What Brings Industry To Your Neighborhood

A climate of good living in a community is a significant factor in the location of industry," said GM&O Vice President T. T. Martin, Industrial Relations, speaking before the Jackson, Tennessee Rotary Club June 19.

Mr. Martin spoke in part as follows: "In spite of the rapid movement of industry following World War II and Korea, the pace has not appreciably slackened. To give you an idea of the activity of the past ten years — the number of firms engaged in manufacturing and construction has increased from 467,000 to 703,000 — a gain of 316,000 or 67%, while the number of business firms has increased from 3.2 million to 4.3 million — a gain of 34%. Many of these manufacturing firms are making products and using materials which were developed in the past twenty years.

"Not to bore you with statistics, the greatest advances in industrial development have occurred in the South and far West and predictively we see that trend will continue.

"Even greater than the growth in industries has been the increase in competition for the location of these industries. Today there are more than 8,000 organizations engaged in the effort to attract industry to their respective areas. This work started at the community level, then was increased at the state level, and at the area level. Many states which, a few years ago, were highly critical of local inducements have created various aids to industrial location and are examining their tax structures to place themselves in a better position to bid.

"The competition is keen, and many communities which do not have outstanding attraction in the way of low cost fuel or power, large supplies of water or proximity to basic raw materials, get rather discouraged over their prospects of securing new industry and fear the procession will pass them by. Yet of the existing plants in 1955, only 8% had changed location, another 8% were branch plants, and 84% were where they happened to (Continued on Page 2)
R. P. Tallman Promoted To Southwestern Traffic Manager; Hahn Comes To Mobile

R. P. Tallman, former assistant general freight traffic manager at Mobile, has been promoted to southwestern traffic manager of the GM&O, with headquarters at New Orleans, Louisiana. Effective the same date, July first, W. B. Hahn was transferred to Mobile from Chicago as general freight agent. Mr. Tallman will have supervision over offices located at Dallas, Houston, Little Rock, New Orleans, San Antonio, Shreveport, and Tulsa.

First employed by the former GM&N as a secretary, Mr. Tallman has been with this company since 1920. He was promoted in 1921 to commercial agent at Mobile, Alabama, and was located in that capacity at Mobile, Memphis, Tennessee; and Meridian, Mississippi. Stationed at Mobile between 1926-1936, Mr. Tallman served as chief clerk to the freight traffic manager, assistant to the freight traffic manager, assistant general freight agent, and secretary and assistant treasurer of the company. In 1940 he was promoted to executive general agent at Jackson, Mississippi and in 1942 promoted to freight traffic manager at Jackson, Mississippi. In 1943 he was transferred to Mobile as freight traffic manager and in 1954 he was promoted to assistant general freight traffic manager at Mobile.

Mr. Hahn has been employed by this company since 1924 when he went to work in the Accounting Department as a waybill clerk. He entered the Traffic Department in 1925 where he worked as a clerk at Mobile, Alabama for several years, becoming assistant rate clerk in 1929. In 1933 he was promoted to junior rate clerk, in 1935 to rate clerk, and in 1936 to quotation clerk. In 1937 Mr. Hahn was promoted to commercial agent at Mobile. He held this position at Jacksonville, Florida and Montgomery, Alabama. In 1944 he was promoted to district freight traffic manager at Jackson, Tennessee, where he remained until 1953, when he was promoted to assistant general freight agent at Chicago. In 1954 he was promoted to general freight agent at Chicago.

Stumm And Hellweg Are Promoted In Engineering

In conjunction with the retirement of Assistant Chief Engineer Morris Carothers, Bloomington, two promotions in the Engineering Department were announced on July 1 by Chief Engineer S. A. Cooper, Mobile. Mr. Wallace H. Stumm, assistant division engineer—Eastern Division, was appointed regional engineer, Northern Region jurisdiction, with headquarters at Bloomington, Illinois, and Mr. Robert Hellweg, former assistant division engineer, Western Division, was appointed assistant regional engineer, Northern Region jurisdiction, with headquarters at Bloomington.

Mr. Stumm was born and reared at Edinburg, Illinois, located about nineteen miles southeast of Springfield. His first railroad experience was at Taylorville on the Wabash where he worked on the section in 1933. After attending Bradley University and the University of Illinois, Mr. Stumm went to work for the Illinois State Highway Department in 1936 at Springfield as a junior highway engineer. In 1938 he completed required work for receiving a degree in civil engineering, after which he returned to the Division of Highways.

In 1941 Mr. Stumm entered service of the former Alton Railroad as instrumentman on the Eastern Division at Bloomington. In 1943 he was transferred to the Western Division as acting assistant division engineer, which position he held until 1946 when he was transferred back to the Eastern Division as assistant division engineer, which position he has held until the present time.

Mr. R. D. Hellweg, a native of Hudson, Wisconsin, first worked in an engineering capacity when he was employed by the Illinois Power Co. as an engineer’s helper in 1938. He went to work for the former Alton as a rodman in the Engineering Department in 1941. In 1943 Mr. Hellweg was promoted to instrumentman at Bloomington, where he served until 1946. At that time he was named assistant division engineer of the Western Division, which position he has held until the present time. (See pictures Carothers’ retirement.)

What Brings Industry

(Continued from Page 1)

have been started, usually because the man with the idea lived in that locality. Many of these plants are off center distribution wise, remote from their sources of raw material, and as competition increases will have to re-locate or establish branches. Again, 75% of these existing plants had no special requirement for water, fuel, power, etc. which could not be met by any well organized community.

"Two significant developments affecting the location of industry are becoming increasingly apparent. With the increase in automation and in the demand for technical skills, many industries are placing great emphasis on the attractiveness of the area and the community as a place for good living. They cannot bid for chemists and engineers and technicians on a salary basis alone. And, while the increase in automation has reduced the number of workers in relation to the total product, the increase in our population and our economy still makes labor a more and more important factor. Not cheap labor but productive labor. This again places greater emphasis on the total community life for you can’t have productive labor unless there is a climate of good living in its best sense — good schools, churches, recreational facilities and human relations..."

Perhaps no industrial factor is in shorter supply generally than good sites. Proper zoning can help greatly. Proper planning of highways with relation to railroads can increase the potential areas, and the acquisition of a reasonable amount of acreage, either by a private or public organization, can preserve what could become your greatest competitive asset.

Promoted — Effective July 1, 1957, Mr. W. M. Costello was appointed assistant signal supervisor, headquarters Bloomington, Illinois, according to an announcement by Superintendent of Signals H. C. Sampson, Bloomington.
Oldtimer Carothers Insists Railroads Still Have Life

By Conrad Fink

Bloomington, Illinois Pantagraph

Forty-eight years of railroading—

from boyhood to the conclusion of his

working career—will be remembered by

Missouri & Ollio Railroad, a slot

he's filled since 1947.

Fellow employees at GM&O are sure

t is one railroader who's going to be

hard to replace.

Morris D. Carothers, retired GM&O assistant

chief engineer, in his office at

Bloomington before his retirement, be-

lieves railroads “have a good inning” left

yet. Mr. Carothers began railroading in

1909. (Bloomington PANTAGRAPH

photo).

One elderly engineer climbed down

from his engine in the GM&O yards Fri-

day long enough to say, “Things won’t be

the same without the Old Man around.”

Things haven’t been the same in rail-

roading for a long time for the Old Man.

He’s one of the last of that almost legen-

dary group of young men who joined

railroading in its heyday, back around

the turn of the century.

Were King Pins

Since then, he’s seen the old timers

pass on, their beloved railroads seriously

rivaled by newer, faster methods of trans-

portation. He’s seen railroading frantically

change its face in an effort to meet this

competition.

But in 1909, when he left Marietta, a

small Ohio college, for a career of rail-

roading, trainmen were supreme. They

were meeting the challenge met today by

flyers, bus and truck drivers: rapid and

efficient transportation for a rapidly ex-

panding industrial nation.

Railroads drew the best young men in

1909. They wanted youths with courage and

stamina for the long, tiring runs across the country.

They wanted smart young men like 23 year old Morris Carothers for their engi-

neering departments, to test tonnage capa-

city of bridges, to insure safety on curves.

Escaped Mules

Mr. Carothers entered railroading with

no feeling he was to take part in a

dramatic era of transportation or that he

was destined for great things.

Quite frankly, he said, he wanted to

escape his father’s farm and a team of

bulky mules. This, and the spell cast by

two railroad men, pointed him to-

ward the Baltimore and Ohio Railroad.

At the testimonial dinner in honor of

Mr. Carothers’ retirement, flower-filled

Mexican hats decorated the tables, and a

purse was presented the honored guest

for a trip to Mexico by him and his wife.

Freight Traffic Manager I. H. Wenzel of

Chicago made the presentation on behalf

of friends and railroad associates. Follow-

ing the dinner, Mr. Carothers, center, and

newly promoted Regional Engineer W. H.

Stumm, right, and Assistant Regional

Engineer R. D. Hollweg, left, donned the

Mexican hats in celebration of the oc-

casion.

He learned one thing those first years

with the B&O: “If you’re going to get a

wife, get one who likes to travel.”

The first 10 years of marriage, Mr.

Carothers and his wife moved 20 times,

up and down the East Coast. They’ve

since lived in 13 states.

Have Inning Left

He was with the B&O until 1943, when

he was made chief engineer of the Alton

Railroad, a part of the B&O system. He

was promoted to his present position when

GM&O took over the Alton line in 1943.

He is now in charge of engineering and

maintenance on GM&O lines between

Bloomington and Kansas City and East

St. Louis and Chicago.

He firmly believes railroads, including

his company with its 3,000 miles of tracks,

have “a good inning” left yet.

Jokingly, he said railroads will always

have to carry baby chickens — one com-

modity air lines and trucking companies

don’t want.

Utterly serious, he said railroads will

continue to operate because they have

kept up with the times. Diesels replaced

inefficient steam engines. Railroads de-

manded better educated men. Equipment

got bigger and better.

Schedule Dinner

In short, he continued, railroaders like

to talk about the “good old days,” but

they aren’t trying to make them live

forever.

A 135 pound steam engine bell, once

destined for the scrap heap, is in the

backyard of his 705 E. Washington, St.

t home to serve as a reminder of this pro-

gress.

Wednesday night friends and fellow

GM&O employees will hold a farewell

dinner at the Tilden Hall Hotel for Mr.

Carothers’ A. A. Cooper, GM&O chief

engineer from Mobile, Ala., and L. L.

Lapp, vice president from Kansas City,

Mo., will speak.

Then it’s off on a long vacation in

Mexico for Mr. and Mrs. Carothers.

They’re traveling by train, naturally.

DECEASED

Retired Section Foreman Antonio Spie-

zio, Braidwood, Illinois, who entered ser-

vice of the company on August 1, 1914

and retired October 27, 1955, passed away

on June 15, 1914.

Telegrapher P. J. Null, Mexico, Mis-

souri, passed away from a heart attack

on June 25, 1967 at Mexico. Mr. Null,

who entered service as a telegrapher on

June 17, 1913, is survived by his wife and

two sons.
INTEREST IN FREEDOM TRAIN CONTINUES IN UNITED STATES

Never has a train left a greater impact on young America than did the Freedom train which toured the country in 1947-49 with the great historical documents of the United States, the Association of American Railroads says. Because Independence Day has been so recently celebrated and also because the locomotive which powered this train is now pulling the GM&O streamlined Rebel between St. Louis and Mobile, the accompanying AAR article seems unusually appropriate and interesting. The picture above was made when the historic engine was delivered to GM&O.

The railroads of the United States have operated hundreds of special trains in the past, but judging from countless inquiries received during the last several years, and inquiries still being received by individual railroads and by the Association of American Railroads, there was never a train that left a greater impact on young America than did the Freedom Train which toured the country from September 17, 1947, to January 22, 1949. The train traveled over fifty-two railroads and visited all of the forty-eight states and the District of Columbia.

The Freedom Train carried cars fitted with cases in which were displayed many of the great historic documents of the United States Government, enabling millions of Americans to see these documents for the first time.

Sponsored by the United States Department of Justice, the tour was financed by the American Heritage Foundation, a patriotic, non-political organization supported by business, labor, industry, and by community, religious and educational groups. The purpose of the tour was to inspire a greater appreciation of our national heritage.

The tour of the Freedom Train called for the fullest measure of cooperation on the part of government agencies, the American Heritage Foundation, the Association of American Railroads and each railroad over which the train moved.

The 160th anniversary of the signing of the Constitution of the United States, September 17, 1947, was selected as the date for launching the tour. Philadelphia was selected as the starting point because of its great historic role in the struggle for independence and because it was there that the Constitution was adopted.

Painted red, white and blue and carrying the seals of the Department of Justice and the American Heritage Foundation, the Freedom Train consisted of seven cars, pulled by a 2,000-horsepower Diesel-electric locomotive.

After the cars had been rebuilt, remodelled and redecorated, they were taken to Alexandria, Virginia, where the priceless documents were placed in their respective cases.

Operation of the Freedom Train called for elaborate security measures to insure safekeeping of the documents. The first precautionary feature of the train was, of course, its all-steel construction. As an added precaution, some twenty tons of steel were welded into the exhibit cars. In addition, the train's running schedule was planned so that high speeds were unnecessary.

While all interior furnishings were of fire-resistant materials, a special fire-extinguishing system, employing carbon dioxide, was custom-built and installed in the exhibit cars.

Further protection of the documents was made possible by the extensive use of a new type of lucite plastic. Between three and four thousand square feet of this plastic was manufactured especially to meet Freedom Train requirements as specified by archivists of the National Archives and the Library of Congress.

The Freedom Train operated at all times as a "special," and called for intricate routing. Traveling on "Presidential Priority," every grading, bridge and crossing was carefully guarded. It is estimated that at least 5,600 railroad men contributed their services to the train during its tour.

More than 3,500,000 persons passed through the Freedom Train on its 37,000-mile tour of the forty-eight states. It was the longest train tour in railroad history. And, to the credit of railroad operating officers and employees, the train was able to maintain its schedule, never failing to arrive at destinations on time.

After the tour ended in January 1949, the Diesel-electric locomotive which pulled the train throughout the tour was purchased by the Gulf, Mobile & Ohio Railroad. The cars were converted to standard passenger train equipment and returned to the owning railroads.

White Hall Section Gang — 1922

Supervisor T. B. Hillman at Roodhouse recently came across an old picture of the section gang at White Hall, Illinois in 1922. He wonders how many will recognize the laborer on extreme left of motor car as today's Foreman John Jouett at Carrollton.
NEWS AT A GLANCE

I. C. C. CHAIRMAN ASSAILS GOVERNMENT TRANSPORT SUBSIDIES

Hon. Owen Clarke, Chairman of the Interstate Commerce Commission, told a meeting of the Traffic Club of New York and the Operating Council of the American Trucking Associations recently that "the time has come to re-examine the entire program of governmental aid to any branch of the (transportation) industry."

Pointing to commercial aviation and the inland waterways he said they "have grown large and vigorous and can now compete very well, indeed, from a service standpoint. There is no longer need for artificial support to industries which, as a result of such assistance, are beginning to eat into the life-blood of their subsidized competition."

CHICAGO AS RAIL CENTER

Normally, about one out of every 50 people in the Chicago area are railroaders or members of their families and the Chicago railroad payroll amounts to nearly $1 million a day. Still another 100,000 Chicagoleans draw paychecks from manufacturers who sell equipment and supplies to the railroads. Cook County Railroad taxes amounted to more than $12 million in 1955. Nearly $5½ million of which went for schools.

One of civilization's unchangeable laws is that trade follows transportation. Today, more than 4,300 Chicago industries are served directly by railroad.

More than 200,000 freight cars (over 11 per cent of all the freight cars owned by all the nation's railroads) can be accommodated at one time in the city's 206 terminal and industrial yards.

If anyone should make a count at almost any time of the day or night, he would find 3,600 passenger cars within the Chicago area. More than 1,000 locomotives would also be counted.

SEEK BASIS FOR ALLOCATING NEW HIGHWAY COSTS

The Bureau of Public Roads has been ordered to make a study for Congress to provide information for determining the basis for an equitable distribution of the tax burden among the various users or benefactors of the new multi-billion dollar federal aid program.

In a preliminary report the Bureau observed that heavy trucks are the sole reason for building costly second and third layers of pavement . . . that the single layer of pavement is adequate for passenger cars and light trucks. The Bureau plans a study of the proportionate shares of road design, construction and maintenance costs attributable to each type of highway user and finally to determine the benefits to be derived from the new roads by the various users.

RAILROAD EMPLOYEES LOSE MOST WHEN TRAFFIC IS DIVERTED TO OTHER MEANS OF TRANSPORTATION

No one group has a greater stake in the railroads' fight for equal rights and equal opportunities in the nation's competitive transportation picture, than railroad employees themselves. For example — in 1956, out of every dollar the railroads received from the public, 46.9 cents went to pay for wages and salaries of railroad employees and 3.1 cents went to pay for railroad retirement and unemployment insurance benefits for railroad employees.

The remaining 50.0 cents were paid out as follows: Fuel for locomotives, 4.1 cents; materials and supplies and miscellaneous, 16.3 cents; loss and damage, insurance, pensions, injuries to persons, 2.7 cents; depreciation and retirements of property and equipment, 5.3 cents; Federal, state and local taxes, 7.3 cents; hire of equipment and joint facility net rentals, 2.3 cents; interest and rents for leased properties, 3.8 cents; cash dividends to stockholders, 4.1 cents; balance available for additions and betterments, 4.1 cents.
**District No. 4 Celebrates Another Safe Year**

Bad weather held down the attendance to 106 persons at the seventh annual picnic of District No. 4 employees held on June 2, but the dinner and coffee were as bountiful as ever.

Club President C. Perce, who is retiring as section foreman this year, was presented by the members with a Pflieger casting rod and reel with two lines, and Mrs. Perce received a Chinese dinner gong set.

The $10 GM&O checks were won by M. Varble, W. D. Smeek, R. Salmon, T. A. Sharp, B. Vancil, O. Haneline, R. E. Myers, W. Crabtree, O. Shoulitz and O. Perkins.

Grand prizes for safety slogans were won by T. Sharp, Jean Belk and H. Provance. Sharp's first prize winner was "The key to safety is you."

Division Engineer Wall gave the "Certificate of Merit" to each foreman indicating that the entire district had gone through the year without having a reportable injury.

**G. T. Bus Driver Has 15 Years Safe Driving**

W. C. (Carl) Brown, Bus Operator for the Gulf Transport Company, Louisville, Mississippi, was presented a gold engraved watch June 4 for fifteen years of safe driving. The presentation was made by Gulf Transport Vice-President, J. I. Gillikin, as Driver Brown prepared to start his daily run to New Albany.

Brown, who formerly made his home in Louisville, has been employed by the highway subsidiary of the Gulf, Mobile and Ohio Railroad since 1938 and has driven 1,269,840 miles — most of them in the Louisville area. In making the presentation, Mr. Gillikin said, “His loyalty and his devotion to his work and his Company have always stood first with him.”

The watch bore the following inscription:

"W. C. Brown 15 yrs. safe driving 6/1/57 Gulf Transport Co."

**Helping Hands**

Train No. 92 was passing Pequot, Illinois with a hot box undiscovered. Operator A. P. Kastner of the A. S. & S. F. Railway noticed the car with the hot box and notified the crew so that the car could be set out.

Mrs. Wilma Sims, operator for Southern Bell Telephone and Telegraph Co. at

---

**District No. 4 Celebrates Another Safe Year**

Bad weather held down the attendance to 106 persons at the seventh annual picnic of District No. 4 employees held on June 2, but the dinner and coffee were as bountiful as ever.

Club President C. Perce, who is retiring as section foreman this year, was presented by the members with a Pflieger casting rod and reel with two lines, and Mrs. Perce received a Chinese dinner gong set.

The $10 GM&O checks were won by M. Varble, W. D. Smeek, R. Salmon, T. A. Sharp, B. Vancil, O. Haneline, R. E. Myers, W. Crabtree, O. Shoulitz and O. Perkins.

Grand prizes for safety slogans were won by T. Sharp, Jean Belk and H. Provance. Sharp's first prize winner was "The key to safety is you."

Division Engineer Wall gave the "Certificate of Merit" to each foreman indicating that the entire district had gone through the year without having a reportable injury.

---

**Helping Hands**

Train No. 92 was passing Pequot, Illinois with a hot box undiscovered. Operator A. P. Kastner of the A. S. & S. F. Railway noticed the car with the hot box and notified the crew so that the car could be set out.

Mrs. Wilma Sims, operator for Southern Bell Telephone and Telegraph Co. at
U. S. Undersecretary
Cites Line City

(Memphis, Tenn.-Commercial Appeal)

SHREVEPORT, La., June 19. — The Undersecretary of Agriculture Wednesday cited Tupelo, Miss., as an example of how "aggressive" local programs can be used to combat economic decline in farm areas.

True D. Morse, who also is president of the Commodity Credit Corporation, said maintenance of a balance between farm and non-farm employment has helped Tupelo and Lee County thrive while similar areas were losing ground.

Mr. Morse spoke at a meeting here of the Louisiana - Texas Rural Development Program, which was attended by some 200 county agents, extension service representatives and community leaders.

"Town and country leadership concentrated in an aggressive rural development program has paid off for Tupelo and Lee County," he said.

Lee County High

"Lee County farm families in 1954 had a higher level of living than did those in any other nearby Mississippi county. The county was one of six in Mississippi in which the level of living for farm families was 100 per cent or more of the United States average in 1954."

Mr. Morse also cited the trebling of Tupelo's population (from 3,861 in 1910 to 11,527 in 1950), while some nearby communities lost people.

Most of this progress can be attributed to Tupelo's Community Development Program, for which the city's businessmen raise a budget of $40,000 annually, he said.

Fred E. Wall, Bloomington, Illinois, has been promoted to trainmaster on the Eastern Division. (See last month's NEWS). A native of Kansas City, Mr. Wall has been employed by this company since 1929 when he entered the Engineering Department at Springfield, Illinois as a rodman.

Fifty Years Ago

Engineer W. P. Fitzsimmons sends us an interesting newspaper clipping from the Bloomington Pantagraph. It tells about busy activities in the yards there fifty years ago, one year after Mr. Fitzsimmons went to work for The Alton. The veteran engineer is well known on the Eastern Division; running passenger trains between St. Louis and his home town of Bloomington.

Along The Line

East St. Louis, Illinois — Miss Marion Stacy, assistant cashier at the GM&O Local Freight Office at East St. Louis celebrated forty years of service with the railroad by entertaining a group of friends and co-workers with a lawn party at her home in East St. Louis. Guests included Local Freight Agent L. A. Boxshard; Chief Clerk and Mrs. George Battaglia; Cashier and Mrs. R. E. Peck; Inbound Rate Clerk Frank Doeflow; General Clerk and Mrs. Charles Vogel; Receiving Clerk and Mrs. Harry Knamm; General Clerk and Mrs. Ray Claussen; Miss Ruth Smith, switching clerk; Mrs. Amanda Boor, per diem clerk, and Mr. Boor; Mr. and Mrs. Franklin Stacy and family of Belleville; Mr. and Mrs. George Freiberg of Collinsville, and Mrs. Louise Stacy of Maplewood.

Mobile, Alabama — Miss Clara Mayhall of GM&O's Passenger Accounting Department in Mobile was elected in May as national treasurer of the Railway Business Women at their annual convention held in Sun Valley, Idaho. Miss Mayhall is a charter member of the Mobile chapter and was president of the Mobile club 1953-55. She was national chairman of Public Affairs 1955-56 and director of her district 1956-57.

Retired

GM&O Port Representative Charlie Nelson, Mobile, retired in June after exactly fifty years of railroad ing, the last twenty of which he has spent in Mobile as port representative at Alabama State Docks. On one of his last days of work, the State Docks photographer made this picture of Charlie in a setting familiar to him as he supervised loading and unloading at the docks. Charlie expects to devote his time now to a small nursery which has been his hobby.

Switchman F. L. Haight, Mobile, proudly studies his fifty-year pin which he received on the day of his retirement in June. Mr. Haight was presented the pin in ceremonies in the office of the Superintendent of Terminals, with many of his friends and associates present.
Commendations

Road Carpenter H. C. Fox, Union, Mississippi, discovered a broken rail and reported it promptly so that repairs could be made.

Fireman J. T. Johnson, Tuscaloosa, Alabama, was commended by Supt. St. John for assisting in the adjustment of a car of poles which had shifted, enabling the train to proceed without undue delay.

When it became necessary to install a new jumper cable between engines on the train on which he was fireman, Mr. T. M. Gilliam, Slater, Missouri, assisted the engineer in applying the jumper cable, while Fireman C. V. Ramey, Slater, operated one unit manually until the jumper cable could be secured and installed, preventing serious delay to the train.

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

Section Foreman R. D. Sherwood, Alto Pass, Ill.
Section Laborer E. L. Lilley, Alto Pass, Ill.
Fireman J. F. Chisum, Jackson, Tenn.
Conductor J. F. Connelly, Slater, Mo.
Engineer L. L. McNeace, Bogalusa, La.
Agent J. L. Beasley, Pearl, Ill.
Brakeman F. A. Brandenburg, Slater, Mo.
Conductor A. Ramsey, Slater, Mo.
Agent R. B. Clawson, Louisiana, Mo.
Section Foreman James Fauro, Gardner, Ill.
Brakeman K. M. Ackelberry, Slater, Mo.
Agent H. O. Norman, Pleasant Hill, Ill.
Brakeman H. H. Haley Sr., Slater, Mo.
Operator L. E. Vaughn, South Joliet, Ill.
Engineer S. Lessley, Slater, Mo.
Conductor H. DeLong, Slater, Mo.
Agent T. E. Usnick, Mexico, Mo.
Brakeman R. L. Jones, Slater, Mo.
Brakeman W. W. Wenzel, Slater, Mo.
Brakeman W. H. Haley, Sr., Slater, Missouri, discovered a car with the side bulged out and notified the crew so that the car could be set out.

Conductor V. McCracken, Slater, Missouri, was despatched from South Joliet on No. 9 when a flagman was needed to go to Hillview on No. 93 to hold Work Train until No. 9 arrived. Mr. McCracken volunteered to perform the service, saving a big delay to No. 9.

When trouble developed in the diesel of their train enroute to New Orleans, Engineer L. L. McNeace and Brakeman J. M. Busby, both of Bogalusa, Louisiana, made temporary repairs to the unit, enabling the train to arrive in New Orleans with a minimum of delay.

Brakeman B. L. Locke, Bloomington, Illinois, before the departure of his train, discovered a switch out of adjustment sufficiently to cause a derailment, and reported the condition so that repairs could be made.

When Conductor R. A. Markwell, Slater, Missouri, had a hot box develop on his train, he jacked the car up, removed old packing and brass and cooled the journal before mechanical forces arrived to rebrass the coach, saving considerable delay.

Section Laborer: Lee Hunt, Jackson, Mississippi, discovered a broken rail, and flagged crews of oncoming trains to notify them of this difficulty.

Retired Operator L. E. McDavid Sr., Citronelle, Alabama, is still on the job so far as his railroad interest goes. No. 28 W.M. passing his place about midnight, and from his bed room he detected a hot box in the train. He immediately picked up a flashlight, ran out into the yard, and flagged the crew of the train so that they might take care of this defective car.

<table>
<thead>
<tr>
<th>OUR FREIGHT BUSINESS</th>
<th>Revenue Car Loads Billed And Received On GM&amp;O</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1956</strong></td>
<td><strong>1957</strong></td>
</tr>
<tr>
<td>1956</td>
<td>1957</td>
</tr>
<tr>
<td>JAN.</td>
<td>JAN.</td>
</tr>
<tr>
<td>40,000</td>
<td>50,000</td>
</tr>
<tr>
<td>FEB.</td>
<td>FEB.</td>
</tr>
<tr>
<td>57,000</td>
<td>57,000</td>
</tr>
<tr>
<td>MAR.</td>
<td>MAR.</td>
</tr>
<tr>
<td>31,000</td>
<td>31,000</td>
</tr>
<tr>
<td>APRIL</td>
<td>APRIL</td>
</tr>
<tr>
<td>50,000</td>
<td>50,000</td>
</tr>
<tr>
<td>MAY</td>
<td>MAY</td>
</tr>
<tr>
<td>40,000</td>
<td>40,000</td>
</tr>
<tr>
<td>JUNE</td>
<td>JUNE</td>
</tr>
<tr>
<td>30,000</td>
<td>30,000</td>
</tr>
<tr>
<td>JULY</td>
<td>JULY</td>
</tr>
<tr>
<td>50,000</td>
<td>50,000</td>
</tr>
<tr>
<td>AUG.</td>
<td>AUG.</td>
</tr>
<tr>
<td>50,000</td>
<td>50,000</td>
</tr>
<tr>
<td>SEPT.</td>
<td>SEPT.</td>
</tr>
<tr>
<td>50,000</td>
<td>50,000</td>
</tr>
<tr>
<td>OCT.</td>
<td>OCT.</td>
</tr>
<tr>
<td>50,000</td>
<td>50,000</td>
</tr>
<tr>
<td>NOV.</td>
<td>NOV.</td>
</tr>
<tr>
<td>50,000</td>
<td>50,000</td>
</tr>
<tr>
<td>DEC.</td>
<td>DEC.</td>
</tr>
</tbody>
</table>

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

1956 305,803
1957 295,250