A Christmas Message

For the respect and friendship which our GM&O family have for each other; for the privilege which we are given to serve our fellow-man; for our heritage to live in a land of freedom; and for our belief in an all-wise God, we are most thankful at this Christmastime and through all the year.

I. B. Tigrett

New Orleans Power Unit Memorializes A. B. Patterson

A giant steam electric generating station in New Orleans was dedicated on November 33 to the memory of the late A. B. Paterson, former director of GM&O and Beard Chairman of New Orleans Public Service, Inc. Mrs. Paterson participated in the dedication, unveiling a bronze plaque to be placed at the plant entrance honoring her late husband.

Called the A. B. Paterson Steam Electric Generating Station, the plant, according to NOPSI President George S. Dinwiddie, is the “personification of Mr. Paterson’s ambition to meet the needs of the public.” Additions now under construction will be completed in 1954, bringing the plant up to 215,000 kilowatts.

Utilities Commissioners Act To Cut Passenger Deficits

The Association of Railroad and Utilities Commissioners at their annual convention in Little Rock last month adopted several recommendations designed to assist the railroads in the elimination of little used passenger trains which are operated at large deficits.

Forty-two states were represented at the meeting and the report was the result of comprehensive studies over a three-year period. Among the specific recommendations was one urging individual railroads to seek authority for the removal of passenger trains where the revenue is substantially less than the operating expenses and another advising the various state commissions to adhere vigorously to the principle that where service cannot be made compensatory that abandonment be permitted.

Our Railroad at the present time is asking the Commissions of Illinois, Tennessee and Kentucky for permission to discontinue two such trains. Local train No. 2 from Jackson, Tennessee to St. Louis in the representative month of September, handled a daily average of only 35 passengers and Southbound a daily average in the same period of slightly over 25 passengers.

The mail will be handled on a highway postoffice car, express on Gulf Transport trucks and, for those few passengers who do use the trains, a Gulf Transport bus is available on approximately the same schedule.

Reasons for seeking the removal of the trains and the substitute service proposed were explained to the territory recently by representatives of the Company.

Editor's Note: The Kentucky Railroad Commission has just granted discontinuance of the above trains, and the Tennessee regulatory body is expected to act in an early decision. There was not a single objection filed to the train removal proposal in Tennessee.
CARDINAL MANAGER IN OFF-SEASON UNIFORM

Most people know Eddie Stanky as the business-like manager of the St. Louis Cardinals and during the summer he is a familiar figure to thousands of baseball fans in his Red Bird uniform. But during the winter months down Mobile way, where he makes his home, he is more readily recognized as an amicable golfer in holiday links attire.

Recently he (left, picture above) was a member of a "GM&O fivesome" composed of Chairman of the Corporation Tigrett, Assistant to Chairman Whitlow, Assistant Vice-President Dorman (New Orleans) and New Orleans General Manager Wilson of Nashville, (Left to right of Stanky) playing in the Lakewood course at Point Clear.

Named the outstanding National League Manager last year in a recent post-season poll of United Press sports writers, Stanky makes his home at Fairhope, picturesque bay-shore town eighteen miles from Mobile. In his year-round travels on Cardinal business to and from Mobile he frequently rides The Rebel as does his wife who is a native Mobilien and the daughter of Mr. and Mrs. Milton Stock. Stock is a veteran big league coach and has just been signed to work with his son-in-law at St. Louis next year.

And a plug for the Mobile Chamber of Commerce—Note shirt-sleeved attire of the November golfers.

Annual Passes Extended

Annual passes issued by this company for the two year period 1951-1953 will be honored up to and including December 31, 1953, unless otherwise ordered. This announcement was made by Executive Vice-President and General Manager G. P. Brock.

Term passes showing expiration date prior to December 31, 1953 will not be honored after the date shown on such passes.

Passes in the hands of persons who are no longer entitled to use them should be returned for cancellation.

A. F. Stephens Presents

GM&O Farm Awards

The GM&O-sponsored farm achievement program for young farmers in Missouri has come to a successful conclusion, with prizes in five of the eleven vocational schools already being presented. General Agricultural Agent A. F. Stephens of the GM&O made the awards in the farming communities of Mexico, Marshall, Glasgow, Odessa and Higginsville.

The program, which is a contest among potential farmers as to their progress toward getting established in farming, their community activities, and their school grades, was participated in by 450 rural boys. A civic club in each of the communities sponsored the project with GM&O.

Award meetings at Louisiana, Bowling Green, Centralia and Slater are yet to be held. (See letter, THE MAIL TRAIN)

Add A GM&O Boxcar

GM&O employees might drop a note to Santa to be sure to include a GM&O boxcar for junior's electric train. Toy models are now available of GM&O car 5732. They were placed on the market by Irvin R. Attearn, 11129 Van Buren Ave., Los Angeles, California, but many toy shops over the country have them in stock.

The car is accurately reproduced and carries GM&O insignia.

NEW HOSTESS

Miss Betty Jones heard of GM&O hostesses from her minister in Dallas, Texas and came from Dallas to St. Louis to become one. She has taught school in Dallas, and filled the position as receptionist for a dentist while waiting for an opening in the hostess department.

She began her duties as GM&O hostess during November, replacing Miss Barbara Blomeyer, who left to be married.

★ IN THE SERVICE ★

Wilton Wilkins Bounds, Switchman, Mobile, Alabama.

John C. Maher, Telegrapher, Bowling Green, Mo.

Ronald L. Cox, Machinist Helper, Kansas City, Kan.

Rudolph Landgraf, Jr., Machinist Helper, St. Louis, Mo.

Joseph Kenneth Smith, Carman Helper, Bloomington, Ill.

Cornel Norman Beard, Section Laborer, Wilmer, Ala.

* 2 *

Annexed to The Mail Train, Grandview, Missouri, Thursday, December 8, 1952
WHAT KIND OF ROADS?

Everybody wants good roads.

But what kind of roads?

Shall we try to build roads of the kind required only by the heavier trucks which number about one per cent of all motor vehicles?

Or shall we build less expensive roads with capacity and strength sufficient for the satisfactory operation of the other 99 per cent of motor vehicles?

These are questions which call for an answer as the people of the United States are being urged to undertake the most expensive road building program in all history—a program proposing expenditures of up to 100 billion dollars in the next few years.

Light on the answers to such question is thrown by the final report, just issued, on the Maryland Road Test conducted for eleven state highway departments and the United States Bureau of Public Roads by the Highway Research Board, an impartial scientific government body.

The Railroads had no part in making the test. Representatives of motor trucking interests participated in the selection of the stretch of road on which the test was made, advised on the plan of research, and were represented in the conduct of the test itself. It was agreed in advance that the road selected for test purposes was typical of an “extensive mileage of concrete pavement . . . in this country.”

Over this typical pavement, on parallel lanes which were substantially identical, trucks were operated with maximum loads of 18,000 pounds, and other trucks with 22,400 pounds on single axles. On another pair of parallel and identical lanes, trucks were operated with loads of 32,000 pounds and 44,800 pounds on dual, or tandem axles. Differences in the effects upon the pavement were carefully measured and recorded. These “differences in physical damage,” the report states, are “directly attributable to the difference between the axle loads applied.”

Measuring these differences in damage done, the report said that “the 22,400-lb. single-axle loads caused 6.4 times as much cracking . . . as the 18,000-lb. single-axle loads” and “the 44,800-lb. tandem-axle loads caused 12.3 times as much cracking as the 32,000-lb. tandem-axle loads.”

The report further shows that the 32,000-lb. and 44,800-lb tandem-axle loads, despite the fact that they were carried on two axles instead of one, caused “greater pumping, cracking and settlement” and “greater distress” to the pavement than the single axle loadings of 18,000 pounds and 22,400 pounds.

It has been contended that the results of the Maryland test should be discounted because the soil predominantly underlying the pavement was of a silty clay type. As to this, the report points out that while “pumping” develops more readily in pavements laid on fine-grained soil than on granular soil, progressive damage to concrete pavements requires that “the frequency and weight of traffic must be great enough to overstress the slab to develop cracking and subsequent settlement.” It further appears in the report that the predominant type of soil underlying the stretch of road on which the test was run also predominates over virtually all the area of states east of the Mississippi River and important areas in other sections of the country.

“Pumping in concrete pavements,” the report says, “did not become a problem until the advent of the greater use of heavy trucks.” No doubt it is possible by spending enough money on specially-prepared subgrades and extra-thick pavements, to build roads which will stand up under such trucks. But this does not answer the question, is it necessary or is it wise, to do so?

Tests conducted by impartial public authority are helping to find the answer to such questions which concern us all both as taxpayers and as users of the highways—questions of what kind of roads should be built, and for whom they are to be built, and who is to foot the bill.

WILLIAM T. FARICY, President, Association of American Railroads.
Meet the men who sell
TRAFFIC REPRESENTATIVES

KANSAS CITY, MISSOURI

ARTHUR C. GARROTT,
Assistant General Freight Agent
Began his railroad career on July 27, 1908. Has wife named Irma, and one son, Robert.

H. C. GARRISON, C. A.
Went to work for the railroad in 1920. Has wife, Nellie, daughter Charlotte, Rose and two sons, Grant and William Theo.

LEE H. POETTGEN,
Division Freight Agent
Entered railroad service on July 8, 1908. Has three children, Carol Ann, Donald and Richard.

JAMES BROWN, C. A.
Entered service in 1935. Is married to Dorothy E. Brown. Has daughter Janet and son James, Jr.

F. W. HIGHT, T. F. A.
Began his railroad career in 1947. Has wife, Elise Vea, daughter Carol, Elizabeth and son Frank Jr.

INDIANAPOLIS, INDIANA

A. B. MAIER,
Commercial Agent
Entered the service of the company in 1920. Has wife, Josephine, daughters Elaine Ann and Mary Frances, and one son, Alfred.

J. F. DOWLING, C. A.
Entered company service in 1951. Has wife, Eloise, and daughters Hilda and Carol.

F. O. KUNZ,
District Freight Agent
Began his railroad career with another line in 1915. Joined GM&O in 1926, received several promotions until his present one in 1947. Has wife Erna and one daughter, Carol Jane, a student at State Teachers College, Milwaukee.

J. G. GLAESER,
Commercial Agent
Entered railroad service in 1925, but was first employed by GM&O in 1943 as traveling freight agent. Was later promoted to commercial agent. Has wife Helen, sons Jack and Don, and daughter Judith. Also has one granddaughter, Barbara Leigh.

C. M. ASHWORTH,
District Freight Agent
Has forty-seven years with the company. Has wife Claudia, and one daughter, Elizabeth, who is Mrs. J. W. Cappel of Kewanee, Ill.
Santa Makes First Official Visit To Alton—Via GM&O

To the infectious repetition over the loudspeaker that "Santa Claus is Coming to Town", GM&O's No. 19 rolled into the Alton Illinois station the day after Thanksgiving bearing St. Nick himself.

He was greeted by Mayor Earl Linkogle, Director of Chamber of Commerce Walter Woodcock, a bevy of beauty queens, and half the town's Santa Claus fans. After dividing the contents of his traditional bag with his admirers, Santa was hoisted into an open limousine to head a parade through Alton streets.

While most of Santa's fans waited impatiently outside the Alton station for the arrival of No. 19, a few took turns inside to get warm. There was no doubt the occasion was a merry one.

"Everybody in town has called up to see what time Santa Claus is coming," said GM&O Ticket Agent C. M. Smith to Asst. Gen. Pass. Agt. Bruce Pate of St. Louis. Mr. Pate was also on hand to greet Santa. (Picture, top right).

Santa finally appears at the door of GM&O train at Alton, to be greeted by Mayor Earl Linkogle (shaking hands with Santa.) From the station he became a part of Alton's Christmas parade over the city.
Mobile plans Azalea Festival for February

The Mitchell home, a magnificent residence where General Braxton Bragg of the Confederate Army once lived, is one of the feature attractions along Mobile’s 40-mile Azalea Trail. This historic Gulf Coast city, in addition to its beautiful flowers is also famous for lovely historic homes. Azaleas are in foreground of picture.

Mobile’s famous Azalea Trail is expected to be both longer and lovelier than ever before when the 1953 edition of the annual festival opens in February.

Thanks to the development of Trail-worthy new garden spots, the azalea display will probably attain a total length of 40 miles, an increase of five miles over 1952. Throughout its length new plantings will bring the Trail to unsurpassed beauty; only the finest displays are included on the Trail’s official route. As evidence of the city’s eagerness to add to the festival’s splendor, 52,000 plantings of azaleas, dogwood, redbud and a large variety of other flowering bulbs have recently been undertaken by the Mobile County Federation of Garden Clubs.

Mobile’s ancient Mardi Gras, which in 1953 falls on February 14, coincides with the azalea festival. For ten days before Shrove Tuesday (Mardi Gras) parades and other brilliant entertainments will be staged for the enjoyment of Mobile’s winter visitors.

On March 1 comes the coronation of the Azalea Trail queen—a ceremony staged amid the flowering shrubs and the timeless oaks of historic Bienville Square, in the very heart of the city. For the third straight year the queen will be Miss America herself—in 1953 Miss Neva Jane Langley of Macon, Georgia, who won the national title last September. The azalea coronation of 1952 drew 15,000 persons to the old square.

As always, it will be the celebrated azaleas themselves that day in and day out will be the center of admiring attention. Natives of the Orient, azaleas were first introduced into Mobile, by way of France, in the eighteenth century. Huge spreading plants, well over a century old, are the Trail’s bright, particular stars. Colors range from the purest white through many subtle shades of pink to orchids and deep, flaming reds.

Among 1953’s special attractions for the Azalea Trail will be a visit from Ted Malone, the famous American Broadcasting System star, who plans to go on the air from the festival city around Mardi Gras time. Katharine Cornell, Broadway’s great lady, will appear in the sparkling Somerset Maugham comedy, “The Constant Wife,” while the perennial musical favorite, “Oklahoma,” will play a return engagement. “Holiday On Ice,” one of the leading ice shows, will be seen out-of-doors at Ladd Stadium.

The azalea city is in the center of a region that offers a wealth of interest to mid-winter and late-winter vacationists. Just 20 miles south of Mobile is the world-famous Bellingrath Gardens, the “Charm Spot of the Deep South.” To the east, across beautiful Mobile Bay, are numerous resorts famous for fishing and golf. The Mississippi Gulf Coast resorts, such as Biloxi and Gulfport, are almost exactly half-way between Mobile and New Orleans. All through this section are architectural reminders of the French and Spanish who first settled the balmy area. Six flags have flown over Mobile itself—those of France, Britain, Spain, the Republic of Alabama, the Confederate States of America, and the United States.

Although Mobile is the nation’s ninth port in terms of foreign trade and although its industrial expansion, in which the G. M. & O. has played a leading part, is increasing with remarkable speed, the city has not lost its romantic atmosphere. Its pride in pageantry and in the loneliness of its ante-bellum homes and gardens is keen. Since 1929 the Azalea Trail has symbolized Mobile’s love of beauty and pleasure: each year has seen the Trail grow in enchantment and in appeal, until the annual festival now ranks among the South’s best known and most publicized attractions.

Wonderful Talker

An old salt walked into an auction shop as the auctioneer was asking for bids on a parrot.

“Fifteen dollars,” said the sailor.

“Twenty”, said another bidder.

“Twenty-five”, said the sailor.

“Forty,” said the other bidder.

“Forty-five”, said the sailor. No further bids were heard, and the auctioneer said, “Sold.”

The sailor took the bird and the cage, passed over the money, and said: “That’s an awful price to pay for a parrot. Can he talk?”

“Can he talk?” exclaimed the auctioneer. “Why, sailor, he was bidding against you.”
THE MAIL TRAIN

MISSOURIAN LIKES FARM PROJECT
Odessa, Missouri
28 November, 1952

Mr. A. F. Stephens
General Agricultural Agent
Gulf, Mobile & Ohio Railroad
Dear Mr. Stephens:

I want to take this opportunity to again thank you for your
splendid cooperation with the Odessa Chamber of Commerce and
the Odessa School in this project. This applies, of course, to the
whole G. M. & O. organization but particularly to your friendly,
personal interest in this project and in the boys taking part in it.

I am sure both the Chamber and the Railroad will reap lasting
and far-reaching benefits from this year’s project and its continua-
tion in future years.

Yours most sincerely,
William G. Neal.
Secretary, Chamber of Commerce

Pontotoc, Miss.

When “Dynamo Dave Edelson” met Hostess Betty Magee on
a GM&O train, he invited her to appear on his “Man on the Street”
talk show program which he broadcasts daily in front of the Tele-
news Theatre in Chicago. Mr. Edelson asked Miss Magee about
her job—which railroad she represents, how she likes it, what
ruts she makes, etc.

On the same program, the leading man in the stage show
“Gays and Dolls” was interviewed.

HOSTESS BETTY MAGEE GIVES
SIDEWALK RADIO INTERVIEW

TRAINLOAD OF NURSERY STOCK LEAVES VIA G M & O FOR MEXICO

Cars in picture were included in a trainload shipment of nursery stock moving via GM&O from Stark Bros. Nurseries and Orchards Company, Louisiana, Missouri to Old Mexico.
DECEASED

Division Special Agent John J. Yarbrough, New Orleans, Louisiana, on November 20, 1952. Death was attributed to a heart attack. Mr. Yarbrough had been a special agent for the GM&O for twenty-five years and was widely known throughout the Louisiana Division. His original home was in Texas; and he was a veteran of World War I, having served overseas. He is survived by his wife, two sons and a daughter.

Brakeman L. P. Ball, New Albany, Mississippi, at Memphis, Tennessee on October 9, 1952. He is survived by his wife and several children.

Engineer Johnnie Stallcup, Jackson, Tennessee on October 4, 1952. Mr. Stallcup entered the service on October 17, 1929 as fireman.

Brakeman C. R. Hill, Louisiana, Missouri, at Moberly, Mo. on November 16. He entered service with the company on August 3, 1895.

Retired B & B Foreman Cyrus Benton Walker on October 13, 1953 at Greenville, Mississippi. Mr. Walker was first employed by the company in 1919 and retired in 1937.

Retired Telegrapher H. T. Alexander on November 16, 1952. Mr. Alexander was formerly agent at Independance, Missouri.

Retired Agent J. J. Sommers on November 30, 1952. Mr. Sommers entered service in September 1902 and retired as agent at Vandalia, Mo. in May 1949.

Retired Agricultural Agent Felix Bachemin, Covington, La., on November 23, 1952. Mr. Bachemin, widely known and loved throughout the Louisiana Division, came to the service of the company in 1921 as agricultural agent. He was born on February 15, 1893, and retired from company employ on November 3, 1947.

ALONG THE LINE...

Mobile, Alabama—Miss Edith Lambert in Mr. Yost’s office of the Accounting Department has a clipping from the Mobile ITEM (no longer published) giving the railroad terminology of 1928. According to the ITEM, “a clear track in the yard is an alley: a switch stand is the ‘gate’ and to line a switch up or throw it around is ‘bending the rail’.”

Kansas City, Mo.—PFC John Torell, formerly employed by GM&O, has been awarded the Korean Service Ribbon with one campaign star and the Combat Infantryman Badge. He entered the army in June 1951.

Mobile, Alabama—The Receipts Department had three weddings recently: Miss Wilhelmenia DeLoach was married to Mr. Douglas Graham; Miss Irene McKenzie to Mr. Mack Williams; and Miss Jean Dancy to Mr. Morgan Fowler.

Jackson, Tennessee—Retired Shop Foreman Harry Nelson was praised by Community Chest President Chester Parham for his active support of the Red Feather Drive in Jackson. Nelson helped in solicitation of the railroad’s shop employees in the drive.

Venice, Illinois—PFC Robert E. Schrader, formerly of the GM&O, has been taking part in “Exercise Frosty”, a recent Army maneuver in Austria. Conducted in the mountains of Austria, the exercise was designed to train Army units in the actual terrain they are guarding. Schrader arrived in Austria in 1951.

West Point, Miss.—Miss Sally Kate Winters, daughter of Mr. and Mrs. C. P. Winters of West Point, Mississippi, is an acrobat as well as an accomplished dancer. She is pictured with Monroe Landrum of Clinton, Mississippi. Sally Kate is the granddaughter of retired Conductor C. W. Townend of Louisville, Mississippi.

Mobile, Alabama—Newly arrived general office “miniature railroaders” are: Barbara Gail Haley, daughter of Mr. and Mrs. James Haley; Charles N. Greer, Jr., son of the Charles N. Greer; Ronald Carl Crosby, son of the James C. Crosby; and Frank L. McGuire III, son of Mr. and Mrs. Frank L. McGuire, Mrs. McGuire being the former Mary Lyle Davidson of the Accounting Department.

RETIEMENTS

Engineer K. F. Alexander, Jackson, Tennessee, retired on November 1. He entered the service as fireman in 1916 and was promoted to engineer on August 27, 1913.

Freight Conductor J. J. Haest, Bloomington, Illinois, retired on November 1. After being in the service of the railroad since 1936 when he became a brakeman on the line. He was promoted to freight conductor on March 2, 1902.

Switchman J. J. Bennis, Joliet, Illinois, retired on October 27, 1952. Account of disability. He entered the service as fireman in 1917 and was promoted to engineer in 1917.

Engineer A. W. Hoffman, Bloomington, Illinois, retired on November 13, after being with company since August 3, 1903 when he entered the service as yard fireman. He was transferred to road fireman.

Agent C. O. Jones, left, stands with his force at Alton, Illinois. They are, reading left to right, Mr. Jones, Chief Clerk D. E. Long, Yard Clerk Harry Wald, Bill Clerk C. L. Stevesen, General Clerk John McKinney and Yard Clerk L. C. Fitzgerald.

(Continued on Page 10)
HOLIDAY'S EVE ON GM&O

Thanksgiving Eve found GM&O trains well filled with people who chose the GM&O way for going home for the holidays. Some members of the GM&O family were among the travelers, and others were busy keeping trains running as usual.

Flagman A. J. Coleman and Conductor J. A. Hipper, top picture, took their usual run on the Rebel out of Mobile.

Passengers on the train were Miss Betty Steelman, second picture, left, who boarded the train at Scoot where she is a student of Mississippi Junior College, Miss Steelman, who was going to her home at Hall, Tenn., shared her seat with Margaret Elizabeth Jones, right, granddaughter of Conductor Marcus Phillips of Jackson, Tennessee.

At Artesia, Miss, Flagman G. E. Williams and Brakeman H. E. Boyd, both of Meridian, have a coke in the lunch room between runs.

Also at Artesia, fourth picture, Hostess Mary Lou Braxmeier gives an ice cream cone to the dog which meets the Rebel each night. Members of the train crew frequently have ice cream in the station there, and give the dog part of the cone. Artesians say the dog is now a nightly visitor, and arrives with the Rebel, on time.

General Industrial Agent Bob Gynn, left, of Mobile was en route to St. Louis to see his parents. He enjoyed a railroad discussion with GM&O Travelling Auditor Charlie Domsakes of Union City, Tenn.

Boarding the train at Meridian for Tupelo were Mrs. R. G. Patterson, right, and children, left to right, Ann, Paul and Martha. Mrs. Patterson drove over from her home at Laured to catch the Rebel.
Commendations

Brakeman L. E. Nelson, Jackson, Mississippi, was commended by Supt. Currie for discovering a broken rail and reporting it to the proper authority.

Agent E. L. Warwick, Sebastopol, Miss., was commended for quickness in extinguishing a fire that developed in a box car loaded with wood and set out at Sebastopol.

When the northbound local passed the house of Section Laborer Ephraim Clayton, Bay Springs, Mississippi, on Saturday morning, Clayton noticed that brakes on several cars were sticking badly and some wheels were sliding about the middle of the train. He signalled the conductor this information, and the conductor stopped the train and bled the cars off.

Section Foreman B. Vance, Jerseyville, Illinois, was commended by Supt. Comerly for discovering a brake beam dragging on a passing train and notifying the crew. He also rendered valuable assistance in removing the brake beam, saving considerable delay to the train.

Brakeman F. M. Hutchison was commended by Supt. Crookson for noticing a piece of tin protruding from a car in the Murphysboro Yard as his train passed. He called this hazard to the attention of those concerned so that it could be removed.

To the following GM&O "Good Neighbors", we extend railroad commendations for their assistance:

Mr. Edward Hawk, Kane, Illinois, discovered a fire on GM&O's right of way in the vicinity of Macoupin River bridge and notified our agent so that conditions could be called to extinguish the blaze.

Mr. J. B. Barnett, Booneville, Mississippi, found a loose joint in a road crossing near Booneville and went to the depot to report his findings.

Third Trick Towsman C. Witherspoon of the Rock Island Railroad, Joliet, Illinois, discovered a box car on a GM&O train passing through Joliet, and notified the crew so that the car could be set out at South Joliet.

Messrs. George Udyer and Lowell Laney, Pekin, Illinois, found that fire in some timber land was progressing toward GM&O tracks, and they interested themselves enough to notify the GM&O agent at Pekin so that precautions could be taken to protect the tracks.

Signal Maintainer Billy Denton, of the Illinois Central Railroad, Bardwell, Ky., notified the conductor of a passing train that something was wrong with his train. On stopping, the conductor found that a brake beam was down on a car near the head end. Mr. Denton then came down with his car and helper and assisted GM&O conductor in wiring up the brake beam, saving quite a delay to the train.

Retirements

(Continued from Page 8)

and was promoted to engineer on Jan. 21, 1907.

Fireman H. Lindsey, Tupelo, Mississippi, retired on December 1 after being in the service of the company since June 6, 1912.

Conductor J. F. Fitcher, Peoria, Illinois, retired on November 3, 1952. He entered the service as brakeman in 1917 and was promoted to conductor in 1937.

Agent W. L. Baker, Williamsville, Illinois, retired on November 20. He entered the service of the company as operator in 1909.

Agent Operator Oscar F. Rudolph, Alton, Illinois, retired on December 1. Mr. Rudolph has been employed with the company since July 18, 1918.

Our Freight Business

Revenue Car Leads Billed And Received On GM&O

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Comparison of the first 11 months of the years.

1951: 87,469
1952: 90,818

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