, North Cairo.

For a Mississippi River bridge celebration at Cairo, Illinois on May 22, GM&O had an exhibit featuring model GM&O train. Roadmaster A. L. King of Murphysboro (left) views the exhibit with Division Freight Traffic Manager Frank McKee (right) and Clerk C. T. Robertson of Cairo.

Switch Engine Crew at Frascati Yard in Mobile with engine 1107 are, left to right, Foreman C. E. Hoffman, Helper Wiley Orr, Helper G. C. Reddoch, Engineer W. T. Johnson and Fireman J. Crawford.