October Is "Careful Car Handling Month"

Railroads in the United States and Canada will highlight October as CAREFUL CAR HANDLING MONTH.

"On the GM&O," said General Agent O. Ashworth, Bloomington, who has long been associated with damage claims prevention on GM&O, "we have been endeavoring to bring about more careful handling of cars every day of the year. However, we are intensifying our program during the month of October in cooperation with the national program, and attention is again called to the four point program which was unanimously adopted for the first annual careful handling campaign in October, 1933." These points are:

1. Railroads to continue and intensify programs for prevention of rough handling.
2. Maintenance of Way Departments to continue and expand their programs for improving physical condition of yards.
3. Mechanical Departments to continue efforts to put cars in proper mechanical condition for safe transportation of lading.
4. October to be designated as "Careful Car Handling Month," during which a special effort will be made to carry the message to all officers and employees.

GM&O's freight loss and damage claim payments for the year 1935 amounted to

(Continued on Page 3)

Rufus Moore Retires

After more than forty-four years of loyal and efficient service with this railroad and its predecessor companies, Supt. Rufus Moore, New Albany, Mississippi, retired on October 1 at his own request.

"This railroad," said Mr. Moore, "has supported me since I was six years old." It was then that his father was employed by a GM&O antecedent line as section

(Continued on Page 3)
Accounting Department Honors 50 Year Men

Two Mobilians who completed fifty years of service with the Gulf, Mobile and Ohio Railroad were honored at ceremonies conducted in the General Offices of the railroad in Mobile on October 1, and were presented with gold service pins and lifetime passes by Vice President and Controller, Y. D. Lott.

Mr. T. M. Fisher, who lives at 182 South Carlin St., and Mr. A. J. Terrell, who resides at 10 McPhillips Ave., are employed in the Accounting Department of the railroad, and are taking the fifty-year milestone in their stride with no thought of retirement. Although the men have known each

intendant's office and from there to the

Freight Claim Department in Mobile, where he moved on June 1, 1911

In the meantime, Mr. Fisher had re-

turned to Lewisburg to get a bride, a

former schoolmate of his. The Fishers

built the first house on their block in

Mobile on Carlin Street — "It was in the

middle of the woods" — now considered

reasonably close to town.

Since 1911, times have changed some-

what in the Claims Department, says

Fisher. And he believes most things have

improved. "The public," he believes, "is

more cooperative with the railroads than

formerly. Consignees are generous about

other for many years, they began their

railroad careers on different antecedent

lines of GM&O. Fisher was employed

originally by the former Mobile and Ohio

at Meridian, Mississippi and Terrell by

the former MJ&KC at Union, Miss.

He And Hurricane Arrived Together

"The hurricane of 1908 blew me into

Meridian on September 26 of that year," said Fisher. He arrived on a M&O train

while the tropical storm raged almost as

severely at Meridian as on the Coast.

"They met me at the train in one of those
	two horse surreys," he remembers, when

he came into Meridian from Lewisburg,

Tennessee, near Nashville. "Trees were

topping all over the place as we drove
to the boarding house. The next day, my

first day to be on my new job, we didn't

leave the house."

After this stormy beginning, Fisher

worked as car service clerk in the local

freight agent's office for some time, and

was then promoted to chief clerk to the

general foreman of the roundhouse. Later

he was transferred to the division super-

Vice President and

Controller Y. D. Lott, left, presents

gold service pins and

lifetime passes to T.

M. Fisher and A. J.

Terrell, both em-

ployees of the Ac-

counting De-

partment. At right,

and also honored

on the occasion,

was J. W. Lynch,

who retired on Oc-

tober first, after

being with the

Accounting De-

partment of this railroad

since February 22,

1920.

accepting goods, and seem to place only

necessary claims."

Terrell was MJ&KC Man

Fisher's fellow fifty-year man, A. J.

Terrell, is known around the office by

various nicknames, with Andrew Jackson

and Ajax among the favorites.

"Ajax" was roaming about the country

from his home near Picayune, Mississippi,

in 1908 when he landed at Union, Missis-

sippi, home of two stores, a bank, a hotel,

and a local agency of the embryonic MJ&

KC Railroad.

Employees were hard to find, and when

a likely young stranger showed up at the

railroad depot, the agent hired him on

the spot. His job? "Everything," he says.

Less than a week later the agent came
down with the flu and the new employee

took over the MJ&KC Railroad at Union.

It was a busy time, he remembers.

"There wasn't a bedstead in Union. A train

would come in loaded with household

L. C. Arnold Passes

Track Supervisor L. C. Arnold, for fifty-
two years an employee of this company, died in Mobile September 24. The follow-

ing tribute was written of him by an as-

sociate of many years standing.

"Railroaders belong to a select fra-

ternity of vigorous, alert, strong, and

fearless men dedicated to keeping the trains

running. Such a man was Track Super-

visor Luther C. Arnold who passed away

at his home at 1861 Hunter Avenue, Mo-

obile, Alabama, on Monday, September 24,

1956, after an illness of several months.

"Mr. Arnold began working for the old

Mobile and Ohio Railroad on October 28,

1904 and was appointed Track Supervisor

on January 1, 1910, and so for nearly fifty

two years he gave loyal and outstanding

service to this Railroad. Throughout this

busy service he held in full the respect

and affection of his co-workers.

"This strong heart ran down, after

seventy-eight years on this earth but the

memory of the man lives in the hearts of

his family and friends.

"He is survived by his son General W.

H. Arnold, Commanding General of the 5th Army with Headquarters at Fort Sher-

idan, Illinois, a daughter Mrs. Clark W.

Booth of New Orleans, Louisiana, grand

children and great grand children."

In 1913, Terrell was still railroading, bu

had been moved down the line to Laurel,

where he was chief clerk in the agent's

office. There he married and remained

"until the week before the Armistice was

signed" when he was transferred to Mo-

bile. He has been here ever since.

Ajax is an institution in the Re-Check

Bureau. "He's just like the U. S. Mail," commented fellow employe C. L. Johns. "Neither snow nor sleet nor hurricane
deters him from his job."

On the day of the recent hurricane alert in

Mobile, Ajax was one of two in his office

who showed up for work.

In the last sixteen years he has been late

one morning — "My watch was slow."

His friends can't remember him being

absent from the office, but Ajax says they are wrong. Once his wife had small-

pox and he was quarantined.

His friends also fully expect him to be

around the office for another fifty years,

for, they say, he can outdo them all now.

"Why," said one, "we get an hour for

lunch. Ajax will eat his lunch; go to the

waterworks, pay his water bill; go to the
gas company and pay his gas bill; then
call on Alabama Power Co. for his

light bill; and get back to the office be-

fore time to go to work!"
Terminal Freight Claim Prevention Committee meeting held in Meridian, Mississippi in October was presided over by Trainmaster G. N. Fischer (standing against door in rear). Also present was Supt. Winston St. John, extreme right. Safety and ways to prevent freight damage in the Meridian Yards were discussed.

October Is “Careful Car Handling Month”

(Continued from Page 1)

$791,457.80. Some of the outstanding commodities accounting for these claims were grain $77,369; flour and other mill products $53,311; sugar $33,411 and canned goods $66,193.

Mr. Ashworth’s office in Bloomington sends out monthly bulletins giving claims problems, and naming commodities which have recently been the subject of claims. These bulletins are discussed in Terminal Freight Claim Prevention Committee meetings which are held at each of twenty-five points on the GM&O each month.

These terminal committees have a chairman, vice-chairman and secretary, and the meetings are held to discuss problems incident to bringing damage claims down, particularly in that area.

At a typical meeting in Meridian, Mississippi held in October, Trainmaster G. N. Fischer (Chairman) estimated that a large percentage of freight damage arises from handling received in the yards, and urged switchmen to increase efforts to eliminate this damage.

Supt. Winston St. John, who was also present, pointed out that accidents and damage result from someone’s failure to think momentarily, and a primary goal of experienced and good railroad men is to keep their minds from wandering.

He suggested that each railroad car be handled as if it were known to contain a fragile commodity.

GM&O can take pride in the fact that, while the national average for freight claims by railroads was up during the first quarter of 1956, our railroad’s showed a considerable decrease.

“It may seem slow,” said Mr. Ashworth, who has been working with freight claims for fifty-four years, “But we’re improving as we go along.”

Rufus Moore Retires

(Continued from Page 1)

for man at Middleton, Tennessee, where Mr. Moore was born.

“When I was twelve years old, my older brother taught me to telegraph, and when I was seventeen, I went to work as agent-telegrapher at Nancy, Mississippi for the GM&N. That was my first job. I’ve been with the company ever since.”

The only exception was a tour of service with the army during the first World War.

Serving with a radio detachment of the air corps, he was mustered out in 1919. “I was discharged as a corporal at about the same time Hitler and Mussolini were also being discharged as corporals from their armies. I’m the only one left.”

Coming back to the GM&N at the end of the war, Moore was employed as a dispatcher, serving in that capacity at New Albany and Laurel from 1919 until 1933.

In 1933, he was promoted to chief dispatcher at New Albany, which position he held until 1938. In 1938 he was appointed assistant superintendent and has served as superintendent at New Albany since 1943.

Aside from the war years, Mr. Moore remembers among the most exciting times “when Dad White, during the depression, tried to bolster business with excursions.”

Then general passenger agent, the late G. M. White ran a series of educational trip trains for school children from North Mississippi to Mobile, to see Old Ironsides, and to Jackson, Mississippi, to visit the state capitol. For a dollar round trip, Mississippi children, five and six hundred at a time, rode the GM&N several hundreds miles on excursion trains. To the dispatcher’s office in New Albany, agents in little Mississippi towns would call in ticket sales. Dispatcher Moore would then arrange for the proper number of coaches to accommodate the crowd. “Sometimes,” he said, “we needed sixteen to eighteen coaches.”

A few years later, the South’s first streamliner made its initial run through New Albany, with Rufus Moore on hand to help greet the thousands of people who flocked through the Rebel on its inspection trip.

“Throughout his lengthy service,” said General Supt. Bridges on Mr. Moore’s retirement, “Mr. Moore has earned the highest affection of his associates and friends, and he takes with him their very best wishes in his retirement.”

Rufus does not anticipate a dull time during the coming years. In 1928 he was married to a school teacher, Miss Lucy Ranes Lagrone of West Point, Mississippi. “The two of us are planning to travel a bit,” he says. “Then, after all, I have four grandchildren three years old and younger who live here in New Albany. You think I won’t be busy?”

Rufus Moore

Rufus Moore
RETIREMENTS

Conductor Loren Smith, Mexico, Missouri, retired on September 4 after being in the service of this company since 1915. Mr. Smith began his railroad career as a brakeman in that year, and was promoted to conductor on August 14, 1943.

Section Foreman Everett Gibson, Springfield, Illinois, retired on September 1, after being in the Maintenance of Way Department of this railroad since 1921, when he was employed as a section laborer. He was promoted to section foreman on June 3, 1925.

Engineer C. E. Pugh, New Albany, Mississippi, retired on September 11, 1956. Mr. Pugh entered service as a fireman on December 12, 1912.

Agent R. E. Wilson, Wenona, Illinois, who entered service as operator-agent on May 1, 1916, retired on September 29, 1956.

Telegrapher W. S. Vosburgh, Auxvasse, Missouri, retired on September 15, after serving as a telegrapher for this company since 1945.

Operator James D. Gould, Jackson, Tennessee, who was employed on December 20, 1918, retired on September 18, 1956.

Brakeman Bill Siason, Jackson, Mississippi, who entered service of this company on June 24, 1925, retired effective September 24, 1956.


Engineer Daniel M. Hogan, Chicago Terminal, retired September 26, 1956 after completing fifty-one years of continuous railroad service, forty-seven of which were with GM&O. He was employed by this railroad as a fireman in 1909 and promoted to engineer in 1912.

Conductor John Justin, Bloomington, Illinois, retired from the GM&O on October 4, 1956. Mr. Justin entered service as a brakeman in 1918. He was promoted to freight conductor in 1941.

Engineer L. L. Wascom, Bogalusa, Louisiana, who entered service of the company on March 7, 1927, retired October 1, 1956.

Robot Man Answers Questions At Jubilee

At the Mid-America Jubilee, a 30 day industrial and agricultural presentation in St. Louis during September, the St. Louis railroads had a display "Rail Center" which attracted thousands of visitors. The exhibit, which covered 2200 square feet, featured a robot "talking man" who answered questions (by remote control) put to him concerning railroading. He also got in his share of "commercials," pointing up the importance of railroads to St. Louis and the nation.
NEWS AT A GLANCE

MISSISSIPPI LEADS, PERCENTAGE-WISE IN NEW INDUSTRY
Percentage-wise, the State of Mississippi leads the nation in new industry, the Mississippi Agricultural and Industrial Board says in a recently published report telling of the State’s rise from “economic collapse to booming prosperity in the past twenty years.” A BALANCE AGRICULTURE WITH INDUSTRY PROGRAM is said responsible. On the State Agricultural and Industrial Board of Directors is GM&O Assistant Vice President Fred Johnson, whose headquarters are in the Capital City of Jackson.

RAILROADS BELIEVE IN THE FUTURE
Railroads of Class I are expected to invest approximately $1,309,000,000 in additions and betterments in 1956, according to a recent estimate by the Interstate Commerce Commission. This is an increase of 44.1 per cent over expenditures for additions and betterments in 1955.

ELIMINATE THE INEQUALITIES
“Transportation service, particularly by common carrier, has become increasingly complex. This undoubtedly is due in part to handicaps we impose on regulated and not on unregulated carriers. Eliminating or reducing these inequities would be a significant achievement. This is particularly true of the substantial difference in taxes assessed against different means of transportation. Greater recognition of the proper and most useful place of each mode of carrier service is desirable. Undoubtedly, there are innumerable instances when the carrier best suited from an economical and service standpoint is not obtaining the traffic.”

Howard G. Freas, Member of Interstate Commerce Commission, before Los Angeles Chamber of Commerce,
September 12, 1956

NEW HIGHWAY COST TO BE ALMOST AS MUCH AS TOTAL INVESTMENT IN RAILROADS
The new Federal highway system cost “will be just about the present estimated current investment in the railroads — about 34 billion dollars,” Financial Editor Philip Hampson says in a CHICAGO TRIBUNE article, which also points out that the proposed mileage of the new highway system will be a little more than one-tenth that of the railroads, currently about 390,000 miles.

The article also says, “Completion of the highway program in 13 years, as now projected, will hand the railroads’ major competition, the trucks, a magnificent new facility.”

Editor Hampson sums up, “Obviously, the railroads have no fear that their existence is threatened — their service is too valuable to the country — but they do feel they should be permitted to attain a greater degree of solvency by being allowed to compete on fairer terms with the trucks and other forms of transportation.”

RAILROAD PUBLIC RELATIONS
The term “public relations” did not become known in the lexicon of American business until the decade preceding the First World War, but railway officers and railway journals were using such terms as “railroad relations to the public” and “relations between railroads and the people” as early as 1875.

Carlton J. Corliss of the Association of American Railroads made this observation in a recent address on the subject of Railroad Public Relations, in which he said, “There are many definitions of the term, but most of them add up to contacts and dealings between those who represent and operate the railroads and the general public. These relations may be good or bad, friendly or unfriendly, depending to a large extent upon how they are cultivated. The objectives of a public relations program are, generally speaking, to inform the public and to keep the public informed, clear up misunderstandings, and win and hold the good will, confidence and friendship of the public.”
GM&O Personnel At Jackson Barbecue

The barbecue pits were going all night at the Miller home in Jackson, Tennessee on the night of August 28, in preparation for a barbecue held the 29th by Retired Electrician L. L. Miller for a group of his former fellow employees of Iselin Shops. Among the guests were W. Q. Daugherty, retired assistant superintendent of motive power; Charles Worts, retired assistant chief mechanic; and Master Mechanic George Duck.

Mr. Miller retired on August 1 after nineteen years with the GM&O.

MEMBERS OF ARMED SERVICES SAVE MILLIONS IN REDUCED FURLOUGH FARES

If the railroads went on television and distributed many thousands of dollars in contest prizes every week to members of the armed services, their action would be discussed in every household in the land. The fact is that the railroads are pursuing a policy which is having the same effect except that the benefits are felt by nearly every serviceman and servicewoman in the country.

Soldiers, sailors, marines, air force personnel and other members of the armed services are literally saving millions of dollars a year in travel costs as a result of the railroads' policy of providing reduced round-trip furlough fares to all uniformed personnel traveling in railroad coaches at their own expense. This policy is reducing the cost of coach travel to 2.025 cents per mile or less. It means a saving up to 1 cent for each mile of travel.

The fare reductions also apply to several thousand foreign military students now on duty in the United States.

These reduced fares, which include regular stopover and baggage privileges, are good through January 31, 1957.

Changes Are Announced In Traffic Department

(Continued from Page 1)

Inspector, with headquarters at Springfield, Missouri, and in 1921, he was promoted to division freight agent at Bloomington, Illinois.

From 1922 to 1941, Mr. Ashworth was located at Peoria, Illinois, here he held the positions of general agent and traveling freight agent. In 1943 he was transferred to Indianapolis as general agent. He has remained in Indianapolis since that time, holding the position of general agent until 1947, when he received the promotion to district freight agent, which position he held at his retirement.

Mr. Jensen, who succeeds Mr. Ashworth, was employed by this company as a traveling freight agent at Salt Lake City in 1943. He has remained at Salt Lake City until his present promotion, holding the positions of traveling freight agent and commercial agent, with the exception of one short furlough for government service in 1944.

R. C. Johnson Goes To Dallas

Another recent change in the Traffic Department was the promotion of Robert C. Johnson to commercial agent, with headquarters in Dallas, Texas.

Mr. Johnson, a native of Jackson, Tennessee, was employed by this company in 1954 as utility clerk in Mobile, and later in the year was promoted to freight traffic agent in Chicago. He worked as freight traffic agent in Chicago and Memphis, Tennessee until his present promotion.

* * *

MOBILE MARRIAGES

Miss Mary K. McLaughlin, Disbursements Department, and Mr. George Eugene Watson, senior dental student at Alabama Dental School, Birmingham, were married on September 1 at the Government Street Methodist Church, Mobile.

Miss Elizabeth Claire Peterson was married to Mr. John Dodson Fayard on September 1 at St. Mary's Church in Mobile. Mrs. Fayard is the daughter of General Auditor C. W. Peterson.

Miss Louise Gilmer, an employee of the Transportation Department, was married on September 29 to Mr. C. A. Douglas of Grand Bay, Alabama.

A Marvel Of Engineering

In his interesting book, "Railroading in Eighteen Countries," the late Major General Carl R. Gray, Jr., director general of the Military Railway Service during World War II, describes one of the world's most remarkable railway systems in Iran, the modern name for ancient Persia. This state-owned system, 1,440 miles in length, has been built in its entirety since 1927. The main line extends from the Persian Gulf to the Caspian Sea.

"The country is exceptionally mountainous and largely desert," says General Gray. "From Bandar Shahpour, at sea level, the railroad climbs to a height of 7,371 feet to Arak, on an average 1.5 per cent grade, and descends to Bandar Shah, which is 85 feet below sea level, with a ruling grade of 2.5 per cent. Because of the terrifically high mountain ranges, this railroad has 231 tunnels totalling 53 miles in length, and 4,102 bridges, from 10 feet to the longest one, which is 3,512 feet over the Karoune River at Ahevaz. When completed, this railroad cost the people of Iran $145,000,000 to build, but was unique in that it had no debt."
Checking Cars Is Her Line

The shipping clerk of a good GM&O customer in Mobile glanced off the loading platform at the railroad siding — then did a quick double take. There, painstakingly recording from a boxcar its initials, number, contents, consignee, condition, seal record and location, was a pretty little lady, smartly dressed in black crepe, wearing a flower and high healed shoes. "It just goes to prove," muttered the clerk, "anything can happen."

Car checker extraordinary, Mrs. T. E. Northcutt, checks a GM&O boxcar on a Mobile street.

It was six years ago that Mrs. T. E. Northcutt made her first tour of shippers' back yards checking cars for the Southwestern Demurrage and Storage Bureau. The industrial tempo of the area has quickened in those years, but today shippers tell her boss: "Don't move our gal. She's the best checker we ever had."

"Six years ago," said Mrs. Northcutt, "the doctor advised me that I must have a great deal of exercise or my health would be seriously impaired."

Already an office employee of the Demurrage Bureau for many years, Mrs. Northcutt persuaded a reluctant superior to give her a try at the outdoor job of checking cars.

"He thought," said the only lady checker of the area, "that the job would require my going into areas where a lady shouldn't go. I reminded him that the Salvation Army had proved long ago that a LADY could go anywhere."

"Anywhere" in this case includes ship-pers' back doors and GM&O and other railroad tracks — where freight hustlers no longer take any particular notice of her except to wave a greeting, or give some new employe an impatient push, saying, "Get out of the way, boy, and let the car checker by."

The daughter of one railroad man, and the wife of another, Mrs. Northcutt dismissed woeful predictions of her friends, although "at first I did have nightmares about being sliced up in some railroad yard. Now I never give it a thought. I've learned you just have to watch out for switch engines and be careful."

Her healthy respect for switch engines received impetus on an occasion which, she says, invented the "rock and roll."

To discover the contents of a car, she boarded it, and felt it give a sudden lurch. From then on, she declares, until the switch engines discovered his unwilling passenger, "there was nothing for me to do except just rock and roll."

Another startling experience occurred one afternoon "after I had taken mother to lunch, and was really quite dressed up. I remember having on little striped gloves, and a hat and a veil. Making my tour, I found a gondola that gave no clue from the ground as to its load. I proceeded to do the necessary. I climbed the ladder — to gaze through a plate glass window of a shipping concern, and into the horrified eyes of a gentleman employed there, who could see only a veiled face, peering at him over the side of a railroad car."

Aside from the reaction of shock, however, Mrs. Northcutt has had no unpleasant encounters. "The only whistles I get come from boys who could be my sons."

There was one GM&O engineer, too, about seventy, who, when he saw me coming, would always say, "There comes my girl!" Honey, you've got a figure just like Vaughn Monroe. (I knew who he meant, but I'm sure Marilyn wouldn't appreciate it.)

"However, I get invited to have coffee all over town. One morning I jotted back to the office after having drunk seven cups of coffee."

The biggest hazard to her job in the eyes of this feminine railroad engineer is the waterfront rat, which, she avers, does not run, but leaps. At one merchant's siding, she gingerly approached a string of cars. "I have a speaking acquaintance with one here," she said. "He greets me almost every morning. And another thing, don't ever step on a piece of cardboard. Sometimes it moves and squeaks. I always take to the mud in preference."

A former Sunday School superintendent, the checker's youthful appearance belies her age. On holidays her eleven year old grandson often accompanies her on her tours. Friends along the route frequently call to Tom, "Come with your mother again." And Tom and skinny twinkle at each other, both enjoying the joke.

At the beginning of this employment, Mrs. Northcutt admits that she was a bit dubious as to the reaction of a few of her friends. From one in particular she managed to conceal her new job until, one day, as she checked her cars along a busy downtown street, an automobile drew up beside her.

"My dear," exclaimed her sedate friend, "whatever are you doing?"

Somewhat nonplussed, Mrs. Northcutt answered testily, "I'm checking these little old cars."

"You mean for money?"

"Well certainly not for fun!"

Her friend hesitated a moment, and then queried: "Say, do you suppose they need anyone else?"

* * * *

BORN to the R. J. Needles of the Freight Receipts Department, Mobile, a daughter, Crystal Diane, September 18, 1956 and to the Edwin Pattons, also of the Freight Receipts Department a son, David Edwin, on September 30.

* * * *

A single track requires an average of 163 tons of steel rail per mile.

* * * *

General Roundhouse Foreman E. Olson, Glenn Yards, Chicago, poses with a diesel.
Commendations

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

Fireman R. G. Piper, Slater, Missouri.
Engineer E. Todd, Slater, Mo.
Conductor C. B. Eaton, Slater, Mo.
Brakeman W. H. Barts, Slater, Mo.
Brakeman U. Wilhite, Slater, Mo.
Brakeman H. K. Boyd, Meridian, Miss.
Engineer H. K. Minga, Meridian, Miss.
Operator E. W. Ambert, Athol, Ill.
Operator William Thilbing, Chenoa, Ill.
Fireman J. B. Carnathan, Meridian, Miss.
Fireman J. H. Mathis, Meridian, Miss.
Brakeman F. A. James, Meridian, Miss.
Third Track Bridge Tender C. Dillender, Louisiana, Mo.

Conductor Harold McGraw, Bloomington, Illinois, was working as brakeman on Train 94 when he noticed a car loaded with four units of a fuel economizer which had fallen over the left side of the car on account of wire braces breaking, and had damaged a signal on the Pequot Line. He immediately notified the engineer and all concerned, and the car was handled carefully on into Joliet, where it was placed on the repair track.

Yard Clerk O. F. Vance, Laurel, Mississippi discovered a broken rail and reported the matter.

Engineer W. E. Cochran, Jackson, Tennessee, was engineer on No. 30 when trouble developed in the ground relay switch of engine. It was very important that the engine be in proper operating order to enable Mr. Cochran to handle the train, so he stopped the train at Tupelo, and made the necessary repairs, and handled the train with a minimum of delay.

When a car caught fire and threatened to damage other cars in a cut, Foreman W. A. Bullard, Mexico, Missouri, accompanied Engineer C. D. Lewis to engine house and got an engine and moved this car away from the other cars so as to prevent other cars from catching fire. Both men were commended by Supt. Miller for their efficiency and attention to duty.

When their train had a drawbar failure, Conductor H. J. Goosby, Engineer J. B. Williams, Fireman L. L. Burns, Flagman G. G. Bennett, and Brakeman C. C. Connor, all of the Tennessee Division, found the A/C key, picked up the drawhead from the ground and put it back in the car, and took the car on to Louisville.

Fullman Porter Damon Fair of the Rebel was commended by Supt. Forlines for his excellent and courteous service given a passenger en route to the hospital in St. Louis.

DECEASED

Passenger Conductor Albert Miller, Bloomington, Illinois, died at his home in Bloomington on September 29 after a heart attack. Mr. Miller entered service as a brakeman August 25, 1912; was promoted to freight conductor March 12, 1923 and to passenger conductor March 17, 1945. He is survived by his wife.

Retired Conductor Charles M. Bellman, Mobile, Alabama, passed away at his home on September 25, 1956. Mr. Bellman entered service of this railroad in 1905 and retired on September 30, 1950. He is survived by his wife.

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<th>OUR FREIGHT BUSINESS</th>
<th>Revenue Car Loads Billed</th>
<th>1955</th>
<th>1956</th>
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<tr>
<td>JAN</td>
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<tr>
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Comparison of the first 9 months of the years........

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<tr>
<th>Revenue Car Loads Billed</th>
<th>1955</th>
<th>1956</th>
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