For loyalties forged in the past, and linked to the future; for friendships made and sustained; for the continuing interest in our company's welfare — I am deeply grateful.

To the friends of the Gulf, Mobile and Ohio and my fellow employees who have contributed to these valued things I wish a **Merry Christmas**.

F. M. HICKS, President

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**Streamliner Abe Lincoln Participates In Fuel Tests**

Under the direction of GM&O Engineer of Tests Wayne Lasky of Bloomington, Illinois, one of GM&O's diesels has participated in a five year "Full-Scale Field Service Test of Railroad Diesel Fuels." The test has just been completed under the supervision of the Coordinating Research Council, which is an organization sponsored and financed jointly by the Society of Automotive Engineers and the American Petroleum Institute.

The final report is now being printed. It looks, said Mr. Lasky, "like the Chicago Telephone Directory and weighs about five pounds."

Some of the data accumulated will be presented as a paper at the National meeting of Society of Automotive Engineers in Detroit in January. There will be 3,000 engineers present at the meeting, and the printed "paper" will have world wide distribution. A color slide of GM&O's Abraham Lincoln, the participant diesel, will be shown on the program and included in the paper.

The test program required over 5 years to complete involving eight railroads using (Continued on Page 2)

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**Poettgen Heads KC Traffic Club**

Lee H, Poettgen, Division Freight Agent, Kansas City, was elected President of the Traffic Club of Kansas City, for 1955. Lee has accumulated a sizeable list of activities in connection with the Traffic Club. He was Chairman of the Reception Committee in 1948; Chairman of the Luncheon Committee in 1950; and Director during 1952-1953. He served as Second Vice President in 1954 and as First Vice President in 1955.

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**Martin Speaks Before Missouri Group**

T. T. Martin, GM&O Vice President, Industrial Relations, was one of eight speakers at a state-wide Community Industrial Development Workshop held in Jefferson City, Missouri on December 6. The Workshop was sponsored by the Missouri Chamber of Commerce and Missouri Division of Resources and Development.

The day-long program stressed Missouri's great diversity of opportunities for industrial growth, and the subject of Mr. Martin's talk was "Finding and Selling the Industrial Prospect."

(Continued on Page 2)

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**Y. D. Lott Is Elected V. P. And Comptroller: Mr. DeNeefe Retires**

Y. D. Lott, General Solicitor of the Gulf, Mobile and Ohio Railroad, was elected Vice President and Comptroller of the Railroad effective January 1st, to succeed R. E. DeNeefe who will retire on December 31st, after 32 years as an executive of the 2,780 mile Mobile line.

The announcement was made by President F. M. Hicks who said, "After serving the railroad industry with distinction for more than 50 years, the last 32 of which have been with the Gulf, Mobile and Ohio and its predecessor and subsidiary companies, Mr. R. E. DeNeefe, Vice President and Comptroller, has requested retirement at the end of this year."

"Coming to this railroad in the early years of its existence, he has earned, by his contribution to the growth of this property, the esteem of his associates and friends, and he takes with him their very best wishes in his retirement."

Mr. DeNeefe retires after more than fifty years in the railroad business. He has been Vice President and Comptroller of GM&O since 1940 and has headed this department since 1923. Widely known in transportation circles, he is Chairman of the Accounting Division of the Association of American Railroads and during World War I was Supervisor of Accounts for the United States Railroad Administration in Chicago.

His railroad experience dates back to his first job as messenger boy for the MKT Railroad at his home town of Parsons, Kansas, and he was connected in various supervisory and executive capacities with Southwestern and Eastern railroads before joining GM&O.

He and Mrs. DeNeefe reside at 105 Bienvenue Avenue. They have two sons, Robert E., Jr., and Richard, and a daughter, Mrs. J. W. Penick.

The new GM&O Vice President and Comptroller, Mr. Lott, is 48 years of age and was first connected with railroad in 1927 as secretary to the General Counsel,
Southeastern Accounting Conference Holds Annual Meeting

The Southeastern Accounting Conference held its 78th Annual Meeting at the Lookout Mountain Hotel, Lookout Mountain (Chattanooga), Tenn., October 6 and 7, 1955.

The meeting was presided over by Chairman F. N. Johnson, Auditor of Receipts, Gulf, Mobile and Ohio Railroad, and was attended by a large representation from all of the member railroads in the Southeast.

Many interesting and important subjects were discussed and appropriate action taken, and all in attendance were of the unanimous opinion that the meeting was one of the most successful and largest attended since its organization.

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Streamliner Participates (Continued from Page 1)

28 locomotive units of three manufacturers, including 34 diesel engines. 17 of the engines were operated on test fuels and the remainder on regular fuels. Types of operation included passenger, freight, switches and pusher service. The test program accumulated approximately two and one-half million mile test miles and about two and one-half million gallons of test fuel were consumed.

The GM&O was one of the first railroads to start an experimental test, using the diesel passenger units on the Abe Lincoln, operating between Chicago and St. Louis for the test. The test on the GM&O was conducted for 13 months, accumulating 264,000 miles and consuming 360,000 gallons of test fuel.

Monthly inspections of the engines were made at St. Louis by the Test Department and at the completion of the test, the power assemblies (pistons and liners) and various other engine parts were removed inspected, photographed and measured for wear.

The committee supervising the tests consisted of one representative from each of the three engine builders whose engines were tested, one representative from each of the eight oil companies that supplied the test fuels and one representative from each of the eight railroads that conducted the tests. Mr. Lasky was a member of the committee as a representative of GM&O Railroad.

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Y. D. Lott

Mr. Lott was made a General Attorney in 1940 and General Solicitor in 1956, the office he held at the time of his present promotion.

A native of Jackson, Mississippi, Mr. Lott is widely known in railroad legal circles and is a member of the American, Alabama, Mobile and Mississippi Bar Associations; Association of Interstate Commerce Commission Practitioners and Association Former Special Agents, FBI.

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What the well dressed railroad man wears in Slater, Mo. is a GM&O cap, especially when it denotes a job well done, as the caps on these Slater railroad men do. Each was received as a token of appreciation for superior service. Standing, left to right, are some of the men in Slater who have earned this distinction. They are: Engineer C. W. Hicklin, Operator Garth Beal, Brakeman R. M. Websr, Brakeman W. H. Bales, Brakeman W. H. Haley Jr., Brakeman H. R. Hopkes, and Brakeman T. L. Peel.
Many old timers will remember that big day in 1928 when the Gulf, Mobile and Northern (predecessor line of GM&O) inaugurated through freight service to Chicago in connection with the CB&Q. Shown in the picture, furnished by Assistant Vice President L. L. Lapp of Kansas City, are several familiar GM&O faces.

FROM A RECENT REPORT TO THE NEW YORK STATE LEGISLATURE
BY ITS JOINT LEGISLATIVE COMMITTEE ON CARRIER TAXATION.

Points Of Opposition To The Weight Distance Tax, Fact And Fiction

Why Does the Trucking Industry Oppose It?

Making allowances for normal aversion to paying taxes, the average trucker, left to his own devices, doesn't. He now realizes that as taxes go, this is a reasonable way of contributing to his share of highway costs. He is not, however, left to his own devices sufficiently to discover this.

Apparently convinced that the truckers can't think for themselves and realizing that turmoil is their stock-in-trade, so-called paid "representatives" of the trucking business do a lively business by convincing the carriers that they cannot possibly protect themselves against oppressive taxes; that inasmuch as the prevailing tax is the most onerous of them all the carriers must underwrite the "representatives" endeavors to get rid of it. In countless cases the tribute exacted from each carrier for support of the trucking lobby far exceeds the actual amount of the tax paid.

Thus we find that, under the auspices of a parent organization, simultaneously they fight the weight distance tax in New York, gross receipts tax in Virginia, registration fees in Illinois, tax-mile taxes in Ohio and ton-mile taxes in Kansas. In one breath they assail the use of averages in formulating "arbitrary" charges that are easy to collect and administer, and in the next they contend self-assessed tax methods geared to the actual operation of the vehicle are impractical and costly because "there is a constant game of cops and robbers." Every conceivable tax exacted primarily from the truckers has been taken to court on charges of unconstitutionality.

Impassioned statements to the contrary, it must be concluded that no tax is acceptable to them except as a temporary measure to get rid of the one at hand. On all sides they are busily devising "alternate" tax plans to supplant whichever one exists. Often the alternate incorporates many of the features they find intolerable in the one they seek to discard. A shining example of this is their wistful willingness to accept an interstate truck tax, which has been widely projected as a solution to the problem of states receiving compensation for these heavy vehicles. This tax would require as much or more record keeping than the weight distance they attack on this point. Most acceptable to them is the gas tax, 90 per cent of which would be paid by someone else, the passenger car operator.

Far more serious than the antics of this group to perpetuate their salaries and swell their treasuries by inciting the carriers to resist taxation, however, is another stratagem that invites legislative investigation of all their activities. Apparently feeling that they are a law unto themselves, they urge the carriers to defy authorities on every possible occasion and make the administration of our laws exceedingly difficult.

Typical of this "scofflaw" attitude in New York State is their advice to the carriers to "keeping moving" when found in violation at a weigh station. In connection with this, a recent issue of their state organization magazine advises them that the authorities in the weigh station do not have power to enforce weight limitations and the organization therefore "challenges their right to hold up a truck."

Further evidence of their bad faith and contempt for laws which were devised in the best interest of all the people, is the jubilation with which they hailed a recent court decision which found that habitual overloading was not grounds for refusing a carrier subject to I.C.C. regulation the right to operate on Illinois' highways: "Truckers have now a smashing victory against state laws that would keep interstate carriers off state highways as a penalty for violating highway weight and load distribution regulations."

Far from condoning the practice of overloading, as the carriers contended, however, the Court pointed out that I.C.C. regulation "requires motor carriers to abide by valid state highway regulations" and that the states may (1) still impose fines or penalties for such overloading and (2) ask I.C.C. to revoke the permit of habitual violators as "there is no reason why the state may not protect the state's interest on its own initiation or by complaint from the state."

Efforts of various states to assign to commercial vehicles their appropriate share of tax responsibility have been a bonanza to the previously defunct trucking "organizations" but the practices in which their representatives and certain of the carriers have engaged inevitably and unfortunately reflect discredit on all the carriers and do the entire industry great injustice. The hypocrisy of deproling the "high cost of tax collection" and then using every possible device to make collection difficult and expensive leaves no doubt as to their insincerity and irresponsibility.

—From Chapter IV of the Report
TWO LARGE WAREHOUSES FOR RAILROAD'S INDUSTRIAL DEVELOPMENT

Two Mobile firms have announced plans for warehouses and other business installations in a new, planned industrial area being developed by the Gulf, Mobile and Ohio within the switching limits of the City of Mobile. They are Delchamps, Inc., a locally owned grocery store chain and Riley-Stuart Supply Company, Inc., a Mobile building material concern.

The new railroad industrial area comprises some 90 acres bought recently by the GM&O Land Company, and an adjoining tract of approximately 100 acres already partially put to industrial use by the GM&O.

The Mobile industrial area follows a general railroad policy in cities where individual sites are becoming increasingly hard to find for users of the railroad’s services. Other GM&O industrial areas are located at Jackson, Tennessee; Alton, Illinois; Jackson, Mississippi and Independence, Missouri.

TRAFFIC LEAGUE OK'S MAJOR PROPOSALS OF CABINET COMMITTEE

The National Industrial Traffic League, the nation's largest shipper group, approved many of the important recommendations of the Cabinet Committee on transport regulation at its recent Chicago meeting.

The League supported the basic premise that the Interstate Commerce Act should be modified to allow “dynamic competition” between the different forms of transportation.

It also approved the Cabinet Committee’s view that the rates of one agency should not be kept unrealistically high just so that other agencies might share in the available traffic.

The report of the League’s Special Committee on Transportation Outlook and Policy recommended that “in determining a minimum rate the (Interstate Commerce) Commission shall not consider the effect of such rate on the traffic of any other mode of transportation, or whether such rate is lower than necessary to meet the competition of any other mode of transportation.”

—From THE WESTERN RAILWAYS

WATERWAY USER URGES TOLL CHARGE FOR BARGE OPERATORS

John R. Staley, Vice President of Quaker Oats Company, whose firm uses the inland waterways, told a House Sub-Committee conducting hearings on the Hoover Commission's water and power recommendations that “those who benefit from the use of navigational facilities and services should pay for them.”

He urged adoption of a Commission recommendation that a charge be made for use of inland waterways by commercial craft. “The public should not be taxed for the benefit of a limited few,” he said. “There is no excuse for the government to subsidize private transportation.”

RAILROADS SHOW FAITH IN THE FUTURE BY SPENDING FOR IMPROVEMENTS

The faith of railroad management in the future of their industry and the nation is attested by the large expenditures for modernization and improvements of the last decade.

In the 10-year period 1945-1954, railroads of the United States spent more for improving their properties used for transportation purposes than they spent in any previous 10-year period in history, and more than they spent for these purposes in the 20 years immediately preceding.

Gross capital expenditures for additions and betterments during this 10-year period reached the staggering total of $10,476,098,000. On the GM&O this outlay for improvements since 1945, including dieselization, was in excess of $91 million.
J. C. Miller has achieved a successful career as a railroad man and as a father by living by the maxim of “trusting the Lord, trying to do right, and staying sober.” In the railroad world he is superintendent of GM&O’s Western Division at Slater, Missouri. As a father, he has reared two sons and three daughters, each of whom has attained distinction of his own.

When asked the reason for the success of his children, the deliberate superintendent says simply, “Their mother.”

Mrs. Miller was a school teacher when she married the young brakeman in 1919. “We had gone to school together at Wilmer (Alabama),” recalled her husband.

“Then she attended the University of Alabama and I went to braking for the NOM&C. That was in 1912. The war came and I went overseas, and spent the whole time thinking about coming home to get married.”

Miller was in five major battles and two minor ones — in France, Germany and Alsace Lorraine. “We wound up in Argonne Forest where we had our last real battle. The Armistice had been signed almost twelve hours before we knew it.”

A sergeant in the 21st Engineers, he remained in the Army of Occupation until June 1919, then landed in Boston on his birthday, June 29. He returned home to go back to railroading.

Mr. Miller had written his future wife while overseas every chance he had, but, he said, “All letters were unsealed and censored, and there was not much left I could write about but myself, and I didn’t have much to say about that.”

The war was one of two interruptions in the Miller railroad career. The second was an eight year stretch in politics. In the bustling city of Laurel, Mississippi (24,000 population) Mr. Miller ran and was elected to office four times. Twice he was elected as a commissioner and twice as mayor, in the city government composed of two commissioners and a mayor.

“I always tried to run for office,” he said, “on my merits—not the other fellow’s demerits.”

In 1945 he returned to the GM&O. “I just like railroading better,” he explained.

In his years of railroading he has seen many changes and much progress. He entered service before the time of the present management of GM&O. “J. B. Hobbs was trainmaster when I went to braking.”

At one time Miller was brakeman for the then-conductor P. B. Bridges. “He didn’t mind work,” chuckled Mr. Miller, “and he expected everyone else not to. It suited me. I never was afraid of work.”

Not afraid of work, he was promoted until he became superintendent in 1951 of the Western Division at Slater. He moved from the Southern states to Missouri, where, in the winter, “this snow’ll stay until it meets some more.”

Supt. Miller’s work is ever with him. On a automobile trip he crosses a railroad track with an inspecting eye and, likely as not, will remark: “Look at those cattle on the track. I’d better get the section foreman to see about that before we have some high priced beef.”

He keeps an eye sharpened for hot boxes and other trouble, but admits he relies heavily on “the finest men I could possibly have.”

Besides his men, the only thing Miller will brag about is his family.

His three daughters and two sons have well earned their father’s pride. Oldest son James is a graduate of West Point, and

(Continued on Page 7)
Fact And Fancy About The Christmas Tree

A seasonal commodity again coming South over GM&O, often laden with snow, is the Christmas tree. In every city along the line, yuletide trees, from Canada or British Columbia, arrive in December in box-car lots to be distributed to dealers, and finally to wear a load of multi-colored lights and toys.

It has been estimated that two million dollars worth of trees are shipped into Illinois alone each holiday season.

Christmas greens and trees being harvested now were planted from five to seven years ago.

Just why we have a Christmas tree seems to be that, without it, Christmas would hardly seem Christmas.

It has been claimed that the Christmas tree originated in Egypt hundreds of years ago when it was a general practice to decorate the house with branches of the date palm at all religious festivals. The date palm was the symbol of life over death. Other traditions place its origin with the Jews, as a heritage of their Feast of the Lights, of which lighted candles were a feature.

GM&O hostesses have the following story for their passengers on tree-decorated trains:

The most popular tradition of all comes from Germany, and is told in a German legend. Hans and Gretchen, two German youngsters were left alone in their cottage one winter evening. As the wind howled about they huddled before the fire and told each other stories of the strange sights they had seen in the forest. Suddenly there came a faint knock at the door. They were very much frightened, yet Hans bravely advanced to the door and flung it open. Standing before them was a little boy, smaller than either one of them. His feet were bare, his clothes were thin and he stood shivering with the cold.

In a timid voice he asked them if he might come in and warm himself at their fire. "Yes, indeed," cried the children and eagerly made a place for him before the small blaze, depriving themselves of most of the warmth; then they urged him to eat their frugal supper which meant that they themselves would go hungry.

As he grew warm and sleepy, they persuaded him to go to sleep on their bed and tried to make themselves comfortable on hard wooden benches.

After they had finally gotten to sleep, Hans and Gretchen were awakened by strains of soft music outside the cabin. Rushing to the window, they found a band of children, dressed in shining robes and playing beautiful golden harps. As the boy and girl stared in amazement, the strange child that they had sheltered stood before them. Gone were his thin rags, gone the hungry look. The child was dressed in shining robes and a strange light shone around his head. In a soft, beautiful voice he was speaking:

"I was cold and ye took me in. I was tired and ye gave me your bed. I am the Christ child wandering through the world to bring peace and happiness to good children. As ye gave me, so will this tree give you every year at this time rich fruit."

So saying he broke a branch from a fir tree, planted it in the ground, and with a word to the shining children, they all disappeared. But the small branch grew into a beautiful tree and every year bore a crop of toys and all things good for the two children.

DECEASED

Retired Engineer Charles A. Wendling, at Springfield, Illinois on November 21, 1955. Mr. Wendling entered service as a fireman on September 22, 1911, was promoted to engineer in 1917, and retired on September 30, 1940. He is survived by one son and one daughter, both of whom live in Springfield.

Trucker Marcon H. Holton, Jackson, Tennessee, on November 6, 1955 at Jackson. He entered service of this company on May 3, 1916 and last worked on June 26, 1948. He is survived by his wife.

Conductor Curtis Golden, Jackson, Mississippi, on November 12, 1955 at Jackson. Mr. Golden came to work for this company in January 1915 and last worked on November 26, 1946.

Mrs. J. A. Fitzgerald, wife of Engineer J. A. Fitzgerald, Jackson, Tennessee. Retired Passenger Flagman W. E. Rogers, Independence, Missouri, who entered service in 1901 and retired in 1945, died on November 24, 1955. Mr. Rogers is survived by his wife and three daughters.

Engineer W. A. Jones, Bloomington, Illinois, died at Bloomington on November 25, 1955. Mr. Jones entered service as a fireman in 1905, was promoted to engineer in 1909.

ALONG THE LINE

Mobile, Alabama — W. T. Stewart, formerly of the Transportation Department, is back at work after four years with the Air Force, and Edward E. Bailey of the Freight Receipts is also back after the same tour of duty.

Mobile, Alabama — The Leslie Stinsons of the Freight Receipts Department have a fine new son, Albert Leland, born November 25.

IN THE SERVICE

J. M. Williams, Stores, Bloomington, Ill. Jack R. Reed, Mechanical, Bloomington, Ill.

Benny R. Thacker, Mechanical, Bloomington, Ill.

Joe F. Hancey, Mechanical, Jackson, Tenn.
J. C. Miller:
(Continued from Page 5)

last year graduated from General Command School at Fort Leavenworth. He served in the last war as a major and was a prisoner of war for eleven months.

After his return home, he held an appointment at Redstone Arsenal at Huntsville, Alabama, and at his transfer from that post his superior officer wrote: "... your guidance and supervision of this new mission was largely responsible for the progress which has been attained ... Your technical and administrative ability was instrumental in the advances made in the accelerated development of an important ... weapon ... In these assignments you have demonstrated outstanding leadership ...

James is now military assistant to the Director of Civilian Research in Washington.

The second son, John David, had thought to follow his older brother to West Point, but decided later to become a doctor. He is in his senior year at the University of Texas Southwestern Medical School in Dallas. He is this year president of the medical fraternity, the Phi Chi, a post which he also held in his sophomore year at the University of Mississippi.

Also in Texas is the oldest Miller daughter, Mary, who is employed as secretary for a legal firm there. A graduate of the University of Mississippi, Mary attended Columbia University in New York, taking a special course in simplified accounting.

"And then," said Miller, taking the fourth photograph from his wallet, "there's May and Gay.

May and Gay are the 'teen-age twins presently attending Jones County Junior College seven miles from Laurel. ("All my children have attended this school.")

The Junior College has been accepted to play in the Junior Rose Bowl in California in December. Gay is cheer leader for the team, and, "If Gay goes, May'll go too."

Like all the Miller children, Gay and May are active in their church affairs. "They're strong for their church." Along with the family photographs in Miller's wallet is a religious card which "May sent me to keep."

All the Miller children have been leaders in school, and none has ever made a poor grade.

Christmas will bring a reunion at the Miller home. The "men folks" are planning a deer hunt with dad along, but even then the railroad will not be forgotten, for, says the slow-spoken superintendent, "The kids were eager for a chance, but the GM&O made it possible for me to give it to them."

When the second grade at Mertz school, Mobile, studied transportation, where else would they go for first-hand information except to the GM&O — where teacher's father-in-law is Assistant Vice President, R. C. Lauten. Mrs. William Lauten, right, is shown with her class near the rebel.

THE MAIL TRAIN

TRAIN CREW MEETS EMERGENCY

Vice President S. A. Dobbs,
Gulf, Mobile and Ohio Railroad,
The Board of Park Commissioners of the Lockport Township Park District has requested me to write you and thank you for some very fine service rendered by the crew of the Ann Rutledge and particularly Conductor E. W. Dooley.

Under date of October 12, 1955 while traveling to Springfield to a Park District Convention, we were joined by Arthur E. Kelly, President of the Joliet Park District and then President of the Illinois Association of Park Districts, where we boarded the train at Joliet, Illinois.

Shortly after we left Joliet, Arthur E. Kelly had a heart attack. The crew upon being notified were most helpful. Conductor Dooley arranged for the train to stop at Dwight, Illinois and held the train there while a Doctor summoned by the train crew from the Veteran's Hospital boarded the train to look after the welfare of Mr. Kelly. Again when he refused to leave the train at Dwight to go to the hospital, Conductor Dooley arranged to have 2 hospital attendants, an ambulance and a doctor meet the train at Springfield and the hospital attendants carried Mr. Kelly from the train and placed him in the ambulance and took him directly to St. John's Hospital at Springfield.

The whole cooperation and help of not only Conductor Dooley but also the stewardess, the brakeman and the porter was most helpful and appreciated and the Board of Park Commissioners of the Lockport Township Park District, therefore, wish me on their behalf to say "Thank You."

Glenn E. Miller, Secy-Attorney

IF THEY HADN'T BEEN PLEASED,
THEY WOULD HAVE WRITTEN

To Whom it May Concern:

Two weeks ago we were Chicago bound ... Dr. and I were so pleased with the service on your road. The food and all employees were most gracious. I would have written hadn't we been satisfied, so I thought a compliment was in order.

On our return Dr. wasn't at all well. The young hostess wanted to get us aspirin or whatever Dr. would need.

We certainly will recommend your line as even the redhead did all he could for us. We had to bother the man at the desk for change twice, and he was most gracious.

Dr. and Mrs. H. Gresik
Elberta, Alabama
White Christmas In Missouri

GM&O yards at Kansas City have a Yuletide look in one of the season's first snows. The building at left is the GM&O freight office, some of the employees of which are shown below.

At extreme left is Agent R. T. Kingman and some of the local office employees. Front row, left to right: Kingman; J. Kolijat, Car Acc't; Charles Bernardic, Relief Clerk; G. E. Peck, Chief Yard Clerk; F. Halula, S&K Clerk; M. V. A. Herbert, Cash Clerk. Back row: Jos. Poje, Mgr.; C. L. Raimor, Claim & O&Sd Clerk; Jos. Rockers, Disp. Clerk; Roy Hance, Rate Clerk; Breck Stringfield, Bill Clerk; and W. A. Butts, Chief Clerk. Top right is Stenographer Nancy Hunt and below PBX Operator Dasha Brown.

When Train 18 stopped at Jackson, Tennessee on November 10, Engineer C. H. Cole and Fireman Paul Kilzer, Jackson, Tennessee, discovered a fire in the rear part of the engine room of one unit. They secured a fire extinguisher and immediately extinguished the fire, which had been caused by a broken fuel pipe to the heater.

Section Laborer Ernest Nave, Scooba, Mississippi, was coming to work when he noticed that a railroad car, which was on the siding at Scooba, had been opened at the door was standing open. He promptly notified the agent so that this could be corrected.

GT Safety Awards

Gulf Transport Company presented safety driving awards to the following bus and truck operators who have driven without a chargeable accident during the period November, 1954 through November, 1955.

Bus Operators
A. G. Smith, 10 year award
Robert Sinmich, 4 year award

Truck Operators
J. E. Addy, 10 year award
L. M. Andrews, 12 year award
T. C. Peterson, 11 year award
C. M. Poe, 2 year award
Sam Quinby, 12 year award
C. F. Sandifer, 12 year award
G. L. Tyler, 6 year award
T. E. Young, 9 year award

During October a two year award was presented to Bus Operator Odele Thompson and a seven year award to Truck Operator G. W. Springfield.

Railroads Lend Santa A Hand

As the mailman's vital transportation link, the nation's railroads this year are expected to deliver between December 1 and Christmas Day more than 53 million bags of packages, greeting cards and letters.

The Post Office Department estimates that altogether nearly five and one-half billion pieces of mail will move by rail between cities during the 25-day period. This will give the railroads an average daily work load of more than 210 million parcels and letters to expedite to points of destination.

Based on the average of slightly more than 100 pieces to a bag, the railroads must provide more than three and one-half million linear feet of car space for the avalanche of mail pouches and parcel post sacks laden for the most part with Christmas greetings and gifts.

This necessary car footage is equivalent to more than 59,000 standard mail cars measuring 60 feet in length. If coupled together simultaneously, these cars would be sufficient to make up a solid train extending nearly the distance between Washington, D. C., and Chicago.

A further breakdown shows that if equally divided among the combined populations of the United States, Canada and Mexico, the number of pieces of intercity mail expected to go by rail during the December 1-25 period would give every man, woman and child in these neighboring countries a daily average of more than one package or letter.
Commendations

While driving along the highway on a Sunday afternoon, Relief Section Foreman Henry Lee of Lincoln, Illinois observed fire flying from a car of a passing GM&O train. He flagged the train, which was found to have a brake beam down.

Section Foreman R. D. Sherwood, Alto Pass, Illinois, was on duty when he noticed a hot box on a passing GM&O train. He notified Special Agent Payne, who was at Alto Pass with a radio and the train was stopped. By this time the hot box had caught a load of poles on fire. Mr. Sherwood, with his men, assisted the train crew in getting rid of the car in the siding and house track, and dumped the load onto the ground, saving the car itself from being a total loss. Commended for the manner in which they handled their train on this occasion were members of the crew: Conductor C. A. Johnson, Engineer W. M. Mifflin Sr., Brakeman C. C. Croft, Brakeman C. H. Verbeck and Fireman M. Mifflin, Jr.

For service of unusual merit during the month, the following men were commended:
- Relief Section Foreman Henry Lee, Lincoln, Ill.
- Conductor E. V. McElvee, Slater, Mo.
- Operator Garth Beal, Slater, Mo.
- Relief Section Foreman W. M. Simmons, Deer Park, III.
- Relief Enginehouse Foreman R. H. Oets, Kansas City, Mo.
- Brakeman T. L. Peal, Slater, Mo.
- Car Inspector R. B. Taylor, Corinth, Miss.
- Operator Billy Thompson, Okolona, Miss.
- Clerk Billy Busby, Okolona, Miss.
- Conductor C. A. Fierce, Meridian, Miss.
- Brakeman P. A. James, Meridian, Miss.
- Fireman E. D. Brown, Slater, Mo.
- Brakeman K. L. Jackson, Slater, Mo.
- Brakeman F. A. James, Meridian, Miss.
- Engineer J. B. Beasley, Meridian, Miss.
- Brakeman J. E. Boyer, Meridian, Miss.
- Brakeman W. H. Murray, Meridian, Miss.
- Brakeman W. W. Wenzel, Slater, Mo.
- Brakeman F. L. Howard, Slater, Mo.
- Agent-Operator J. R. Burkholder, Reform, Ala.
- Mr. H. F. Thies, Laddonia, Mo.
- Operator L. Andrews, Girard, Ill.
- B&O Cook Albert Yeager, Slater, Mo.
- Operator C. M. Gaiter, Atlanta, Ill.

Operator P. L. Roddy, Brighton, Ill.
Fireman J. Houchins, Bloomington, Ill.
Engineer C. D. Lewis, Slater, Mo.
Agent L. W. Yates, Centralia, Mo.
Brakeman T. L. Peal, Slater, Mo.

When a train arrived at Centralia Mo. with a hot box on the motor, it was necessary to brace the motor before it could proceed. Section Laborer Henry Tucker volunteered to help brace this car, materially reducing delay to the train.

Telegrapher R. L. Soule of the Wabash Railroad Co., Clark, Missouri, discovered a hot box on a GM&O train and notified the crew so that the car could be set out.

Fireman E. D. Brown, Slater, Missouri, detected a broken rail while his train was backing out of a spur.

When a coupler failure occurred on their train, de-railing a car, Conductor M. W. Rendleman and Brakeman S. C. Compte re-railed the car, saving considerable delay to the train.

Our Freight Business

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue Car Loads Billed</th>
<th>And Received On GM&amp;O</th>
</tr>
</thead>
<tbody>
<tr>
<td>1954</td>
<td>41,012</td>
<td>41,406</td>
</tr>
<tr>
<td>1955</td>
<td>48,454</td>
<td>49,954</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>1954</th>
<th>1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN</td>
<td>465,712</td>
<td>48,900</td>
</tr>
<tr>
<td>FEB</td>
<td>48,978</td>
<td>46,104</td>
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<tr>
<td>MAR</td>
<td>51,602</td>
<td>50,805</td>
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<td>APR</td>
<td>46,045</td>
<td>50,289</td>
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<tr>
<td>MAY</td>
<td>46,423</td>
<td>53,289</td>
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<tr>
<td>JUNE</td>
<td>46,708</td>
<td>49,417</td>
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<tr>
<td>JULY</td>
<td>46,310</td>
<td>47,384</td>
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<tr>
<td>AUG</td>
<td>46,131</td>
<td>51,699</td>
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<tr>
<td>SEPT</td>
<td>46,915</td>
<td>53,950</td>
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<tr>
<td>OCT</td>
<td>50,718</td>
<td>55,516</td>
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<tr>
<td>NOV</td>
<td>46,256</td>
<td>53,181</td>
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<tr>
<td>DEC</td>
<td>46,423</td>
<td>53,905</td>
</tr>
</tbody>
</table>

1954 532 120
1955 628 420
Signalman H. P. Freeston, Joliet, left, and Assistant signalman S. E. Morgan stand by their track motor car which they use in getting over their territory in the maintenance of automatic signals and interlocking systems.

Locomotive Engineer M. R. Grace, Chicago, completed his fifty years of continuous service with this company on October 10, 1955 and is shown being congratulated by his fireman, L. Webster, on this occasion. Mr. Grace has the unique distinction of reaching his half century of service with a perfect safety record.

Engineer A. R. Henry, Slater, Mo., who celebrated fifty-two years with GM&O on November 25 is shown in the cab of his engine. Two years ago he received his 50 year pin.

People You Meet On GM&O

Pullman Conductor A. C. Heil checks the transportation of Traveling General Car Foreman G. W. Barnett, Mobile, on the Rebel en route to St. Louis.

Commercial Agent Edward P. Ryan of New York, left, and Commercial Agent L. E. Murphy of Chicago took a trip over the system in November, ending up in Mobile, where they picked up a copy of the HISTORY OF THE GULF, MOBILE AND OHIO.