Travel is different at Christmas — especially on GM&O trains, gaily decorated for the holidays. Where a smiling hostess spreads Christmas cheer among small travelers with ever-popular "all day suckers." GM&O hostesses during Christmas week expect to distribute at least 1500 of these. Hostess shown is Miss Jean Noble.

The Train Tracks Run Under The Christmas Tree

Railroading is a serious business at Christmas time. It means hectic hours and overcoming staggering problems. Because of railroads devoted to their jobs, loved ones get home in time for Christmas festivities — gifts arrive with fond remembrances from all over the world. And because of railroading, a tradition developed that has become as much a part of Christmas as mistletoe and fruit cake — a model train running under the Christmas tree.

No one knows how many toy electric trains are in existence but it is estimated that between 60 and 70 per cent of all males regardless of age are rail hobbyists. It’s also a known fact that the most ardent fans are real railroaders themselves.

The first toy electric train was invented 56 years ago by a young gadgeteer named Joshua Lionel Cowen. Like Mr. Pullman, his middle name has since become synonymous with toy electric trains.

Nothing could have been farther from his mind than toy trains when, in the late 1890’s, young Cowen was preoccupied with such items as a fuse to ignite photo-

(Continued on Page 7)

Operating Department Announces Changes And Promotions

Changes in Operating Department supervisory personnel to be completed by February 1, 1957 are being announced this month by Executive Vice President and General Manager G. P. Brock of Mobile.

Foremost among the changes will be the retirement of Superintendent J. H. Currie of Jackson, Mississippi, who will be succeeded by Walter Henley, who presently serves as trainmaster at Slater, Missouri.

(Continued on Page 2)

L. H. Pou Is Named Gen. Solicitor For GM&O

Leo H. Pou, Associate General Counsel of the Interstate Commerce Commission and a former Assistant United States Attorney, joined the legal staff of the Gulf, Mobile and Ohio Railroad on December 1. Mr. Pou has been associated with the Interstate Commerce Commission in Washington since 1939.

Mr. Pou’s appointment as General Solicitor of the Mobile Railroad was announced November 30 by GM&O General Counsel J. N. Ogden. The new railroad attorney and his wife will make their home in Mobile. They have one son, Dr. Leo H. Pou, Jr., of Shreveport and a daughter, Mrs. James W. Reeves of Wilmington, Delaware.

A native of Waynesboro, Mississippi, Mr. Pou practiced law in Mobile from 1928 to 1939 and was Assistant United States Attorney at Mobile from 1933-1939. A graduate of the University of Alabama with a LLB degree he began the practice of his profession at Jasper, Alabama in 1921.

Mr. Pou joined the I.C.C. in 1939 as Field Attorney, Bureau of Motor Carriers with offices in Atlanta. He was appointed Chief Enforcement Attorney, the same division, in 1949 and has been with the Commission in Washington since. He was named Assistant Chief Counsel in 1952 and Associate General Counsel in March 1955, the office he is resigning to join GM&O.

(See Picture on Page 7)
OPERATING DEPARTMENT ANNOUCES CHANGES AND PROMOTIONS

(Continued from Page 1)

Mr. Currie, who plans to retire early next year, has been with this company since 1917, when he was employed as a brakeman in the Transportation Department at Bogalusa, Louisiana. In 1926 he was promoted to conductor, and in 1933 he was appointed assistant trainmaster at Bogalusa. In 1938 Mr. Currie was promoted to trainmaster at Bogalusa. In 1940 he was promoted to superintendent on the Louisiana and Alabama Divisions, with headquarters at Jackson, Mississippi. On October 1 of this year the territory of Supt. Currie was extended to include the Tennessee Division exclusive of the Dyersburg Branch.

Mr. Henley, who succeeds Supt. Currie, is a native of Pearl River, Louisiana, and was first employed by this company as a fireman on October 1, 1913. He was promoted to engineer in 1920, and worked in that capacity at Bogalusa, Louisiana until 1946, when he was promoted to acting road foreman of engines at Bogalusa. On June 16, 1946 he was appointed road foreman of engines, with headquarters at Murphysboro, Illinois. On September 16, 1946 Mr. Henley was promoted to trainmaster of the Bloomington Division, with headquarters at Slater, Missouri, where he has been until his present appointment.

Relieving Mr. Thomason at Jackson, Tennessee will be Trainmaster H. C. Sullivan of Murphysboro, Illinois. Mr. Sullivan has been employed by this company since June 1917, when he went to work for the Maintenance of Way Department as a section employee at Pontotoc, Mississippi. He remained in the Maintenance of Way Department until May 31, 1927, when he transferred to the Transportation Department as a brakeman at New Albany, Mississippi. In December 1942 he was promoted to acting assistant trainmaster on the Tennessee Division with headquarters in New Albany. On October 15, 1943 he became acting trainmaster, M&M Districts, and on August 1, 1945 was promoted to trainmaster. Jackson, Tennessee. In July 1946 he was transferred to the Western Division at Slater, Missouri and in September 1946 was appointed assistant trainmaster at Artesia, Mississippi. In November 1946, he was transferred to Corinth, Mississippi as trainmaster and in November 1946 to the Murphysboro District as trainmaster.

A. H. Burton, who will succeed Mr. Sullivan at Murphysboro, is a native of Warsaw, Missouri who entered railroad service as a brakeman on August 17, 1939 at Bloomington, Illinois. In 1941 he transferred to Joliet, Illinois as a switchman, working there in that capacity until October 1941, when he transferred back to Bloomington as a brakeman. In January 1949 Mr. Burton was promoted to assistant trainmaster at Wilmington, Illinois. He later filled this same position at Venice, Illinois; Bogalusa, Louisiana and Tuscaloosa, Alabama. On April 1, 1956 he was appointed trainmaster-agent at Okolona, Mississippi, primarily in charge of Terminal. Mr. Burton spent two years overseas in the Army, and participated in the questioning of Tojo in regard to his war crime activities.

To be transferred to Slater to succeed Mr. Henley as trainmaster will be R. C. Thomason, who has been serving as assistant trainmaster at Jackson, Tennessee. A native of Tamms, Illinois, Mr. Thomason was employed in the Transportation Department of this railroad as a brakeman at East St. Louis, Illinois in 1938. In 1943 he became conductor-brakeman at East St. Louis, in which capacity he served until 1945, when he was appointed assistant trainmaster at Artesia, Mississippi. He filled this position at Tamms, Illinois and at Okolona, Mississippi, and on November 1, 1946 he was promoted to trainmaster at Okolona. On April 19, 1948 he was appointed relief trainmaster, System, with headquarters at Okolona. Also in 1948 he served as acting trainmaster at Mobile Terminal. In 1950 he was appointed trainmaster — agent at Okolona, Mississippi, which position he held until March of this year when he became assistant trainmaster, J&O Districts, Jackson, Tennessee.

To succeed Mr. Burton at Okolona, Mississippi is Trainmaster A. F. Massing, who will come to Okolona from Venice, Illinois. Mr. Massing was employed by the company in 1938 as a brakeman at Tolson, Illinois. In 1946 he was promoted to conductor at Venice, Illinois and on February 1, 1955 was promoted to trainmaster at Venice. Mr. Massing served three years in the Armed Forces as a conductor, out of Tehran, Iran in a railroad operating battalion.

(Continued on Next Page)
Two Are Promoted
In Legal Department

Percy W. Johnston, Jr., attorney for this company, has been named general attorney of the railroad, effective November 16. On the same date Attorney John W. Adams, Jr. became commerce counsel of the company, according to announcements made by GM&O General Counsel James R. Ogden.

A native of Shubuta, Mississippi, Mr. Johnston was educated at the University of Mississippi and received his law degree from the University of Virginia. Before coming to the GM&O in 1954, he was associated with the law firm of Johnston, McCull and Johnston in Mobile.

Mr. Adams is a native of Henderson, Kentucky. He graduated from the University of Alabama Law School in 1949, and practiced law in Tuscaloosa until he became associated with the Gulf, Mobile and Ohio Railroad in 1951.

Both men make their homes in Mobile.

Who Wouldn’t Smile!

GM&O Director Willard R. Cox (right) likes to shoot ducks at his lodge near St. Charles, Missouri when he can spare a morning from the busy Coca-Cola Bottling business he heads in St. Louis. With him on a recent hunt were St. Louis Terminal Railroad Association President Armstrong Chinn (left) and R. E. (Bob) Stevenson, GM&O’s Vice President at St. Louis.

They got their limit as their smiles show.

CHANGES AND PROMOTIONS IN OPERATING DEPARTMENT

(Continued from Page 2)

Martin H. Tucker, a native of Murphysboro, Illinois, relieves Mr. Massing and will hold the title of assistant trainmaster at Venice, Illinois. Mr. Tucker was employed as a brakeman on the Murphysboro District on February 21, 1946. He resigned as brakeman January 10, 1947 to accept service as switchman at Tolson, effective same date. On October 19, 1955 he was promoted to transportation assistant at East St. Louis. On December 1, 1956 he was appointed assistant trainmaster at Venice, having primary jurisdiction at East St. Louis Terminal.

S. H. Richardson, who will relieve Mr. O’Donnell, came to the GM&O in 1942 as a switchman at Montgomery, Alabama, having previously had fourteen years of railroad experience with another line. On June 16, 1946 Mr. Richardson was promoted to assistant trainmaster, Iselin Terminal at Jackson, Tennessee. In May of 1954 he was promoted to trainmaster at Artesia, Mississippi, from which he goes to his new position at Montgomery.

Trainmaster W. C. O’Donnell of Montgomery, Alabama has announced plans for retirement from this railroad on January first. A native of Montgomery, Mr. O’Donnell has been associated with the Gulf, Mobile and Ohio for more than fifty years, having first entered its employ on July 1, 1903 as a car repairman and inspector in the Mechanical Department in Montgomery. In 1911 he became a fireman and hostler, and in March 1913, he transferred to the Transportation Department as engine foreman. He was promoted in 1940 to trainmaster at Montgomery.

Succeeding Mr. Richardson at Artesia will be G. D. Fikes. Mr. Fikes, who was born at Toomsoba, Mississippi, was employed as a brakeman by this company on January 24, 1942. In December of that year he transferred to Artesia, Mississippi as a switchman. From December 1943 to March 1946 he served with the U. S. Army, returning to the GM&O in March 1946 as a switchman at Artesia. On May 1, 1954, Mr. Fikes was promoted to assistant trainmaster at Artesia.

William Lee Bush of the Montgomery District will relieve Assistant Trainmaster Fikes at Artesia. Mr. Bush was employed as a brakeman on the Montgomery District on May 26, 1945. He was promoted to conductor on June 5, 1947 and holds seniority on the Montgomery District as conductor.
Roodhouse Presents GM&O With "Appreciation Award"

GM&O Industrial Agent R. E. McGinn (standing, right) accepts the Roodhouse Civic Appreciation Award for the railroad. Presenting the award is Roodhouse Industrial Development Association President Lloyd Coffman. At left is GM&O Road Foreman of Engines E. G. Smith, who with R. L. Watkins is on the Board of Directors of R.I.D.A. At extreme right is R.I.D.A. Secretary Frank Hopkins.

Roodhouse, Illinois is a busy terminal point for GM&O. Last month nearly 100 of the town's leading citizens, composing the Roodhouse Industrial Development Association, met to honor GM&O and to present "A Civic Appreciation Award for its Significant Contributions to the Roodhouse Community."

Selected to receive the plaque and to make the main address was R. E. McGinn, GM&O Industrial Agent, who outlined to the industry-minded group basic community steps necessary in searching for plant prospects.

President Lloyd Coffman who retires this year in favor of newly elected William Hall Wolfe, recognized GM&O as the City's foremost industry and reviewed the railroad's cooperative efforts in the Industrial Association's program to attract new payrolls.

The plaque presented the Railroad has been permanently hung in the General Office building at Mobile.

RETIREMENTS

Brakeman R. H. Allen, Jackson, Tennessee, retired on December 1, 1956 after being in service of this company since May 25, 1918.

Mr. John Richard Bettersworth, chief clerk to agent, Memphis, Tennessee, retired on November 16, 1956.

Engineer Walter C. Oliver, Slater, Missouri, retired on October 30, 1956 after having fifty-four years of continuous service railroading. He went to work for the former Chicago and Alton on November 15, 1902. In 1966 he was promoted to engineer and served in that capacity until his retirement.

Chief Clerk J. W. Murphy, Bloomington, Illinois, retired on December 1, 1956. Mr. Murphy entered service as a stenographer-clerk on March 13, 1906 and has been in continuous service since that date.

Yard Engineer-Fireman W. H. Haxel, Bloomington, Illinois, retired on December 1, 1956. Mr. Haxel entered service as a yard fireman at Bloomington on July 1, 1906 and was promoted to yard engineer at Bloomington in 1910.

Section Laborer John Patok, Wilmington, Illinois, retired from service on November 15, 1956 after being in continuous service of this company as a section laborer since February 1, 1937.

Engineer W. C. Oliver, Slater, Missouri, retired on October 30, 1956. Mr. Oliver entered service as a fireman December 13, 1902 and was promoted to engineer on August 23, 1906.

Joint Levee Agent W. W. Clower, Alton, Illinois, retired on November 16 after being with his company since September 1913, when he entered service as cashier at the Freight House at Alton.

Agent M. C. Dalton, Mahen, Mississippi, who has been with this company since 1929, retired on November 29, 1956.

Engineer D. C. Hammerschmidt, East St. Louis, Illinois, retired on November 6, 1956.

Agent H. C. Gilmer, Citronelle, Alabama, retired on December 7, 1956 after fifty-three years of faithful service to this company.

Engineer George J. Leary, Chicago Terminal, retired on November 1, 1956 after completing more than fifty years of service with the GM&O Railroad. Mr. Leary started service with the company in 1901 as a roundhouse employee, thence to the position of fireman and locomotive engineer.

Mr. L. M. Tacon, Sr., Mobile, Alabama, retired on October 24, 1956 after nearly fifty-one years of service with this railroad. Mr. Tacon was awarded his 50-year button and lifetime pass in April 1955.
TRANSPORTATION TAX SAID DISCRIMINATORY

Excise taxes on transportation of passengers and freight by for-hire carriers — largely enacted as wartime measures during World War II — were described as a “deterrent to public transport,” a discriminatory burden on all shippers and travelers, and a hardship on the low-income travelers and small shippers that cannot afford private transportation. The statements were made by Donald G. Ward of New York, chairman of the National Conference for Repeal of Taxes on Transportation.

Supporting the statement of the Olin Mathieson Chemical Corporation Assistant Vice President were 49 organizations from coast to coast also appearing for repeal of the taxes before a House Ways and Means Subcommittee on Excise Taxes.

TRANSPORTATION TAX COLLECTIONS SHOW SIZE OF BURDEN

The size of the transportation tax burden on shippers and travelers is reflected in the amount of the collection reported by the Internal Revenue Service for the fiscal year 1956. The 10% tax on the transportation of passengers totaled $214,903,000 and the 3% tax on transportation of property, except coal which is four cents per ton, amounted to $450,578,000.

POOR SHOWING FOR TRUCKS

The Interstate Commerce Commission’s report on a check of highway transportation vehicles is profoundly disturbing. Of the 6,831 trucks and drivers checked, 6,184, or almost 90%, had defects and deficiencies.

Among the defects found in the nationwide survey were these:

- Defects in service brakes — 433 on power units and 244 on trailers; in tubing or hoses of the air brake system — 564 on power units and 706 on trailers. Defective headlights — 172 vehicles; stoplights — 1,201 power units and 747 trailers; taillights — 1,077 power units and 337 trailers. Defective steering mechanism — 302 vehicles, and defective tires — 215 vehicles.

And many more. At a time when the nation is alarmed over highway accidents, it is hardly comforting to learn that the professional drivers and commercial vehicles have set so poor an example for private motorists.

— Montgomery ADVERTISER

HE WONDERS WHERE THE BUSINESS WENT

Action of the nation’s railroads to help drought-stricken farmers has prompted the Oklahoma Live Stock News to comment in bold type across the top of the first page of a recent issue:

“Isn’t odd, isn’t it, that the trend should be away from railroads in the live stock hauling business, yet the rails grant a 50% cut in rates for ‘relief’ hay?”

— Association of Western Railways

WELL WORTH THE EFFORT FOR ALL

In their enormous capacity for transportation the railroads find not only their inherent advantages but their disadvantages as well. It follows that the only way to maintain this capacity is to use it and in sufficient quantity to take advantage of its mass producing characteristics and so pay for it. . . . When the railroad is sufficiently used to take advantage of its mass characteristics . . . cost per ton mile drops sharply, profits are available for right-of-way maintenance and improvement, newly developed methods may be explored, and dividends may be paid which will improve the railroads financial position in the money market. As these costs of transportation drop, the railroads find themselves in a position to bargain for business that is now prohibited to them on a cost basis alone.

To achieve the modern railroads of the future, a staggering amount of planning, work and capital will be necessary. However, the benefits of the modern system to the railroads themselves, to railroad people and to the American economy will be equally staggering. Dynamic, dependable, low cost transportation is well worth the effort to us all.

Kenneth L. Vore, General Traffic Manager, Westinghouse Electric Corporation

● 5 ●
Quick Action In Closing Valve Averts Explosion
—Meridian, Miss. STAR

Louis Holditch, Jr., GM&O section foreman of 5904 2nd St., Tuesday exhibited exceptional alertness and bravery by his actions when a protruding timber from a moving box car struck and broke off a two inch butane unloading pipe at Sanders Gas Co., near Meridian.

Holditch was working with his crew some 200 yards from the bulk plant when the accident occurred. By the time he reached the scene, the vapor of the highly inflammable gas had engulfed the plant and was billowing over 100 feet in the air. Having observed the gas company employees turn the valve to the broken pipe on and off previously, Holditch, without regard for his personal safety, waded into the nucleus of a potential explosion, closed the proper valve, thus stopping the rapid escape of over 10,000 gallons of gas in the huge storage tanks. Miraculously, none of the 1,200 gallons that escaped came into contact with an open spark or flame.

Section Foreman Louis Holditch Jr., left, receives a citation from GM&O Assistant Chief Engineer J. V. Johnston of Mobile for bravery exhibited near Meridian, Miss.

* * *

PROMOTED — A. E. Plunk to Track Supervisor, with headquarters at Mobile, Alabama. The promotion was announced by Assistant Chief Engineer J. V. Johnston on October 13.

Celebrate Golden Wedding

Mr. and Mrs. R. D. Sherwood of Alto Pass, Illinois celebrated their golden wedding anniversary on October 7, with open house and a family reunion. Sherwood is a section foreman for the GM&O and has been with the company for forty-one years.

The Sherwoods have resided in Alto Pass for fourteen years.

Refreshments were served to a large number of friends and relatives who called during the afternoon. The couple received many gifts, including a stove from their eight children, all of whom were present for the event.

Thirteen of their twenty grandchildren, and six of their eleven great grandchildren were also present for the open house and reunion.

Rewards Of Industry Include Train Trip

Alton, Illinois — Frank Dotson mailed the NEWS office the attractive dedication edition of the Alton East Junior High School paper. The new Junior High School was built while Dr. Robert B. Lynn served as president of the Board of Education. Dr. Lynn is a GM&O doctor at Alton.

Twenty-seven newsboys for the East St. Louis, Illinois, JOURNAL spent a weekend in Chicago winners of a JOURNAL sales campaign, making the trip each way by GM&O in a chartered train. Roy Fischer of the Passenger Department in St. Louis is shown with the group, right, rear in hat.
In And Around Meridian
by C. H. Phillips, Star Staff Writer
—Meridian, Miss. STAR

Assembly of freight cars in shops of the Gulf, Mobile and Ohio Railroad in OUR TOWN is a reminder to all here of the affection the chaps on the GM&O line have held for us over the years. From president on down to Berney Sheridan and Les Farrell the feeling is the same . . . lest it be forgotten! Former Meridian Postmaster B. K. Culpepper asks the question “do you remember how Billy Connell could blow his whistle?” . . . . Billy, to continue the subject trend, was an engineer on the GM&O for many years. He achieved local immortality for his whistle blowing, as did D. O. Davis and Homer Jenkins . . . . One of the more interesting rail trips a Meridianite can make is to go aboard the Rebel some night and to mining in St. Louis. It so happens that St. Louis is one of the world’s truly fabulous-fascinating points of interest. Don’t forget to dine at Harvey’s Restaurant in the railroad station, which incidentally is the biggest (point of traffic) in the country . . . . All of which is to say we in Meridian owe a vast debt to the men who brought the old M&O into Meridian and to the GM&O leaders who followed it up solidly-soundly . . . .

Mr. Kies Takes Position With C Of C

“Ah, age 71” said Mr. Curtis Kies, “I am now starting a new life in the business world and enjoy it!” Mr. Kies, who retired on July first as assistant superintendent of signals for the GM&O at Bloomington, Illinois after fifty years with this company, has accepted the position of executive secretary of the Normal, Illinois Chamber of Commerce.

“When I retired from the railroad,” said Mr. Kies, “I thought I would do nothing but enjoy my retirement in our home, our church and fraternal world. In my associations with some of the Directors of the Normal Chamber of Commerce at Rotary Club meetings, they convinced me I was still good for something and they wanted me for executive secretary so I accepted effective November 1st.”

Mr. Kies’ new office is located less than a mile from his home. His new job will be in addition to the position of city councilman, which he is filling for the second term.

Normal has a population of 11,500, and the Chamber of Commerce is composed of more than a hundred members.

GT Safety Awards

The following Gulf Transport Company drivers received annual safety awards during the month of November, 1946:

**Bus Operators**
- A. G. Smith, 11 year award.
- Robert Suemmich, 5 year award.

**Track Operators**
- J. E. Addy, 11 year award.
- R. E. Kilpatrick, 1 year award.
- T. C. Peterson, 12 year award.
- C. M. Poe, 3 year award.
- Sam Quinby, 13 year award.
- C. F. Sandifer, 16 year award.
- G. L. Tyler, 7 year award.
- T. E. Young, 10 year award.

**COMMENDED**

Conductor H. Phillips, Slater, Missouri, was deadheading on a train which struck an automobile. Mr. Phillips greatly assisted in taking care of injured persons, for which he received a commendation.

While he was working with ballast on track, Track Master C. C. Bradley of Mexico, Missouri greatly assisted in extinguishing a fire which had broken out along the right of way, helping prevent serious damage. In this same instance Conductor V. McCracken of Slater, Missouri notified proper authority and also assisted in putting the fire out.

Train Tracks Under Tree
(Continued from Page 1)

Grapher’s flash powder and potential uses of an electrical power storage unit which he invented to run a motor. He later gave his discovery to a friend who perfected the unit into what is now known as a dry cell battery and started the Eveready Corporation.

Anyway, Cowen attached the motor to a toy railroad flat car, connected the battery wires to the circular brass rails and within a year was officially in the toy electric train manufacturing business.

He built an electrified locomotive, a precise duplicate of a train locomotive. He also built a gondola car. As a variation on the same theme, he built a trolley car.

Little by little he added to his products, coming up with passenger cars, freight cars, switches, crossings, semaphores and all the other accessories which make a railroad, large or small, look like the real McCoy. The American public shared his fascination. In 1945 it paid $3,000 for J. Lionel Cowen’s electric trains. Last year the public spent some $50 million for Lionel trains and accessories.

J. L.’s passion for accurate detail resulted in a novel arrangement between toy train manufacturer and real train manufacturer. All of Lionel’s rolling stock (locomotives, tenders, cars and railroad equipment) are painstakingly adapted from blueprints furnished by Budd Locomotive, American Locomotive Works, General Electric, General Motors, etc. Many of the blueprints are presented to Lionel Corporation a full year before the real locomotives are delivered to the railroads.

Miss Jackey Retires

Everyone around GM&O’s traffic office at Cincinnati knows that things won’t be quite the same there after January first, for Miss Jackey is retiring. A secretary in the office for more than twenty years, Miss Amanda Jackey will be greatly missed. “Her service,” said DFA Lou Heist, “has been very loyal.”
Commendations

Fireman M. L. Hamlet, East St. Louis, Illinois, was commended by Supt. Thomson for repairing a fuel pump motor to a diesel on a local extra, thus avoiding any delay to this train as well as avoiding necessity of reducing tonnage.

Brakeman S. C. Comto, East St. Louis, Illinois, discovered a broken rail and reported it promptly to the dispatcher.

Car Inspector R. G. Cardwell, and Car Inspector W. W. Wyatt, Roodhouse, Illinois, discovered a fire in a car of alfalfa meal, and immediately notified proper authorities and greatly assisted in extinguishing the fire.

Hostler Helper Lewis Brown, Bogausa, Louisiana, was assisting in fueling DE units on No. 33 about 12:30 a.m. when he discovered a broken rail in the main track near the fueling station at Bogoausa. He reported this fact so that repairs could be made.

Sectionman O. Spiker, Roodhouse, Illinois, discovered a broken rail on the main line at south end of Roodhouse yard, and immediately notified proper authorities. He also flagged No. 133 to permit them to move over track very slowly, thus preventing a serious delay.

Switchmen W. J. Isreal and C. L. Camp were performing their duties at Roodhouse, Illinois yards when they discovered about two feet of rail gone from yard track. They immediately reported this defect so that repairs could be made.

When the engine to their train failed on November 18, Conductor E. H. McCoy, Brakeman L. C. Clegg, Brakeman J. E. Hill, Brakeman B. K. Martin, Engineer R. K. Blackwood and Fireman N. W. Thomas made every effort to get the train moving again. In particular, Conductor McCoy and Brakeman Clegg walked a considerable distance in search of a telephone, and located one in a country store to notify the dispatcher. For their cooperation, the men were commended by Supt. Currie.

Yard Clerk William Agee, Kansas City, Missouri, was performing his duties when he discovered billing on a car was in error. He obtained correct forwarding and car moved toward destination with a minimum of delay.

Engineer C. L. Braxdale, and Fireman L. E. Stump, Slater, Missouri, were on Train No. 78 about four miles west of Mexico, Missouri on a dark, foggy day when the train came up unexpectedly on a bunch of cattle on the track. Engineer Braxdale and Fireman Stump were able to slow the train before striking the cattle, perhaps thereby saving a claim to the company.

Brakemen R. M. Weber and D. W. McCann, Mexico, Missouri, were commended by Supt. Miller for greatly assisting in putting out a fire on the bottom of a car which had been caused by a hot box.

For unusual efficiency and attention to duty the following men were commended during the month:

Section Foreman Claude Schutz, Curryville, Mo.
Brakeman F. P. Loper, Slater, Mo.
Switchman J. B. McGinnis, Roodhouse, Ill.
Operator D. F. Kelly, Girard, Ill.
Conductor C. B. Erton, Slater, Mo.
Operator J. W. Conger, Humboldt, Tenn.
Operator V. E. Pearson, Louisiana, Mo.
Agent-Telegrapher H. C. Wilson, Houston, Miss.
Fireman O. Miller, Slater, Mo.
Brakeman H. F. Strauss, Slater, Mo.

OUR FREIGHT BUSINESS
Revenue Car Loads Billed And Received On GM&O

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Comparison of the first 11 months of the years........

1955: 567,430
1956: 572,403