Youth Program Fosters Widespread Timber Reforestation

A total of 90,090 pine seedlings have been planted in Tuscaloosa County, Alabama in the past three years by 4-H Club boys under a woodland improvement project co-sponsored by the GM&O Railroad and the Tuscaloosa Kiwanis Club. The seedlings were provided for the project by the Gulf States Paper Corporation.

Tuscaloosa County is only one of twenty-five counties on the line in which the railroad co-sponsors, with civic clubs, programs in forestry achievement for 4-H and FFA boys. The projects include reforestation, timber protection, timber harvesting and marketing.

The results in the Tuscaloosa County contest for 1950 were announced on August 31. In all, sixteen boys received awards for their accomplishments, with Director of Forestry and Agriculture S. A. Robert presenting the checks.

First place winner Donald Coley reported that from his project of four acres for the year he had harvested $117.30 worth of timber and timber products. For two previous years he had participated in the program, winning third place for 1948 and sixth place for 1949. The record of his blue ribbon achievements for 1950 is given in an excerpt from his 4-H report below.

"This year I selected four acres of my father's forest for my project. I did not have to make fire brakes because fields and pasture surrounded my plot. I marked my trees and found that I would have saw logs to cut. With my father's help I cut (Continued on Page 6)

**WE'LL PAY OUR OWN WAY**

The railroads suffered the loss of millions of dollars from the recent floods in Missouri and other western states.

Some people thought that they should petition the Government for aid in rebuilding and rehabilitating their facilities, and for the information of our employees President Tyrrell's statement on the subject is quoted below:

"Each year our line in Missouri suffers heavy damage from floods of the Missouri River. This year our loss will be heavier than ever before. It has been suggested that the railroads affected should seek aid from the Federal Treasury for the rehabilitation of their (Continued on Page 4)
PROMOTIONS ARE MADE IN SALES & SERVICE PERSONNEL

Several important changes have been made in the personnel of GM&O Sales and Service offices in various sections of the country.

The new assignment of traffic representatives was occasioned primarily by the retirement of Earl W. Geese in Los Angeles and the untimely death of O. D. Penniman in Mobile. The changes as announced by Traffic Manager E. B. Farrell follow.

* * *

At his own request, Freight Traffic Manager Earl Geese is retiring after 27 years of loyal and distinguished service.

Having served as an official in almost all of our larger offices, including the Mobile general office, Mr. Geese carries with him the highest esteem and affection of his associates and a wide circle of railroad and industrial friends. Affectionately known as "The Duke", he had charge of both exhibition trips of the streamlined Rebels when they made their national tours before being placed in regular service in 1935.

Best wishes of the entire railroad family go with Earl—who plans to make his home in Glendale, California.

* * *

To head the Los Angeles office will go R. N. Sinclair as Western Traffic Manager. Mr. Sinclair has been with the company since 1927 when he was employed at Jackson, Mississippi. He has worked in New Orleans, from which he travelled in the Houston and San Antonio district, and in St. Louis, travelling in Indiana and Kentucky. He grew up in Dyersburg, Tennessee.

Mr. Sinclair goes to the West Coast from Cincinnati, Ohio where he was District Freight Agent.

Replacing Mr. Sinclair in Cincinnati is L. W. Heist. Mr. Heist came to the

GM&O at St. Louis in 1925 as an office boy. He was advanced to the rate department in 1929. In 1941 he went to Kansas City in the Sales and Service Department where he has been up to the present time, travelling in the states of Iowa, Kansas, Nebraska and Oklahoma.

* * *

To fill the place left vacant with the death of Mr. Penniman, C. E. Thomas has been moved to Mobile as Division Freight Traffic Manager. Mr. Thomas had for-

merly served 21 years in Mobile in the Traffic Department before going to Mont-
gomery as Division Freight Traffic Manager.

Mr. Thomas began his railroad career in the agency at Bella, Tennessee 27 years ago. Shortly thereafter, he was transferred to Mobile where he worked in the Mechanical department before becoming associated with the traffic department.

He comes to Mobile from Montgomery, where he has worked for the past five years.

Moved to Montgomery to fill the vacancy made by Mr. Thomas’ transfer, is Mr. Glenn Keen.

Keen to Montgomery

Mr. Keen, who started to work with the GM&O in the Transportation Department in 1935, served in several capacities before he was sent to Memphis in 1935 as freight traffic representative.

In 1947 he became division freight agent in Columbus, Mississippi, where he has been located until the present time.

* * *

Moving to Columbus from Albany, Georgia is Division Freight Agent J. B. Flock. Mr. Flock has filled various positions with the company since 1917. In

Flock to Columbus

1934 he became freight traffic representa-
tive in Montgomery, from which he was transferred to Albany as commercial agent in 1936. He has been in Albany since that time.

In connection with the above promo-
tions, District Freight Agent A. A. Ander-
son of Jacksonville, Florida announces the appointment of Commercial Agent William E. Byard, Jr. Mr. Byard has been in railroad service since 1941 with the exception of three years in the U. S. Air Force. He will maintain head-
quarters at Albany, Georgia.
THE MAIL TRAIN

Gulf, Mobile & Ohio Railroad

I am not in the habit of writing letters either of complaint or commendation, but I had an experience on your road recently which made me feel as though I should write you a letter and let you know about it.

On Tuesday, June 12th, I had occasion to take a short trip from Springfield, Illinois to St. Louis, Missouri, and I rode your train No. 19, the Ann Rutledge. The porter on my car went out of his way to be of service and to be pleasant to all of the passengers. It is the first time in a long time that I have seen a porter help each person as they left the car and to give special attention to ladies and children as they came down the steps. Not only did he give this service, but he gave it with a smile as if he really enjoyed his work.

I certainly think he should be commended for his fine work.

Yours very truly,
Karl Kisel
Oconomowoc, Wisconsin

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Editor, GM&O News:

Perhaps the working personnel of the GM&O sometime wonder what becomes of the Retired Personnel; do they soon die? or do they "Just Fade Away?" And do they regret having retired? or do they lose interest in the Railroad?

I speak for myself. I am still here, after seven years in retirement. Am in good health and enjoying the remaining years my Maker may have allotted to me. This fact, perhaps, accounts for the fact that I have no regrets at leaving the service after 49 years of railroad work—at age 66. I go and come when I like, too. For example, last Sunday, I drove my car to North Alabama to a Wade Family Reunion approximately 200 miles. The next day, I drove around to some country towns where I had good times in my boyhood days, then headed for Montgomery through Birmingham. I stopped by the Vulcan Monument atop Red Mountain, and climbed 187 steps (including those leading to the base) where a wonderful view of Birmingham was enjoyed. It is said to be exceeded in size only by the Statue of Liberty. It is 50 feet high and weighs 120,000 pounds and is mounted on a lofty column with stairs leading to the observation platform. As for losing interest in the railroad. There isn't any such thing. When I retired, I was told to always consider myself part of the GM&O and I am still doing just that. My present occupation? Real Estate salesman.

S. L. Wade, Retired General Foreman—now 72 years old, Montgomery, Alabama

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AT LEAST YOU COULD SEE THEM COMING

"Now I've seen everything" was probably the reaction of two GM&O engineers recently.

Accustomed as they are to unexpected objects on the railroad right of way, it must have come as some surprise to find a house at Springfield and a 1,600 ton mining machine near Braidwood — both waiting to cross the railroad tracks. These two occurrences are pictured below.

In the first picture, the Ann Rutledge zooms by in Springfield, Illinois while the house waits to cross the tracks. A large house, it was being moved to a different location some distance away, and across the railroad. The movers wait on the north side for the train to pass before continuing the moving process.

In the second picture is shown the largest piece of mining equipment in the world—a 3,200,000 pound mucker type electrical shovel.

It too, is waiting to cross the railroad track, one mile south of Braidwood. It was moved by the Northern Illinois Coal Corporation from their mine north of Coal City to a new mine at Escata. The 1,890 ton monster, accompanied by the corporation's largest steam shovel, cut its own way across fields and brush on a 12 mile jaunt taking one month to complete.

The cab of the shovel, containing all the machinery and the power plant, is as big as a six room house, and the bucket bites off 12 tons of coal in one scoop.

In making arrangements for the machine to pass over GM&O tracks, it was necessary to remove the rails and replace them after its passage.

Largest piece of mining equipment in the world — a 3,200,000 pound mucker type electrical shovel — waits to cross the GM&O tracks near Braidwood, Ill.
PICTURES TELL STORY OF FLOOD PROGRESS

In the Glasgow area, the flood waters cascading over the tracks dug holes as deep as forty feet. Two methods were used by our Engineering Department to fill these washouts. (1) Dredges pumped (see picture at right) yard upon yard of fill from adjacent lands procured for this purpose and (2) several miles north of the devastated site, a drag line operation was set up under a similar arrangement so that work train dump and spreader equipment could be used to advantage. (see picture bottom of page, second from extreme right).

The work train is shown at left as it crosses one of the recently restored fills. A large dredge working from the Missouri River pumped the sand used to make most of this embankment. The water in the foreground is overflow water.

We'll Pay Our Own Way

(Continued from Page 1)

roadbeds and other facilities damaged as a result of the 1931 catastrophe. We believe that it would be unwise for them to seek such assistance. We will not do so. We prefer to carry our own burden. We believe that it is in our own interest to do it.

The suggestion is a tempting one, but it carries grave implications. Traditionally the railroads in this country have paid their own way. They have been constructed and maintained at private expense. They will remain independent of eventual Government control only if they remain free of Government largesse. Other forms of transportation seek and receive subsidies at public expense. We vigorously oppose them. We have consistently opposed all Governmental policies that afford to the other forms of transportation unfair competitive advantage. We seek for ourselves and our industry only fair and equitable treatment. We do not ask for gifts from the taxpayers. Given fair and equitable treatment by our local, state and national governments, we are confident that we can and will hold our own in the competitive struggle.

Cure For Government Subsidy is Less of it

Those who suggest Federal aid to our industry in this emergency undertake to justify it, in part, by pointing out that the highways and airports affected by the flood waters will be restored with public funds for our highway and air competitors to use. We have no doubt that this is true. But the cure for Government subsidy is not more but less of it. Of course, we favor adequate highways and airports for the use of the general public, but as an important transportation agency, as a taxpayer, as a privately owned public service institution, we claim the right to insist that commercial users, particularly, should pay reasonable charges to the public for the use they make of publicly owned facilities. Instead of asking for Government bounty for ourselves, we ask that it be withdrawn from our competitors.

Of course, if any of our roadbeds, bridges and other facilities have been or should be damaged as a result of the construction by the Government of public works for the common welfare, we should be reimbursed at public expense. As a citizen we would be entitled to be made whole, not as a matter of grace but as a matter of right. The Federal Constitution and all the state constitutions recognize the age-old principle that private property shall not be taken or damaged for public use without just compensation being first paid.

Given assurance of constant non-discriminatory treatment at the hands of Government, we can execute our plans for better service, we can continue to furnish gainful employment to those who wish to work with us, we can continue to meet our obligations as they mature, and we can hope to secure to the owners of our enterprise a fair return on their investment."

Track workers were ready to lay rail just as soon as the fill was restored. Here one of the gangs pushes from the East of Glasgow end for an early connection with a similar crew working from the West (Slater) side.

Assistant Chief Engineer M. D. Carothers has been fighting floods in the Glasgow area for many years. He's a familiar figure to river bank residents and members of the U. S. Engineers Corps . . . all of whom toll and slave together in the battle of the river hulks. Mr. Carothers has a "harbor pole" located every mile throughout the "flood sector". Different colors painted at various spots on the pole tell a story of past high water marks, and give an instant reading on rising or falling waters.
Lost — A Watch Charm

During July, Signal Foreman W. R. Pickering of Bloomington, Illinois lost a Knights Templar watch charm with seven small diamonds set in it.

During that time, Mr. Pickering was working between Plains Interlocker and South Joliet Interlocking Plant, and he believes the charm was lost in that vicinity. If any GM&O man should know of the whereabouts of the charm, Mr. Pickering would appreciate hearing from him.

Here's how Operations Flood Repair looks to members of the work train engine crew as it hurries back to the “bar” pit to get another load of dirt for embankment. The River is at the right, in sight of the tracks.

This dredge was moved over-land and assembled in this washout caused by the rushing flood waters. Within a short span of hours after its arrival in many separate units, it was afloat and pumping a steady stream of badly needed sand to replace the fill shown in the background. Within site of this dredge is a farm house completely demolished by the force of the water.

Brakeman-Conductor R. B. Lander of Slater gives the signal for another train load to move forward from the pit.

They've been wading around in the mud (bottom right) so long they call them Beavers. From left to right: Brakeman-Conductor Ackelberry of Slater; Rodman C. S. Jackson of Bloomington and Conductor Amfahr of Slater.

The drag line pauses momentarily while the work train drags out a cut of loaded cars (behind the empties). When these are set out on the main line and coupled to a caboose, the empties will be shoveled back into the pit. While the work train makes its “dumping run,” the shovel will be filling another cut of cars for the next trip.
GM&O Moves Its Chicago Freight House To Brighton Park Yards

GM&O’s new freight house at Brighton Park Yards, Chicago, is now in operation. 850 feet in length, the station has offices upstairs for the force stationed there.

A loud speaker system facilitates operation of the station. General Foreman W. C. Burns, inset, above, speaks to an employee working on one of the loading ramps.

The operation of the facility is directed by Freight Agent E. E. Powell, seated, shown with Chief Clerk Martin O’Leary.

All inbound and outbound freight for shippers and consignees in Chicago is handled from this station. Three tracks, holding eighteen cars per track, parallel the loading ramps.

The Gulf, Mobile & Ohio has moved its Chicago freighthouse from Harrison Street, close to the “Loop” district to a newly enlarged building at Brighton Park yard on the city’s southwest side. The downtown freighthouse has been sold to the Post Office Department.

The new GM&O freighthouse at Brighton Park was built in part about three years ago. Recently it was enlarged at an expenditure of some $400,000 to permit handling all inbound and outbound freight for city shippers and consignees. The transfer of operations from the old to the new freighthouse was accomplished almost overnight. All materials handling equipment and undelivered freight were transferred to Brighton Park in a quick move that had little, if any, effect on movement of freight involved. The location of the new freighthouse, 3716 South California avenue, has permitted pickup and delivery trucks to move much faster than they could in the congested streets around the old freighthouse, a company spokesman told RAILWAY AGE. “From our standpoint,” he said, “it was an economic move all the way round”—RAILWAY AGE.

The overall length of the freight station is 850 feet. Three tracks serve it, with a capacity of 18 cars per track. The loading docks will accommodate approximately 90 tracks at one time.

Above the freight station are located the company offices, where about sixty-five persons work under the supervision of Freight Agent E. E. Powell.

We Lose An Old Friend

When inquiring about an old friend the other day, the News staff was saddened to learn that Retired Conductor E. M. Hasselle of Meridian had passed away.

Conductor Hasselle will long be remembered for his courteous treatment of passengers through his many years of railroad service. He was 72 years old at his death and had served more than forty-seven years with the company at his retirement last year.

DECEASED

Switchman Harry Hawkins, Chicago, Illinois, died suddenly while on duty at Harrison St. Yards on August 30, 1991. Mr. Hawkins had been in the employ of the company since 1922.

Mrs. Etta Saplin, mother of Mrs. L. L. Lapp, Kansas City, Mo., died in Nashville, Tennessee on August 20. Mrs. Saplin had been ill for a number of years. She was ninety years old and totally blind.

Retired Freight Agent B. H. King, East St. Louis, Illinois passed away at his home on August 16, 1951. Mr. King retired from active service in 1949 after fifty-three years of service, all with the GM&O. He had been freight agent at East St. Louis since 1918. He is survived by his wife.

Agent E. H. Sheppard, Prentice, Illinois died at his home on August 7, 1951. He had been with the company since 1943. He is survived by his wife.

4-H CLUB FORESTRY PROGRAM

(Continued from Page 1)

saw logs and sold them for $292.43. I cut three cords of stovewood and one cord of pulpwood. I have cut and treated 125 posts to be used for a new fence on our farm. I have girdled or poisoned all undesirable hardwood trees on these four acres with Ammonite.

"Through the 4-H Club I received from the Gulf States Paper Corporation five hundred loblolly seedlings in January. I set out all 500 on this plot, as there were areas needing replanting with a better species of pine. I also set out 200 black locust seedlings for fence posts. The GM&O Railroad and the Tuscaloosa Kiwans Club in each will give $100.00 for the third year to the county 4-H Club to be used as cash prizes in the woodland contest. I hope to take first prize this year. Judging will not be until August."

Donald Coley was top winner in the GM&O—Kiwans Club co-sponsored woodland improvement project in Tuscaloosa County, Alabama during 1950.
NEWS AT A GLANCE

FAVORABLE RECOMMENDATIONS IN TWO IMPORTANT I.C.C. CASES

I.C.C. Examiners made favorable recommendations this month in two cases of considerable importance to GM&O. Examiner Lyle in his proposed report to the Commission advised that GM&O be permitted to shift to L&N to serve Birmingham, and Examiner Nye in another case approved an abandonment application for the 20 mile Carrollton-East Hardin, Illinois line. Both cases are subject to further appeals by contesting parties and final approval by the Commission.

If permitted to enter Birmingham through Tuscaloosa and a trackage agreement with L&N, GM&O will reduce its foreign line mileage incident to the Birmingham service from 172 to 55 miles. We now use Southern and Illinois Central rails from a point just outside of Corinth to Birmingham. New route would be particularly attractive to new movement of iron ore from Mobile to Tennessee, Coal & Iron Company blast furnaces at Birmingham.

Out-of-pocket losses on Hardin branch estimated at $25,000 a year, despite a deferred maintenance program during past years. Examiner Nye observed in rendering his decision, “force of protest by shippers lessened by the fact that they have not patronized the line to the extent they might have, but utilized other forms of transportation.”

MOST EXCLUSIVE CLUB IN RAILROADING

Last month Forbes business magazine had some flattering things to say about GM&O.

Concerning operations it reported: The railroad (23rd ranking in size among the U. S.’ 132 Class I roads) had “joined the most exclusive club in railroading... the handful of U. S. Roads with transportation ratios under 30%.” (30.69 for the first 7 months of 1951). About another yardstick of railway efficiency, gross-ton-miles per freight-train-hour Forbes said, GM&O has shown the greatest improvement of any road since 1940, with highest GTM/FTH chalked up by any carrier in the South and seventh highest scored by any of nation’s 64 largest roads.”

Concerning debt Forbes said: “Tigrett’s turnpike is amazingly well-off... debt for hire of equipment down $1 million from 1947. Of remaining $81 million funded obligations, half are in easily manageable contingent interest issues.” Concluded that, with road and equipment in top-notch condition, “keeping it that way should be no strain.”

FACTS ABOUT RAILROAD PAY FOR HANDLING U. S. MAIL

There have been wide discrepancies in recently published figures on what pay the railroads actually receive for handling government mail. A.A.R. Economics Director Parmelee gives these facts to a member of the staff of the Committee on Interstate and Foreign Commerce of the U. S. Senate:

“The railroads receive an average of 15.08 cents per ton-mile for handling first class mail and an average of 8.6 cents per ton-mile for handling all classes.” Quite a difference in the 43.49 cents per ton-mile earning recently attributed to the railroads by an Air Line spokesman.

SCHOLARSHIPS AWARDED IN COMMUNITY SERVICE PROGRAM

Eight young Illinois students have been awarded college scholarships in the Rural Youth Community Service program conducted by our railroad and the University of Illinois College of Agriculture... The aim: to encourage a philosophy of community service among the rural young people. The contest is open to youth groups in all of the 28 Illinois Counties which GM&O serves... Seven winning county organizations to be selected from these on a basis of community service achievement. Because of tie last year, eight scholarships awarded.

RISING COSTS OF FURNISHING TRANSPORTATION

Since 1939 unit prices of railroad materials and supplies increased by 131 percent and the average straight time pay for all railroad employees went up 140 percent. During the same period all freight increases by the I.C.C. amounted to 67.7 percent and the average revenue per ton-mile increased only 47.8 percent.
Attorney Carroll Prince Retires

Attorney Carroll T. Prince retired on August 31st, 1951 after fifty-one years of service. He entered the services of the Mobile & Ohio Railroad Company, first, as Assistant Cashier in the Local Freight office in 1906, then was clerk in the Traffic Department, was appointed Law Agent in the Law Department in 1910, and thereafter was Stock Claim Agent, Personal Injury Attorney, Solicitor, and Counsel for the Receivers of the Mobile & Ohio Railroad Company during the entire receivership. The staff of the Law Department presented Mr. Prince with a beautiful gold clock that it may serve as a daily reminder of their friendship and esteem of him.

Mr. Prince was a prominent member of the Alabama State Democratic Committee for sixteen years, is a member of the American Bar Association, Alabama and Mobile Bar Associations, Mr. and Mrs. Prince reside at Dog River, Mobile County. They have one son, Carroll, Jr., who has just been admitted to the District of Columbia and Alabama Bars.

Having well earned his retirement, he has the best wishes of his many friends for his future happiness.

At the organizational meeting of the Mobile Chapter of the Railway Business Women's Association, Miss Mary C. Ellerman, office GM&O auditor of receipts, seated, center, was elected president. On hand to assist in the organization were, far left, Mrs. Besie Raymond, GM&O traffic dept., New Orleans; Mrs. Amye Gravert, Illinois Central Railroad, New Orleans; Miss Katherine B. Moroney, (standing) Terminal Railroad, St. Louis; and Miss Johanna Hynes, (right) GM&O Telephone operator, St. Louis.

GM&O Honored By Emory University In Georgia

The efforts of our railroad to be a good citizen in all the communities through which it passes were signally recognized when Mr. S. A. Robert was invited to appear on a program at Emory University in Georgia on August 16 to discuss community and agricultural improvement.

The program was a part of a course at the school for town and county ministers of the Candler School of Theology at Emory. About 116 ministers were present, representing seventeen states and eleven different faiths.

At this point, somewhat remote from our line, Mr. Robert discussed the GM&O's program in regard to rural and community development, giving to the small-town ministers ideas which could be adapted to their own localities. Mr. Robert noted that ministers from Booneville and Noc- apater, Mississippi were present from GM&O towns.
Along the Line . . .

Mobile, Alabama—Flashing on the second floor of the general office building are a big smile and a good looking engagement ring—both on Miss Jean Stevens of the Traffic Department. Miss Stevens' engagement to Bill Gilmer of the Traffic Department is being announced, with the wedding to take place in December. Bill has been in the service, but is planning to return to the railroad on September 17th.

St. Louis, Mo.—To the friends of former Hostess Shirley Shive who have been wondering about her whereabouts since she left the Industrial Department in St. Louis, she is now Mrs. Murray Mansfield Helm in Gulfport, Mississippi. Her husband, Captain Helm, is connected with the headquarters of Technical Training of the Army Air Force.

Mobile, Alabama—The Freight Receipts Department has two additions to the "younger set" this month. Dennis Michael was born to Mr. and Mrs. J. M. Scheren-sky on July 24 and Beverly Annette was born to Mr. and Mrs. H. A. Crosby on the same date.

Mobile, Alabama—Miss Betty Jean Sirmon, of the Transportation Department, and Mr. Wallace E. Johnson were married on August 8.

Mobile, Alabama—Also married this month was Mrs. Thelma Erwin, a member of the Transportation Department, to Mr. Sebastain M. Hammer, on August 20.

Retirements . . .

Machinist Supervisor John Marion Williams, Tuscaloosa, Alabama, retired on July 31, 1951. Mr. Williams was employed by the company in 1915 as machinist. He was promoted to machinist supervisor in 1922, which position he held until his retirement.

On the day of his retirement the shops and office force presented Mr. Williams with a watch and billfold in appreciation for his years of service and the evidence of their esteem and best wishes for a happy retirement.

Engine Foreman J. W. Harbert, Artesia, Mississippi, retired from the service on September 1, 1951. Mr. Harbert was employed as a switchman on October 2, 1947 and was promoted to engine foreman on June 16, 1948.

Brakeman John Robinson, Jackson, Tenn., retired on Sept. 1, 1951. He had been with the company since May 12, 1911.

At the annual industrial "Round-up" of the Lincoln, Illinois Chamber of Commerce, GM&O officials from the territory were on hand. The line-up is, left to right: J. B. Jukra, Lincoln agent; Neil J. Souders, Springfield, assistant general passenger agent; A. A. Dobbs, Chicago, vice-president; R. E. Stevenson, St. Louis, vice-president; R. E. McGinn, St. Louis, industrial agent; and E. H. Yarke, Spring-field, div. freight traffic manager.

$2,000,000 Grain Elevator In Mobile Expected To Benefit GM&O

Mobile, Alabama's new $2,000,000 facility for the storage and loading of grain for export is now well over half finished. When completed, it will be the only export grain elevator between New Orleans and Baltimore.

As GM&O serves the vast Midwestern grain belt, the new port facility is expected to attract additional grain tonnage to the railroad.

Located on Alabama State Docks property, the facility will be operated by the Alabama Grain Elevator Company. E. S. Morgan, general manager of the company, said the first boat load of grain will probably be loaded in the early part of 1952.

The elevator will have a total storage capacity of about 1,900,000 bushels. Annually, it is expected to handle about 30,000,000 bushels of grain. Much of this is expected to originate at Midwestern points.

When completed, the facility will be composed of 42 concrete circular storage bins stretching 115 feet into the air, and a 218 feet tall head house from which all elevator operations will be controlled. In addition, a warehouse is to be built which will house preparation offices.

Wheat, corn and soybeans will be handled, with an automatic car dumper discharging a carload of grain in six minutes time. The grain flows into a pit and will be picked up by conveyor belts lined with buckets which will distribute the grain to the respective storage bins.

An overhead conveyor belt will carry the grain from the bins to large spouts through which the grain can be loaded aboard ship. A freighter can be loaded within 24 hours, with a full cargo of about 350,000 bushels of grain.

Work has also been started on the elevator pier, which will provide berthing space for a ship at the elevator and for the unloading of barges.

The grain elevator is privately financed and will operate under a long-term lease from the Alabama State Docks.

Mobile, Alabama's new $2,000,000 grain elevator, which is now over half finished. When completed, it will have a storage capacity of 1,600,000 bushels.
Commendations

Engineer C. E. Craig, Fireman L. H. Blessing, Brakeman L. K. Hill and Brakeman T. B. Sturgeon, Bloomington, Illinois, were commended for noticing and removing an automobile tire lying between the tracks. Had the tire not been removed, it could have resulted in a serious accident.

Operator J. H. McCarter, Corinth, Mississippi was commended by Supt. W. F. Cooper of the Southern Railway for his interest and cooperation when he noticed a hot box on a passing Southern train and notified the proper authorities of that company. Supt. Cooper went on to say that Southern Railway conductors “are very high in their praise” of Mr. McCarter’s inspection of passing trains.

Passenger Flagman T. C. McGuire, Chicago, Illinois, was commended by Supt. Connelly for discovering while passing through Lincoln, a piece of iron pipe hanging over the side of a car being loaded at that point which would not clear a train. Mr. McGuire threw off a message at Atlanta to the dispatcher who notified the sectionmen and it was discovered that this was a piece of pipe in a car of scrap iron, which they succeeded in removing before the arrival of another train.

Section Foreman Floyd F. Shook, Renzi, Mississippi was commended by Supt. Forlines for his interest manifested when he called the Booneville agent to notify the crew of a train coming into the station that a brake beam was down several cars from the caboose of the train. The train was stopped in the station and investigation proved that Mr. Shook had probably prevented a serious accident.

GM&O Employees Participate In Macoupin County Fair

Agent F. N. Burkdoll of Carlinville, Illinois, reports that GM&O employees in Macoupin County have achievements other than in the railroad line.

At the County Fair, held in Carlinville from August first to fourth, Track Supervisor J. L. McMillan was awarded second place in the Hobby Display for one of his paintings. The painting was first in the amateur class.

Also winning awards were Fred and Dixon Burkdoll, who received third place in the open class for their milk goats.

GM&O Bowling League
Organized In Mobile

The GM&O Bowling League composed of men from the general offices in Mobile commenced on September 10 with prospects for eight full teams. Bowling is planned for twenty-eight weeks, one night a week.


Bogalusa, La.—Chief Dispatcher George Glover got a new fishing outfit several months ago... used it one time... landed six pound bass... hasn’t had time to go again, but content to rest on his laurels.

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OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

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<td>4,550</td>
</tr>
<tr>
<td>Oct.</td>
<td>4,595</td>
<td>4,565</td>
</tr>
<tr>
<td>Nov.</td>
<td>4,562</td>
<td>4,565</td>
</tr>
</tbody>
</table>

Comparison of the first 8 months of the years........

1950: 4,322,200
1951: 4,400,025