GM&O Purchases Site For Tupelo Industrial Area

Establishment of an 84 acre industrial site bank in Tupelo, Mississippi by the GM&O Land Co. was announced November 2 by GM&O President F. M. Hicks. The GM&O Land Co. is a wholly owned subsidiary of the railroad.

The half mile long industrial track is located south of the city and is bordered on one side by the railroad and on the other by old highway 45. It also adjoins an area where a number of large industries have already located, and for some time it has been considered one of the choice industrial locations in the city.

Establishment of the industrial site bank is a part of the GM&O program of boosting the industrial development of communities it serves, President F. M. Hicks pointed out.

"The acreage is being bought" said Mr. Hicks, "to preserve and to have readily available proper sites for Tupelo's industrial growth.

"The purchase is added evidence of the railroad's confidence in the future growth and progress of the community. We hope through the development of this acreage not only to benefit the railroad but also to make some further contribution to the advancement of the city of Tupelo."

The 84 acre tract will be developed into sites for both large and small manufacturing plants and warehouses.

Vice President Martin emphasized that the new industrial district would offer prospective industries excellent facilities, both as to distribution and availability of utilities as well as the presence of an excellent labor supply.

"The splendid spirit of Tupelo citizens and the unflinching and effective work of the Community Development Foundation make us happy to be able to contribute in this way to the continued industrial growth of this area," Mr. Martin said.

Directors Declare Dividends
At St. Louis Board Meeting

Directors of the Gulf Mobile and Ohio Railroad declared a $1.00 per share dividend on common stock at a meeting of the Board in St. Louis on November 8. Total payments for the year will amount to $2.50 per share, equal to declarations for 1955.

At the same time the regular quarterly dividend of $1.25 per share on preferred stock was authorized. Payment date on the common is December 17, 1956 to holders of record November 26, 1956 and on the preferred, June 10, 1957 to holders of record May 29, 1957.

President F. M. Hicks reported net income for October $718,000 as compared with $704,456 for the same month last year and net income for the first ten months of the year of $4,364,906, a decrease of $1,356,000 under the same period last year.

As a prerequisite to the payment of the dividends, the Board of Directors provided for payment of additional rental to the Company's subsidiary line, the New Orleans Great Northern Railway Company, amounting to $18,492.

The NOGN Board declared 2 1/2% interest payable December 17, 1956 to holders (Continued on Page 2)

Burlington RR Executive
Is Elected To GM&O Board

Holly Stover, Executive Assistant to the President of the Burlington Railroad, was elected to the Board of Directors of the Gulf Mobile and Ohio at the meeting of its Directorate held in St. Louis November 8. Mr. Stover has offices in the Burlington Building in Chicago.

The newly elected director had previously been associated with this railroad as director and officer during the years 1939-44.

He relinquished his position with the company in 1944, to be elected president of the C&EI Railroad, subsequently serving as Chairman of the Board of that line. In 1960 he assumed his present position of Executive Assistant to the President of the CB&Q.
Directors Declare Dividends
(Continued from Page 1)

of record December 12 on that Company’s 5 percent income debentures, due 2032, in addition to 1% heretofore declared for payment on that date and 1% for payment March 11, 1957, and declared 1½% payable June 10, 1957 to holders of record June 5, 1957.

Traffic Dept. Appointments

Appointment of Lynn W. Miller as commercial agent at Salt Lake City, Utah, was announced on October 8 by District Freight and Passenger Agent L. V. Reef, Denver, Colorado. Mr. Miller succeeds Mr. Clyde Jensen, who was promoted.

Also announced by the Traffic Department was the promotion of Malcolm A. Knutson to freight traffic agent, Chicago. The announcement was made on October 1 by General Freight Agent W. B. Hahn, Chicago.

Mr. Miller is a native of Salt Lake City and was educated in the public schools of Salt Lake and University of Utah. He began his railroad career in 1947 with the D&RGW Railroad, and has been in the transportation field since that time. He came to the GM&O from Interstate Motor Sales Lines.

Mr. Knutson has been employed by this company since 1929, serving in a clerical capacity until 1947, when he was appointed special representative at Alton, which position he held until the present time.

Retired V. P. & Comptroller Succumbs In Mobile

The many friends of Mr. R. E. DeNeefe, retired Vice President and Comptroller of this Company, will regret to learn of his death at Mobile on October 19.

Surviving him are his wife, Mrs. Ellen Frances Brady DeNeefe; two sons, Robert E. DeNeefe, Jr., and Richard F. DeNeefe; and a daughter, Mrs. J. W. Penick all of Mobile; eight grandchildren and other relatives.

Tricou Receives Honor

District Freight Agent A. C. Tricou, New Orleans, was signalily honored during October when he was elected regional vice president of the National Defense Transportation Association at their eleventh annual convention held at Salt Lake City, Utah. Mr. Tricou is a past president of the New Orleans chapter of the association.

The National Defense Transportation Association is a liaison agency between industry and the military. The objective of the association is to bring about prompt solution of problems in the transportation of traffic moving from manufacturers or storage points to Atlantic and Gulf Ports for shipment overseas.

Superstitious

It’s peculiar how many people when they see a pin on the floor consider it bad luck if it is not picked up; yet will leave material or tools lying around on floors creating a tripping hazard.

It’s peculiar how many people have a superstition of walking under a ladder. It’s stranger still how many folks do not think it is unlucky to climb a ladder without first checking to see that it is set at the right angle; that it is secure and the rungs or steps are in good condition . . .

Running the risk of seven years’ bad luck by the careless handling of a mirror would by all means be avoided by some people. Yet they take the chance of having an accident by the careless handling of tools and equipment with which they work.

—Western Union Safety Bulletin

DEPOT REACHES END OF LINE. 92 year old railroad station at Alton, Illinois is marked for demolition. The depot was built by the Chicago and Alton RR (GM&O antecedent line) and the St. Louis, Alton and Terre Haute on the Mississippi River levee on city-owned land in 1864. The railroads gave the building to the city for free trackage rights over city property. Alton residents long fancied their depot as resembling a steam locomotive. GM&O presently operates its own passenger station at another location in Alton. (Photo courtesy Alton TELEGRAPH.)
NEWS AT A GLANCE

EVERY CITIZEN HAS AN INTEREST IN THE RAILROADS

Ownership in railway securities is s3 widely distributed that nearly every family in the United States may be said to have a financial stake in the railway industry.

One has a financial interest in the railroads if he is among nearly 900,000 railroad stockholders (GM&O has approximately 8,000) or close to 1,000,000 railroad bondholders in the United States.

One has a financial interest in the railroads if he is among the millions of citizens who own life insurance policies or have deposits in savings banks or trust companies, for these institutions have a substantial share of their funds invested in railway securities. One has a financial interest in the railroads if the taxes which they pay help to lessen his own tax load.

TRANSPORTATION TAX

The Transportation Association of America, according to an announcement by the president, George P. Baker, will conduct a nation-wide campaign for the repeal of the transportation excise tax in 1957. Br. Baker said that subject has been placed on a "priority" list "with all elements of the association, including shippers, investors and carriers, uniting in their opposition to the continuance of this war-time tax."

BARGEMEN SEEK TAX HELP AS RIVER LEVEL DROPS

About 125 barges are blocked at Alton, Illinois, locks on account of the low water level in the Mississippi River. The trouble is caused by lack of rainfall. The barge operators also complain about water in storage reservoirs being drawn off to operate power plants. Naturally the barge line operators have asked the politicians to do something about it—like building another dam near Alton.

The Chicago Tribune points out that some $53 million of taxpayers money already has been spent on navigational facilities on the Illinois River and around Alton. (Western Railway Association).

PRIVATE CAR COMPANIES OWN LARGE FLEETS

The Pocket List of Railroad Officials lists 483 private car companies — i.e., corporations, other than operating railroads, which own railway cars of one type or another for operation on the railroads of the United States.

Ownership of these companies ranges from a single car in several instances to fleets of upwards of 50,000 cars owned by the General American Transportation Corporation and the Union Tank Car Company, both of Chicago. Other big private car owners are, in the order of the number of cars owned: Pacific Fruit Express Company, 37,087; Shippers Car Line, 13,797; Fruit Growers Express, 13,205; Merchants Despatch Transportation Corporation, 7,588; North American Car Corporation, 7,000; Western Fruit Express, 6,143.

In addition to the foregoing, at least seven branches or agencies of the United States Government own fleets of railway cars ranging in size from 2 to 7,179 units. (Association of American Railroads)

AGGREGATE FREIGHT CAR CAPACITY UP

The number of freight cars owned by the Class I railroads of the United States was 2.74 per cent greater in 1955 than it was in 1940, and the capacity of the average car increased from 50 tons in 1940 to 53.7 tons in 1955. As a result, the aggregate carrying capacity of freight cars owned by Class I railroads was more than 10 per cent greater in 1955 than it was in 1940.
Stark Trees Put Those Of Johnny Appleseed in the Shade

Pioneer GM&O Shipper Celebrates 140th Anniversary

At the same time Johnny Appleseed traveled the Ohio Valley, leaving in his wake a trail of apple seedlings, another apple zealot, James Stark, was grafting to the wilderness crabapple scions brought from his father’s orchard in Kentucky, and establishing among the pioneers a nursery which was to achieve world-wide recognition.

This fall Stark Brothers Nursery, located on the GM&O at Louisiana, Missouri, celebrated 140 years in the nursery business. “Our company is unusual,” said President Edwin Stark, “in that the management has never been out of the hands of the same family.”

It was in 1816 that the family patriarch, James Stark, packed his wife and children into a covered wagon to follow the frontiersmen west. Before they took to the trail, however, the Kentuckian, who had become acquainted with the new art of budding and grafting, cut twigs, or scions from favorite apple trees in his father’s orchard.

A Good Place To Raise An Orchard And A Family

Stark pushed West until he arrived at the sheltered side of the high bluff rising from the west bank of the Mississippi River, in the territory which later became the state of Missouri. To him it appeared a good place to raise an orchard and a family. He did well with both. The orchard developed into a thriving business, and the family grew to seventeen children.

“My father,” said a Stark grandson, “used to say that by the time he was twenty-one he had a hundred first cousins.”

The new settler grafted his scions to the wild crabapple trees growing in abundance about his wilderness homestead. He soon had his favorite apples for his family, with a surplus to sell at a premium price on the St. Louis market. Stark apples became famous, and Stark trees were sought out by other pioneers. At first his graftings were given freely to his neighbors, but as the demand grew from an ever widening radius, a few coppers were charged for the trees.

In search of these newer and better trees, the people came—by horseback down the old plank road, by boat down the nearby river. Finally Stark devoted his full time to the nursery business, with a goal still held by the management of the company: “To give to mankind and preserve for posterity a better fruit, a finer tree.”

Today, several generations later, Stark Brothers Nursery is rooted among the russet Missouri hills, with administration office overlooking the highway, and shipping facilities along the GM&O track across the road. In the executive office, the ideals and qualities of the men who built the business are reflected in the pictures and photographs on the walls. George Washington; Abe Lincoln; Betsy Ross, sewing the first American flag; the Statue of Liberty; James Stark; his fellow Missourian Will Rogers; Joyce Kilmer’s “Trees” framed in apple wood; photographs of outstanding fruit trees; the first Stark catalog; and, above them all, the head of Christ.

The Stark reputation acquired through the years is jealously guarded. “Once a tree grows and bears fruit,” James Stark’s descendants say, “it’s so permanent that we can’t afford to sell anything but good ones.”

Nursery Business Is Like Medicine Research

In the effort to produce the best trees, the Starks have been largely responsible for the development of the famous Red Delicious apple, the Golden Delicious, and the Starking. In addition to apple trees, the nursery produces and sells other fruit trees, shade and flowering shrubs, hedges, vines, roses and shrubs. To their motto has been added: “More beautiful flowers and plants.”

The Stark family won world recognition recently when a Stark rose introduction, “Stark Favorita,” was awarded the Gold Medal at the International Rose Trials in Italy.

“The nursery business is a good deal like medicine research,” says nursery president Edwin Stark. “There is a long period of experimentation and testing before a product can be placed on the market.” Eleven hundred varieties of different fruits and trees are at present being tested at the nursery. Many of these are Luther Burbank products, directed by Burbank at his death to be further developed by Stark Nurseries.

“Nature Has A Way Of Improving”

One of the important milestones of the company, according to the President Stark, was the introduction of the Delicious apple in 1896. The apple was discovered on a seedling tree in
Iowa, and was originally turned down by fruit growers because it was believed the five points on the blossom end would bruise in shipment. The Starks started growing the trees anyway.

“We put a few trees complimentary into each shipment of nursery stock going to the Northwest,” said Stark. Before long the Delicious caught on. Last year apple growers harvested more than twenty million bushels of apples from 10,009,000 Red Delicious trees, all descendents of a sapling found a little more than a half century ago.

The Starks also are credited for the rich red color of Delicious apples. “Regardless of taste,” said Stark, “a red apple will sell better than a lighter colored apple. Our problem was that most apples did not ripen until too late for shipping.” One day a letter arrived at the nursery from Monroeville, New Jersey, reporting that one limb on a Red Delicious tree which a customer had bought from the Starks several years ago was acting up. The apples on that tree were already a deep red and ripe, while those on the other limbs were still green and sour.

“Nature,” says Stark, “has a way of improving.” One of the family headed for New Jersey, bought propagating rights to the one limb, and planted in scion orchards from which millions of trees have come, bearing brilliant red fruit. The trees are known as Starkins.

Another, the Golden Delicious was developed from a tree in West Virginia. A young bearer and prolific, it has proved to be one of the most productive trees in America.

“Developing trees is like breeding race horses,” said the nursery president. “We get a parent tree that has proved itself. From it we take wood and graft to others.”

The Twentieth Century Apple

Adapting apple trees to the twentieth century, the Starks today are pushing a dwarf apple tree, designed to be grown on a fifty-foot city lot.

“For happiness,” said Edwin Stark, “a man needs to read his Bible, pray, and work with nature. In his retirement, if he has a few plants and trees, he does not lose his interest in life.”

With the development of the eight foot tall dwarf apple, a fruit tree can be had by almost anyone.

The production of the dwarf tree is almost an assembly line process. The roots are those of a hardy, rugged crabapple. These thristy crabapple stocks are allowed to produce yearling-whips which are then cut and a three inch piece of a dwarf is grafted to this trunk. Above this three inch section is grafted a scion from any desired variety. The small section from the dwarf tree has the power to dwarf the entire growth. Only the tree is dwarfed, not the fruit, and the tree bears in from two to three years.

He Likes Apples

Besides the home plant at Louisiana, Stark Brothers Nursery operates branch plants at six other points in locations selected for adaptability to certain fruits or plants. All stock is shipped to Louisiana and re-shipped from there. “So,” said Stark, “most of it gets a ride by G&M at least in one direction.”

There is no question in the mind of a Stark of the quality of their business. “Our product,” points out President Stark, “is one of the few which grows more valuable after purchase.”

And, as for apples — “I eat one every night.”

GM&O and Stark Nursery officials look over some Stark apples. Left to right: GM&O Supt. James Miller, Slater; Commercial Agent E. W. Meng, Mexico; Stark Vice President Paul Stark, Jr., GM&O Assistant Gen. Fri. Ag. A. C. Garrett, Kansas City; Stark Vice President J. Hark Logan; and Stark Nursery President Edwin Stark.

Stark employees have long records with the company too. When Joe Fritz and Howard Knippel were interrupted in their tree packing by the question of how long they had been with the company, Fritz casually answered, “Since ’58.” Young Paul Stark, Jr., vice president of the company, who was along, pointed to tree packing case and remarked, “I want to be buried in one of those.”
COMMENDATIONS

Operator George M. Richardson was on his way to Sunday School, but when he heard a siren approaching, he waited to see it by and discovered a hot box. He signalled the crew so that the car could be set out.

Agent W. W. Merhoff, Murphysboro, Illinois, discovered a fire along the GM&O right of way. He used his car to transport water, and, with the assistance of Track Master McMillan, extinguished the fire.

Engineer C. O. Griffiths and Fireman O. Miller, Slater, Missouri, assisted in making repairs when a brake beam was discovered down on Train 92.

Conductor E. F. Kruse, Slater, Missouri, discovered a broken rail and notified the proper authorities so that repairs could be made to the track.

Trainmen

Conductor W. O. Smith, East St. Louis, stopped a moment from checking tickets to have a word with Engineer H. L. Thompson, who was making the trip from East St. Louis to Tamms aboard the Rebel.

GM&O train and reported the matter to the operator, who notified the crew.

Fire Chief Charles A. Forsyth and his force at Corinth, Mississippi won a vote of thanks from the GM&O for their efficient assistance when they extinguished fire in cars of cotton.

A real railroad neighbor was Operator S. L. Friddley of the Wabash RR at Clark, Missouri when he discovered and reported a hot box on a GM&O train October 29.

DECEASED

Retired Brakeman J. C. Givens, Jackson, Tennessee, who entered service of this company on November 15, 1917 and retired in 1951, died at home in Jackson on October 11, 1956. He is survived by his wife.

Second Track Operator H. F. Tiepel, Bloomington, Illinois, died at his home at Bloomington on October 11, 1956. Mr. Tiepel entered service of this company on February 24, 1937. He is survived by his wife and three married daughters.

Trackman Thad S. Gipson, Corinth, Mississippi, who entered the service of this company in 1928, passed away at Corinth on October 6, 1956. He is survived by his wife.

Clerk Paul Klotz, Glendale, Illinois, died of a heart attack at his home on October 2, 1956. He is survived by one daughter.

Agent E. M. Bridges, Pekin, Illinois, who entered service September 1937, died at Hopedale, Illinois on November 1, 1956. He is survived by his wife.

Agent T. F. Connors, Shipman, Illinois, who entered service in 1916, passed away at his home at Brighton, Illinois on October 13. He is survived by his wife who lives at Brighton.

Retired Conductor C. E. Denny, Roodhouse, Illinois, who entered service as a brakeman in 1913, was promoted to freight conductor in 1923, and to passenger conductor in 1946, died in Jacksonville, Illinois on October 26. Mr. Denny retired on June 29, 1953. He is survived by his wife.

Retired Freight Trucker John W. Thompson, Louisiana Division, passed away on October 29, 1956. Mr. Thompson, who entered service on May 31, 1924 and retired September 5, 1954, is survived by his wife.

Rules Examiner R. T. Burdette, Chiesgo, Illinois, passed away on October 18, 1956. He is survived by his wife and other relatives.

Helping Hands

When Mr. Floyd Brown, DuQuoin, Illinois, saw a herd of cattle on the GM&O track about a mile north of Baldwin, Illinois one morning, he kindly advised the GM&O agent at Sparta of this fact. Trains in the vicinity were immediately contacted to be on the lookout for the cattle, doubtless preventing some from being killed.

Mr. J. F. Verbal, Murphysboro, Illinois, retired as a brakeman some time ago, and now has plenty of time to fish. He hasn't, however, forgotten how to be a good railroadman, and when he saw a hot box on a passing GM&O train while he was fishing in a river near the railroad tracks, he immediately reported the fact to the dispatcher, who stopped the train so that the car could be set out.

Agent J. L. Borden of the Southern Railway, Pocahontas, Tennessee, was on duty standing near a railroad crossing near Middleton, Tennessee, when he noticed a brake beam down on the passing GM&O train. He promptly signalled the crew, so that necessary repairs could be made without mishap.

GM&O's long time friend at Trenton, Tennessee, Mr. Robert Patterson of the Trenton Oil Company, found another hot box on October 20 and signalled the crew of the train.

At Kenton, Tennessee, Mr. John Clemens noticed brakes sticking on a passing

Rebel Riders

Aboard the Rebel recently were, left to right: Conductor George C. Croft, Tamms, Illinois; and Oiler and Brasser Joseph Johnson, East St. Louis.
Fifty Year Man Milton Denmark

When Milton Denmark grew up in Citronelle, Alabama, which today boasts its forty-fifth oil well, the young folks sometimes speculated on a “dry hole” which had been abandoned on the edge of town.

But Citronelle’s importance in that day was derived not from this premature effort to find oil, but to its reputation as a health resort. Perhaps this reputation was justified, if the alert, erect fifty-year man in the Station Accounting Department of GM&O in Mobile is an example of the city’s salubrious effects.

“I’ve worked with figures for fifty years,” said Mr. Denmark, on receiving his fifty-year pin and white pass on October 31. The whole half century was spent in GM&O Accounting Department.

Young Denmark had to work with the government, and had completed a civil service course, but “a school mate called me from Mobile and wanted me to come to work for the Mobile and Ohio Railroad. I thought of how I liked to hear the trains blow, and see their smoke roll. I went to Mobile to see his boss, and have been here ever since.” His first job was clerk in the Interline Freight Receipts. Today he is Chief Clerk in Station Accounts.

His work has not entailed listening to the whistles blow, except on frequent trips to agencies along the line to instruct agents on some new procedure. “I’ve been from one end of the railroad to the other, and am familiar with most of the agents and know how many employes each one has.”

Consequently, when Chief Clerk Denmark keeps his report on every station on the railroad, he visualizes both the station and the agent.

Although Mr. Denmark has lived in Mobile since 1906, and has had a city job, he hasn’t forgotten the country. “I’ve got a little pecan grove in the country. I raise Sturts, the finest pecans in the world.” He also has two pecan trees in his yard on Eslava Street, and flowers—“I do love flowers. Sometimes I try to decide whether I enjoy roses or camellias more.”

Nor has he forgotten Citronelle. When he came to Mobile he brought a bride from Illinois whose family wintered in Citronelle. “During those days there were two big hotels for tourists, and a college with students from almost every state in the Union.”

And when the first oil well was brought in at Citronelle during 1854 it was called the “Donovan Discovery.” Few people were more excited at the discovery than Mr. Denmark. He still had ties at Citronelle, and “I went to school with Mrs. Donovan when she was a little girl.”

Mr. and Mrs. Denmark have seven children, all grown and living in Mobile. One, J. W. Denmark, holds the position of investigator in GM&O’s Auditor of Receipts Department.

RETIRE

Section Foreman J. T. Derringer, Girard, Illinois, who entered service on November 10, 1919, retired on October 31, 1956.

Section Laborer J. W. Couch, White Hall, Illinois, who entered service on September 24, 1942, retired October 1, 1956.

Telegraph Operator William C. Hight, Sr., who entered service of the company on June 19, 1905, retired on October 13, 1956.

Section Laborer Edward Hodge, Cairo, Illinois, who entered service of the Maintenance of Way Department on April 24, 1913, retired on October 10, 1956.

Yard Engineer R. D. Smoak, Roodhouse, Illinois, retired on October 31. Mr. Smoak was employed as a fireman on July 25, 1909 and was promoted to yard engineer on November 16, 1912.
Commendations

Clerk John Whitworth, Roodhouse, Illinois, while performing his duties discovered the bill of lading on a car of oil to be improperly directed. Mr. Whitworth called Alton, where the car had originated to check on the destination, and arranged for it to be forwarded properly and without delay.

Car Inspector John Heil, Roodhouse, Illinois, discovered a broken rail in the Roodhouse Yard, and notified proper authorities so that it could be repaired.

Mechanical Inspector B. R. Paschal, Express Messenger Paul Marshall, and Operator C. G. Moore, Mexico, Missouri, were commended by Supt. Miller for the assistance they rendered in the repair to the pilot of a diesel which was damaged when the train struck an automobile, keeping the delay to the train to a minimum. Also commended in this action was Engineer A. O. Conrad, who was deadheading on the train when it struck the automobile, and who assisted in the engine repair.

When a pole was discovered on fire along the right of way, Operator J. H. Rens, Wann, Illinois, rendered valuable assistance to signalman in extinguishing the fire from this pole.

Engineer L. R. Stone and Fireman R. O. Beir, Bloomington, Illinois, assisted in removing a brake rod from the baggage car of No. 5, helping insure the least possible delay to the train.

While working as baggage man on Train 16, J. C. Porter, Meridian, Mississippi, discovered fire in the diaphragm between the baggage and express car. He at once stopped the train and extinguished the fire.

Operator T. E. Usnick, Mexico, Missouri, was commended for discovering that the lumber had shifted on a car of lumber in a passing train. He notified the crew so that the car could be set out.

Conductor J. J. Long, Jackson, Tennessee, noticed a fire along the GM&O right of way near a bridge as his train passed the spot. He promptly reported this fact so that the section foreman could extinguish the fire before it caused extensive damage.

Railway Mail Clerks Richard Norman and Orville Selvey of Kansas City, Missouri were commended by Supt. Miller for the assistance they rendered on the occasion of an automobile-train accident on October 27.

Clerk C. R. Shaw, Roodhouse, Illinois, was commended for his efficiency in discovering an incomplete routing on a car, calling its origin point and properly billing the car to save delay in its transit.

For attention to duty and service of unusual merit, the following men were commended during the month:

Brakeman W. C. Tillman, Meridian, Miss.
Conductor F. B. Swilley, Meridian, Miss.
Brakeman T. L. Donnelly, Slater, Mo.
Conductor A. Ramsey, Slater, Mo.
Operator T. J. Skillman, Mexico, Mo.
Brakeman Frank Jones, Meridian, Miss.
Brakeman F. A. James, Meridian, Miss.
Flagman A. R. Betts, Meridian, Miss.
Conductor V. McCracken, Slater, Mo.
Conductor A. Ramsey, Slater, Mo.
Fireman W. W. Austin, Slater, Mo.
Brakeman F. DeLong, Slater, Mo.
Third Trick Bridge Tender C. Dillender, Louisiana, Mo.
Engineer A. R. Henry, Slater, Mo.
Brakeman W. H. Hales, Sr., Slater, Mo.
Clerk E. H. Pollard, Slater, Mo.
Conductor T. H. Treadway, Meridian, Miss.
Brakeman W. W. Wenzel, Slater, Mo.
Fireman R. G. Piper, Slater, Mo.
Operator H. Hines, Athol, Ill.
Conductor W. F. Thomas, Mexico, Mo.
Engineer W. J. Haines, Slater, Mo.
Brakeman J. T. Stilwell, Slater, Mo.
Brakeman F. J. Baker, Slater, Mo.

**OUR FREIGHT BUSINESS**

Revenue Car Loads Billed And Received On GM&O

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Comparison of the first 10 months of the years......

1955 514,269
1956 522,732