Promotions Are Announced
In Traffic Department

John H. Walkmeyer, Mobile, Alabama was appointed general freight traffic manager of this Company by Vice President, Traffic Department, L. A. Tibor on July 1, 1956. Effective the same date Charles Gregory, Jr., formerly of New Orleans, became assistant general freight traffic manager with headquarters in Mobile.

Other appointments in the Traffic Department becoming effective July 1 were: E. B. Kelly, promoted to assistant freight traffic manager, New Orleans, Louisiana; William G. Maitland, commercial agent, Mobile; and Arthur P. Clarke, freight traffic agent, Mobile.

General Freight Traffic Manager Walkmeyer has been associated with the GM &O and a predecessor company, the Alton, since 1907, when he entered the Traffic Department as a stenographer-clerk at Pittsburgh, Pennsylvania. He was promoted in 1911 to travelling freight agent and in 1912 to commercial agent at Buffalo, New York. In 1920, he became a general agent at Cleveland, Ohio, and in 1931 was promoted to assistant general freight agent at Chicago. With the GM&O-Alton merger in 1947, Mr. Walkmeyer was transferred to Mobile.

(Continued on Page 2)
Promotions Are Announced

(Continued from Page 1)

where he held the position of freight traffic manager. In 1954 he was promoted to assistant general freight traffic manager, which position he has held until the present time.

Assistant General Freight Traffic Manager Gregory entered service of the former Gulf, Mobile and Northern Railroad as stenographer in the Traffic Department in Mobile in 1927. After several years as a secretary in the Traffic Department, he was promoted to commercial agent at Memphis, Tennessee. He was later transferred to New Orleans, from which he was inducted into the U. S. Army. In 1943 he returned to the Company as commercial agent in Mobile, Alabama, later being transferred to Montgomery in the same position. In 1947 he was promoted to division freight agent at Mobile, and in 1952 was transferred to Birmingham with the same title. He was promoted to division freight traffic manager at Birmingham later in the year. In 1955 he was promoted to assistant general freight agent with headquarters in New Orleans, where he has been until his present promotion.

Freight Traffic Manager Arthur Clarke

the Southern Railroad in the Solicitation Department for many years before coming to this Company. He entered service with the GM&O in 1949 as a commercial agent at Mobile, Alabama. In 1952 he was promoted to division freight agent with headquarters in Mobile, which position he held until his present appointment in New Orleans.

Commercial Agent William Maitland

came to this railroad from the Southern Weighing and Inspection Bureau in 1953 as a junior freight solicitor. He was promoted in September, 1953 to freight traffic agent in Mobile, which position he has held until his present appointment to commercial agent in Mobile.

Assistant Freight Traffic Manager Kelly, New Orleans, was associated with

Freight Traffic Agent Arthur Clarke

has been in the Traffic Department of GM&O in Mobile since he entered service with the company in 1946 as an office assistant. In 1952 he became chief clerk in the office of the division freight traffic manager in Mobile, from which position he was promoted to freight traffic agent in Mobile on July 1.
A. F. Stephens is Honored By Missouri 4-H

A. F. Stephens, general agricultural agent for the Railroad with headquarters in St. Louis, was, on June 8, one of two persons receiving a citation as a friend of 4-H in Missouri. The selec-

tion of Mr. Stephens for this honor was made by the Missouri 4-H Foundation Board of Trustees, and presentation was made by John Sam Williamson, Columbia, Missouri, representing the Foundation. The plaque read: “Citation For Outstanding Service to 4-H A. F. Stephens, June 8, 1956, presented by Missouri 4-H Foundation.”

In presenting the plaque, Mr. Williamson said:

“A. F. Stephens — man of action, creative thinker and one sincerely devoted to the welfare of rural Missouri — is Agricultural agent of the Gulf, Mobile and Ohio Railroad. The greater part of his life has been intimately connected with both railroads and rural people. Missouri born — his father was railroad conductor. He at one time served the Wabash railroad as Agricultural Agent and for 23 years has been associated with the Gulf, Mobile and Ohio.

“He received his B. S. degree in agriculture from Purdue University and has Masters of Science degree from the University of Missouri. He served as County Extension Agent and as Dairy specialist in Missouri.

“He, more than any other, was responsible for establishing the first 4-H Leader Camp Conference in 1949. Up to this time this conference has been an annual event. Moreover, this original camp provided the pattern that the Missouri 4-H Foundation Board of Trustees used in extending, with the help of many sponsors, this Camp Conference program to include all Missouri.

“Mr. Stephens has taken a personal interest in this training program having attended all sessions of all camps sponsored by his company. He has encouraged many other companies to give fundamentally sound support to 4-H and other Extension programs.

“In appreciation of his sincerity of purpose of his creative support of the 4-H program in Missouri, The Board of Trustees and Executive Committee of the Missouri 4-H Foundation have considered him worthy of the highest honor in their power to confer — a 4-H Citation Plaque.”

Ogden Is Named General Counsel

Appointment of James N. Ogden, Mobile as General Counsel of the Gulf, Mobile and Ohio Railroad was announced June 11 by President F. M. Hicks. He succeeds the late Donald S. Wright, Mobile, who headed the Railroad Legal Department as Vice President and General Counsel for many years until his death on June 5.

Mr. Ogden has been associated with this Company since 1940 and has been a General Solicitor since last January. He was reared at Natchez and practiced law in Magnolia and Jackson, Mississippi, before entering the railroad industry as a Tax Attorney. He is a graduate of the University of Mississippi, and a member of the bar of the states of Mississippi and Alabama and admitted to practice before the Supreme Court of the United States. He is a member of the American Bar Association.

The new GM&O General Counsel resides with his wife and children in Mobile and is prominently connected with the civic and social life of the city.

Son Of GM&O Railroader Graduates From University

James A. Milam, son of Mr. and Mrs. J. A. Milam, 314 West King St., Jackson, Tenn., received a bachelor of arts degree from the University of Miami, Coral Gables, Fla., at commencement exercises on June 11.

Milam’s father, assistant trainmaster at Jackson, Tenn., has been with the GM&O RR since 1926. His grandfather, a conductor until his death, started to work for the GM&O railroad in 1911.

A transfer to the University of Miami from Memphis State College, Milam majored in history and English. He belongs to The Disciples of Christ, the UM Symphony and Philosophy Clubs. He was a proctor for the Men’s Residence Council during his junior and senior years.

Following graduation, Milam plans to work on a master’s degree in history.

Along The Line

Corinth, Mississippi — Trainmaster S. A. Dickson proved himself an after-dinner speaker of ability when he addressed the Corinth Kiwanis Club on June 18 on the subject of “The Most Interesting of Our Natural Resources.” Agent J. C. White, who attended the luncheon, found the speech well received and “very good indeed.”

Chicago, Illinois — Mrs. Marie West, Naperville, Illinois, wrote that her sister became ill on one of GM&O’s trains 150 miles from Chicago. “Everyone,” she said, “was so kind, and we were given every consideration — the conductor, brakeman, redcap and nurse at the depot.”

Mobile, Alabama — When John Blackman, Jr. graduated from the University of Alabama Dental School in Birmingham and came to Mobile to practice dentistry, he entered a new office with his brother, Jim, who has been practicing dentistry in Mobile for several years. Both Drs. Blackman are sons of J. A. Blackman, chief clerk to the auditor of receipts of GM&O in Mobile. A sister, Miss Mildred Elaine Blackman, is also an employee of the GM&O in the Passenger and Station Accounting Department.
NEWS AT A GLANCE

$26.9 BILLION FOR HIGHWAY CONSTRUCTION

The Federal-Aid Highway Act, authorizing the expenditure of $26.9 billion for the construction of highways over a period of 13 years, has become an actuality. It is the largest peacetime authorization of funds ever made by this Government.

Also for the first time in the history of Federal aid for highways, a user charge will be imposed and a Federal ceiling placed on the size and weights of vehicles.

This is a substantial step in the right direction, although critics point out that the measure imposes more than a fair share of the cost on motorists as compared with the heavy truckers.

GRADE CROSSING PROBLEMS

Grade-crossing problems continue to be increasingly numerous and costly to the Railroad. Equally as disturbing is the seeming lack of understanding on the part of the public of the Railroad’s negotiations in these matters... the adverse public relations which they seem to generate.

This appears to stem from the fact, and understandably so, that the community is faced with a pressing traffic problem which is purely local to them. They fail to recognize that it is multiplied many times for the Railroad; that regardless of how much it wants to cooperate in each community it serves, the overall expense must be considered in the interest of maintaining a strong, useful railroad.

The problem is not our alone. President John P. Kiley aptly sums up a similar situation on his Milwaukee Road, “Too often, it seems, this state of affairs obscures one important fact — that, as a major taxpayer in every community it serves, our railroad is already making a tremendous contribution to public welfare, safety and service.”

CABINET REPORT BILLS ARE DEAD...

... because the House Committee on Interstate and Foreign Commerce has decided to take no action on them during the present Congress. The decision was based on a recommendation calling for further study, made by the subcommittee which held hearings on the proposed legislation, including the railroads’ rate-freedom program. The committee’s action was not unexpected, and it means that a new start will have to be made in the next Congress. (From RAILWAY AGE)

SUBSIDIZED AIRLINES ENJOY RATE OF RETURN MUCH HIGHER THAN THAT OF RAILROAD

There is no accounting for the generosity of the American taxpayer. For instance, he contributes many millions of dollars every year to subsidize the nation’s system of commercial airlines, when their rate of earnings is much higher than those of competing railroads.

The report of the Comptroller General of the United States on a recent audit of the Civil Aeronautics Board says:

“In calendar year 1951, the domestic trunk (air) lines had earned net profits amounting to an average return of 14.9 per cent on their investment. The rate of return for 1950 had been 12.4 per cent, and the over-all rate of return for the period from 1939 through 1951 (including the loss years of 1946-1948) was 7.2 per cent.”

In sharp contrast to the high earnings of the tax-aided airlines are the low earnings of the self-supporting railroads. In no year have the railroads earned anywhere near 7.2 per cent on their investment, much less 12.4 per cent or 14.9 per cent. The average rate of return for the railroads, which compete with the airlines, in 1945-1955 inclusive, was 3.7 per cent, or only slightly more than one-half the average rate enjoyed by the airlines. (From Association of American Railroads)
GM&O Agents Keep An Eye Out For Uncle Sam

"One call," says a Government Defense agency, "from a civilian plane spotter could sound the alarm that would give our interceptor pilots in Air Defense Command time to challenge the invaders in the sky before they reached their targets."

Because of this fact, the Government has set up a grass-roots element of the Nation's air-defense system to supplement radar. This system, called the Ground Observer Corps, is participated in on a voluntary basis by at least five GM&O agents in the Chicago area.

"I have been a ground observer for about three years," said Agent I. J. Cooper of Minier, Illinois, "and I report all four motor planes, jets, all formations and any unusual objects that come into my view."

In addition to Mr. Cooper, in the Chicago area, GM&O agents in the Ground Observer Corps include: W. A. Gardner, Ashland; F. L. Lakin, Auburn; C. M. Smith, Williamsville and H. J. Mahan, Middletown.

These agents keep an eye and ear alert for any unusual plane or planes while on duty at the GM&O stations at which they work, and the stations are designated as Ground Observer Posts.

These posts are directly connected by phone with an air defense filter center, an Air Force installation, but manned and administered by civilian volunteers of the GOC, to screen and clear reports coming from the posts in the field.

"I report to the Filter Center at Springfield, Illinois," said Agent C. M. Smith of Williamsville. When I see or hear a plane to be reported, I call the telephone operator and say, 'Aircraft Flash and give my telephone number. They connect me with Air Defense and they answer 'Air Defense, Go ahead.'"

Mr. Smith went on to say that he attempted to give as much information about the plane or planes as he could including direction, approximate altitude, etc., but he was stumped one day to have a feminine voice quiz him further with "What is the purpose of the flight?" He had to admit his communication with the pilot was not that extensive.

Agent Lakin of Auburn listens particularly for planes in trouble, and has reported several instances where the sound barrier has been broken.

Members of the Ground Observer Corps become so interested in the job that they carry it over into hours when they are not officially on duty. "My most interesting experience," says Mr. Cooper, was one Sunday afternoon I observed a very colorful stationary object high up in the sky, and I thought I had a flying saucer. I put a pair of binoculars on it and brought out the shape of a balloon. I reported this information to the Filter Center and they (Continued on Page 6)
Brad Bowron Sails Into First Place

Brad Bowron, chief clerk to assistant vice president in the Operating Department in Mobile, sailed his craft into a first place finish at a yachting Regatta held on the Gulf Coast on June 17. Brad had another GM&O representative as a member of his crew, Willie Davis, of the Traffic Department.

Brad’s craft represented the Buccaneer Yacht Club of Mobile, which is one of the fourteen yacht clubs in the Gulf Yachting Association sponsoring the Regatta. One race was sailed on Saturday and two on Sunday.

To skipper in a Regatta, you must be an “A” class or “Expert” skipper. In the beginning a new man must first “crew” in five races, after which he automatically becomes a “B” class skipper and sails with other skippers of this class. When he wins five races in “B” class, he becomes an “A” class skipper, sailing in races with other “A” class men and “Expert” class skippers. When he has won five races in this class, he is given rating as an “Expert.”

“You don’t have to be a millionaire,” says Brad, “to be a yachtsman in this part of the country.” But, he might have added, it makes you feel like one—especially when your boat comes in first.

No millionaire — but a prize winning yachtsman is Brad Bowron of the Operating Department in Mobile. Brad looks over the silver cup which he recently won in a Gulf Coast Regatta.

Our Neighbors Lent Helping Hands

Along the line friends of GM&O through the past two months have rendered valued acts of assistance to the railroad. Among them are the following:

At Jonesboro, Illinois, Mr. Ralph Tucker assisted Conductor Ben Norton in replacing a knuckle that had been broken on Train 32 in the vicinity of Jonesboro.

As a freight train passed Houlka, Mississippi, Mr. J. H. Atkinson of the Mutual Telephone Company detected a hot box on this through freight and called the next station, New Albany, to report the trouble to railroad officials.

Western Union Lineman H. F. Schweizer, Bloomington, Illinois, discovered a broken rail near Natraona, Illinois, and reported this serious defect.

Mr. John Markotay, Sparta, Illinois, discovered a dangerous high water situation along our railroad just north of Sparta, and drove into Sparta informing the telegraph operator so that trains could be informed of the situation.

Mr. Marvin Davis, Route 4, New Albany, Mississippi, called the dispatcher’s office at New Albany to notify railroad personnel of a broken rail in the track near Cave Springs Hill.

Train 92 was passing Plaines, Illinois, when Miss Sue Haynes, operator for AT &SF Railway observed a brake beam down and signaled the crew so that the train could be stopped and repairs made.

When a car of poles which had been set out by a GM&O train caught fire at Houlka, Mississippi, Mr. James Hardin of Houlka lent his fire hose, and Mr. Lloyd Hamblin of the City Water Department of Houlka and Mr. C. E. Thomas of Houlka assisted in extinguishing the fire.

Operator Elmer Campbel of the CRI &P Railroad detected a hot box on GM &O’s No. 33 as it was passing the tower at Joliet, Illinois, Mr. Campbell notified the train crew so that the car could be set out at South Joliet.

Mrs. L. F. Ball, Pontotoc, Mississippi, called the train dispatcher at New Albany to tell him that she had noticed a hot journal box on southbound freight No. 33. The crew found the hot box and set the car out at Pontotoc.

Air Defense

(Continued from Page 5)

adviced me that it was an Army balloon and had it on their radar.”

Mr. Cooper has been in the Ground Observer Corps for three years. His stake in the Nation’s defense has deep roots. He is a veteran of World War I, having served almost two years in the Signal Corps as a telegrapher.

He had two sons in World War II. “Tommy was a pilot and served three and a half years. He made 86 trips over the ‘Hump’ got home safely and was killed in a plane accident about two months later. Gene was a Yeoman in the Navy and served 18 months on a mine sweeper.”

Although he, and others like him, may place thousands of calls about planes on routine flights, they are conscious that “Under certain conditions the civilian volunteers of the Ground Observer Corps might well be the only means of detecting and tracking enemy aircraft . . . and that with one telephone call, the spotter could start the warning that might save a city.” He could be the one to make the call.

GT Safety Award

Gulf Transport Company presented a one year award to Truck Operator F. S. Rudisill, Jr. on June 7, 1956.

This award was earned for driving during the period June, 1955 through June, 1956 without a chargeable accident.
Safety Is First Habit On District Number Four

The quantity and quality of the dinner was better than ever at the fifth annual Safety Club picnic held at Nichols Park, Jacksonville, Illinois on June 3 by the Maintenance of Way employees and families of District No. 4.

“Our last reportable injury was June 8, 1951,” said Supervisor T. B. Hillman. And each time an anniversary passes without a reportable injury on No. 4, the whole district throws a picnic.

Safety slogan prizes, attendance prizes, and just plain prizes were awarded and drawn for. The Safety Slogan Grand Prize, an Elgin wrist watch, was won by Ora L. Perkins, with Harley Provance and Otto Shoultz coming in second and third, earning handsome prizes too.

Next year prizes will also be awarded for the best safety slogans submitted by the wives of the employees.

Each gang on the district was awarded a “Certificate of Merit,” signifying that the entire district did not have a reportable injury during 1955. The certificates were presented by Division Engineer E. G. Wall, who also presented the safety slogan prizes, and gave a talk on safety problems. Each certificate had a letter attached to it from Assistant Vice President and Chief Engineer B. V. Bedie, commending each gang on its safety record.

“Start planning now for our next picnic,” said Supervisor Hillman. “We can be celebrating six years of safety at that time if everyone really watches, talks and works for safety.

Prize Winning Safety Slogans
First—Open your heart to instruction
And your ears to “Safety.”
Second—Watch yourself and others too,
Then no bad luck will come to you.
Third—In the split second before the knockout,
It does no good to wish you hadn’t been careless.

RETIEMENTS
Brakeman F. L. Howard, Slater, Missouri, retired on June 11, after being in the service of this company since October 24, 1913.

Section Laborer Aaron Dukes, Bay Springs, Mississippi, retired on June 1, 1956, after having been employed by the Maintenance of Way Department of this railroad since October 1, 1909.

Section Laborer James Tice, Tolson, Illinois, retired on June 1, 1956 after being employed by the Maintenance of Way Department since April 10, 1941.

Fifth annual picnic celebrating another year without reportable injury was held by the employees of District No. 4 and their families at Jacksonville, Illinois on June 3.

Prize winners all:
Mr. and Mrs. Roy Salmon, a G. E. automatic casserole; Mr. and Mrs. T. A. Sharp, pair of table lamps; and Mr. and Mrs. W. D. Smock, 8 piece salad set.

Safety Club President C. Perce, left, won a $10 check in the attendance drawing. Div. Eng. Wall, center, presented the check.

Ora L. Perkins won the Safety Slogan Contest and was presented with an Elgin wrist watch by Division Engineer E. G. Wall, right.

Another attendance drawing prize was a set of Rogers silver, displayed here by Supervisor T. B. Hillman, left, and Relief Foreman R. E. Myers.

(Pictures made by Assistant Chief Special Agent Bill Jess, Springfield.)
**THE MAIL TRAIN**

"SUPERLATIVE SERVICE"

Supt., GM&O Railroad

Recently my husband and I had occasion to ride on the Gulf, Mobile and Ohio Railroad. Our trip was made extra pleasant for us by a porter whose name we asked.

This porter, Mr. Carl Samuels is about the most courteous and most helpful coach porter that we have met in many a day.

We wish to commend him for his superlative service to passengers.

Mrs. Robert T. Langridge
Dallas, Texas

Mr. J. I. Gillikin, Vice President
Gulf Transport Company

I know you will be very much interested to know that the trip which forty of us took to Montgomery and back yesterday on one of your buses was a very pleasant one indeed. Aside from the fact that we had a very "easy riding" vehicle which was nicely air conditioned, Mr. L. M. Horne, the operator, entered into the spirit of the trip and just bent over backwards trying to make our journey one which we would remember. He is an ideal person for such service. He was not only accommodating, but seemed unusually cheerful in all of his attention and activities insofar as operating the bus was concerned. We thoroughly enjoyed having Mr. Horne with us and it seemed that he was just part of the pilgrimage, except that he never let his mind get off of the need for careful driving.

Thanks to you, also, for letting us have such a fine driver and fine bus.

With kind regards, I am

Joe Stiggins
Merchants National Bank
of Mobile

**WELCOME TO NEW AGENT**

Mr. R. B. Clawson, Agent
GM&O Railroad

The entire organization of Stark Bros. Nurseries & Orchards Company wish to take this opportunity of congratulating the new Agent for the GM&O. They could not have made a better selection.

**Origin Of The Locomotive Whistle**

Out of what was described as a "horrid mess" came one of the most important railroad improvements. This "mess" was the unsightly mass of eighty dozen smashed eggs mixed with fifty pounds of butter and the splintered fragments of a farmer's cart, all strewn upon a railroad track.

This occurred in England in the year 1853, and out of it came the invention of the locomotive steam whistle, which can be credited with having saved a multitude of lives during the last 120 years.

The locomotive engineer at that early date was supplied merely with a tin horn to give warning of the engine's approach to all horsemen, coaches, farm wagons, pedestrians and trespassers who might be in the way. The farmer who had driven upon the track and met the misfortune described above claimed that he had not heard the alarm signal blown from the horn. The railroad company had to settle with the farmer for the damage. One railway official, smirking under the loss, went to George Stephenson, the builder of the locomotive, and asked him if he could devise some new method by which a more vigorous note of warning could be provided for the future.

Stephenson was equal to the occasion. Within a few hours he had contrived an apparatus to be attached to the engine boiler, through which the steam might be expelled with a shrill noise, and the steam locomotive whistle was born. However, locomotive whistles in England never attained the sonorous qualities of the American variety.

The first American built steam locomotives to be equipped with whistles were built, curiously enough, under the direction of George Washington Whistler, a noted railroad engineer who later won fame as the chief engineer of the first important railroad in Russia. He was the father of John McNeill Whistler, a famous artist-painter.
DECEASED

Retired Night Chief Dispatcher, Peter K. Gwin, Meridian, Mississippi, passed away at his home unexpectedly on June 28, 1956. Mr. Gwin entered service of this company in 1899 and retired on May 6, 1955. He is survived by his wife and several children.

Retired Agent-Telegrapher P. B. Yates, Pleasant Hill, Illinois, died at Pleasant Hill on June 29, 1956. Mr. Yates entered service as telegrapher with this railroad in 1908 and retired on May 7, 1951. He is survived by his wife and one son.

Payroll Clerk James E. Waltz, Sr., Accounting Department, Mobile, died at Mobile on May 19. Mr. Waltz entered the service of this company on September 14, 1916. He is survived by his wife and two sons.

Retired Engineer Jefferson Taylor Nichols, Jackson, Tennessee, passed away at Jackson on June 27, 1956. Mr. Nichols entered service of this Company on February 17, 1897 and retired in 1938. He is survived by his wife and several sons and daughters.

Extra Yardmaster-Switchman E. F. Windmeier, Slater, Missouri, died in St. Louis, Missouri on June 30, 1956. Mr. Windmeier entered service as switchman on July 1, 1928 and was promoted to extra yardmaster on January 1, 1945. He is survived by his wife.

Engineer Fred Palmer, Jackson, Tennessee, passed away at his home at Jackson on June 21, 1956. Mr. Palmer had been associated with this Company since 1923. He is survived by his wife and two daughters.

WHAT DO YOU KNOW?

1. Has railway freight service per capita in recent years been greater or less than it was before World War I?
2. Is a cribbing machine used in the construction of breakwaters and bulkheads, or for the removal of ballast between railway ties?
3. If a mile of track has 3,017 cross ties, how many tie plates does it require?
4. Is a rail anchor a device to hold rail firmly on a freight car while being shipped, or a device used to hold rail firmly in position in the railroad track?
5. Is creosote used for the preservation of steel, concrete, or wood?
6. Is the force of impact of freight cars in railway operations recorded by a dynamosimeter, a speedometer or an impact recorder?
7. Which is usually the peak traffic month on the American railroads January, May, July, or October?
8. What is the standard unit used in the purchase or sale of electrical power—watt, volt, or kilowatt-hour?
9. What is the width of the railroad of a 115-lb. standard steel rail—about 2-1/4 inches, 2-2/3 inches, or 3 inches?
10. Is the passenger conductor’s tally card used to check the number of cars in the train, the number of pieces of baggage on the train, or the number of passengers on the train?
11. Is a lining bar used by track workers, surveyors, boilermakers?

ANSWERS

11 TRACK ANCHOR
10 To check the number of passengers on the train.
9 A round 2-2/3 inches (2-2/3 inches)
8 Kilowatt-hour
7 Recorder
6 Pound
5 Wooden position in the railroad track. It is used in the operation of a locomotive.
4 Brake on the engine.
3 26 lb. or greater.
2 For the removal of ballast between ties.
1 Creosote.

Train Rules Of Long Ago

When railroads were young each superintendent formulated train rules to suit his ideas of how a railroad should be run and to fit his particular operating requirements. In the light of present day operations, some of these rules appear quaint indeed. For instance, in 1838 the following rules governed operations on the Pensacola & Georgia Railroad, now a part of the Seaboard Air Line System in Florida.

Rule 8: — As a general rule when trains meet between stations, the train nearest the turnout will run back. Any dispute as to which train shall retire is to be determined once by the conductors, without any interference on the part of the enginemen. This rule is required to be varied in favor of the heaviest loaded engine or worst grades if they meet near the center.

Rule 13: — Should a train run off or from any cause be stopped on the track at night, the red light must be instantly sent back to a safe distance to stop a train approaching in the rear, and the green light will in like manner be sent forward to stop a train approaching in the front. A half mile either way from where the train is stopped will be a safe distance, and at that point a fire must be built in the middle of the track, and a train hand stationed there who shall keep up the fire and keep the red or green light burning.

Rule 16: — If the spark catcher or chimney of an engine gets out of order, so as to endanger the safety of the train, the conductor must put the train on the first turnout and return his engine to Tallahassee for repairs.
Commendations

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

Brakeman R. L. Jones, Slater, Mo.
Engineer E. Todd, Slater, Mo.
Fireman H. Booth, Slater, Mo.
Agent R. K. Farrell, Glasgow, Mo.
Conductor A. Ramsey, Slater, Mo.
Agent H. A. Davis, Broadwell, Ill.
Brakeman F. F. Austin, Slater, Mo.
Conductor E. C. Metz, Slater, Mo.
Conductor T. W. Grotian, Slater, Mo.
Brakeman T. L. Peel, Slater, Mo.
Engineer C. O. Griffis, Slater, Mo.
Operator J. R. Brinkley, Rives, Tenn.
Engineer S. Lessley, Slater, Mo.
Conductor B. McKeilvan, Meridian, Miss.
Operator J. D. Settle, Pontiac, Ill.
Engineer L. Weakley, Slater, Mo.
Brakeman W. E. Eaves, Meridian, Miss.
Conductor O. L. Stagg, Meridian, Miss.
Brakeman F. E. Hancock, Meridian, Miss.
Fireman O. R. Kent, Meridian, Miss.
Brakeman G. D. Short, Slater, Mo.
Operator E. D. Newton, Clark, Mo.
Brakeman W. H. Hailey, Sr., Slater, Mo.
Brakeman R. M. Weber, Slater, Mo.
Brakeman E. H. Stockton, Slater, Mo.
Operator R. H. Derrick, Louisiana, Mo.
Operator R. T. Hannah, Clark, Mo.
Brakeman H. K. Boyd, Meridian, Miss.
Brakeman W. C. Tillman, Meridian, Miss.
Brakeman J. A. Avara, Meridian, Miss.
Operator I. J. Simpson, Lincoln, Ill.

Signalman B. D. Blair, Wann, Illinois, rendered valuable assistance in the setting out of a car with a hot box on the CB&Q Railroad at Wann.

A tree had fallen across the main line and telephone lines at Milepost 131. Relief Section Foreman G. D. Rainier, Union, Mississippi came upon the tree just prior to the time of arrival of Train No. 16 and the Local. Mr. Rainier had no instrument for the removal of the tree except a hatchet, and would not leave the track unprotected to secure an axe. Instead, he placed torpedoes out, and stayed at the spot, removing the tree from the main line with his hatchet. He then repaired the telephone lines.

The crew of the Local, composed of Conductor C. R. Blue, Engineer J. T. Waller, Brakeman C. E. Beville and Brake-

man P. E. Stearns, were commended by Supt. Thompson for passing signals and aiding No. 33 in setting out a car with a hot box at Sparta, Illinois, thereby saving delay to No. 33 and to the Local.

Engine Foreman F. H. Wright, Jackson, Tennessee, was commended by Supt. Forlines for the efficient manner in which he handled the situation when he found the bridle rod broken on the switch to the Battery Plant, immediately spiking the switch and reporting the trouble so that section forces might make repairs.

Section Foreman James F. Miller, Tolson, Illinois, discovered a broken equalizer that was dragging under baggage and mail car in Train 16. He gave the baggageman a stop signal so that the car could be set out at Tolson until it was repaired.

Conductor A. Yardy and Train Porter Walter Ashford were commended by Supt. Conerly for personal attention shown a passenger who became ill on the train.

Conductor G. F. Fischbeck, Slater, Missouri, was conductor of Train No. 10, Kansas City to Roodehouse, and, while meeting No. 93 at Quincy Jet, he discovered brakes sticking on a car in No. 93's train. He notified the crew so that No. 93 could be stopped and the car could be repaired with a minimum of delay.

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>SEP</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
</tr>
</thead>
<tbody>
<tr>
<td>1956</td>
<td>52,801</td>
<td>53,500</td>
<td>52,637</td>
<td>51,670</td>
<td>50,998</td>
<td>48,245</td>
<td>47,647</td>
<td>51,889</td>
<td>52,185</td>
<td>53,515</td>
<td>53,011</td>
<td>54,181</td>
</tr>
</tbody>
</table>

Comparison of the first 6 months of the years........