GM&O Offers Prizes
For Best Essay

The GM&O, in conjunction with the American Railway Magazine Editors’ Association, will offer cash prizes for the three best essays on the subject, “Why I Like to Work for the GM&O Railroad.”

A total of $85 will be awarded by the railroad for the three best manuscripts. In addition, these manuscripts will be submitted to the ARMEA national judges to compete with entries from other railroads. National winners will receive a total of $350 in prizes.

Contest rules will be found on page 10 of this issue. Contest is open to all employees who have had not less than six months service. All manuscripts must be in the office of the GM&O NEWS by August 1, 1948.

Employees’ Special Edition
Of Annual Report Printed

Gulf, Mobile and Ohio’s 1947 Annual Report has been mailed to all of the company’s stockholders. The first twenty pages of the report summarize the various phases of operation and afford a quick and clear picture of the railroad’s activities during the past year.

The remainder of the report is composed of statistical information and financial tables.

The first half of the Annual Report is being reprinted for distribution to employees, and this will be done through the various departments.

The Company will be pleased to furnish its employees one of the complete reports with the statistical information and financial tables upon request.
GM&O Officials Attend 50th Creve Cour Dinner

The GM&O was well represented at the fiftieth anniversary dinner of Peoria’s Creve Cour Club, oldest Civic Club in the city.

The club, which was organized before the turn of the century, now boasts a membership of more than 3000 members.


Effect Of Railroads On Everyday Life

Illustrating how railroads affected our everyday lives in 1947, here follows a number of revealing facts, as presented by Mr. George Peck, New York:

One out of every 43 employed Americans worked for the railroads.

The average annual wage of railroad workers was $3,200 as compared with $2,500 earned by factory workers.

Approximately one million investors directly owned capital stock of railroads while many more millions of people indirectly owned railroad stocks through savings bank deposits and equities in life insurance.

Passengers were transported nearly 46 billion passenger-miles, equal to carrying every person in the United States about 320 miles.

The railroads purchased operating supplies and materials aggregating over $2 billion.

The railroads spent $900 million for new equipment, roadways and structures.

The railroads paid taxes for school purposes sufficient to defray the cost of providing common school education to more than one million children.

Assistant Vice President L. L. Lapp Addresses Radio Audience

Assistant Vice President L. L. Lapp was a recent guest speaker on Radio Station KCKN, Kansas City, as a part of their railroad series. Mr. Lapp explained to the radio audience the part the GM&O plays in world trade.

"Foreign freight isn't all a matter of ships," Mr. Lapp said. "Lots of that merchandise originates in inland manufacturing centers like Kansas City and it has to be carried from that center to the port—nine times out of ten in railroad freight cars."

The photo shows Mr. Lapp (center) with KCKN News Editor Eric Tainter and Port of Houston Representative George L. Reeder, program consultant.

Mr. Lapp, now in charge of GM&O's Kansas City office, has been railroading since he was 12 years old, when he started with the B&O. He came with the GM&O in 1920.

The GM&O executive appeared as guest speaker on the KCKN Railroad Series, a group of 16 programs offered to the people of Kansas City to explain contribution to industry of the railroads which serve that city.
Conductor's Son Promoted By Grocery Chain

Kenneth Hall Smith, 25-year-old son of Conductor O. R. Smith, has recently been promoted to Assistant Merchandiser of the Kroger Grocery Stores in Memphis.

Kenneth started with Kroger at the age of 16 as a helper, and later was made Manager of their Starkville store, largest in Mississippi.

Shortly after his return from the service Kenneth was transferred to Memphis in his present position.

Conductor Smith has two daughters who are now enrolled in Blue Mountain. The older, Ira Elizabeth, is a senior, and Bessie Ann is a freshman.

Two New Members Added To GM&O Hostess Staff

Newest additions to the GM&O hostess staff are Miss Vida Marie Kernz, Oglesby, Ill., and Miss Eloise Buckley, Brentwood, Mo., who assumed their duties last month.

Miss Kernz is a graduate of the University of Illinois and was office manager for Sonata Electronics, Oglesby, prior to her employment with the GM&O.

Miss Buckley is a graduate of Drury College, Springfield, Missouri, and was employed by the Investors Syndicate, St. Louis, and served as St. Louis County secretary for the YMCA.

Traffic Department Announces Promotions

Recent bulletins issued by the Traffic Department announce the appointment of Ernest Reiney, Jr., as Commercial Agent in Kansas City and Harry T. McBroom, Jr. as Commercial Agent in Birmingham.

Prior to these appointments Mr. Reiney was Commercial Agent in Birmingham and Mr. McBroom was in the Rates and Divisions department in Mobile.

Montgomery Newspaper Features Editorial

On Farm Family Trip

A recent issue of The Alabama Journal, Montgomery carried an editorial which described at length GM&O's Farm Family Award trip. In part the editorial said:

"When the same railroad passes through the home and resting place of Abraham Lincoln in Springfield and taps the first capital of the Confederacy at Montgomery it has an opportunity to become a means of close understanding and friendship between the two separated regions."

In closing the editorial, which gave a complete review of the trip, said:

"Affairs like that can be of immense value in forming friendships and in healing wounds that some of the politicians insist upon making."

Introducing "Geemo"

SAYS-

Look for "Geemo" regularly on the stub of your pay check. He will have messages for you giving you information about your railroad which we believe will be of interest to you. We can all be GM&O salesmen, and we want the public to know as much about our railroad as possible. Read what "Geemo" has to say, and then tell your friends.

Railroads in the past 25 years have spent more than $5 billion dollars for improved freight and passenger cars and locomotives and for improved plant and other facilities.

Gulf Transport Reeliners get a thorough wash job after each trip. The above scene shows one of the later models as it gets its "bath" in the garage at Mobile.
SOME EARLY GM&O HISTORY: How

The following information was compiled for a story for the Jackson, Mississippi Clarion Ledger and is reprinted in The News with the thought that employees would be interested in this phase of the Railroad's history—its expansion South from Union, to Jackson and the territory intermediate to the Port of New Orleans.

The Gulf, Mobile and Ohio Railroad, like Jackson, has experienced an almost phenomenal growth within the last quarter century. It was just a short 22 years ago that GM&O's northern terminus was Jackson, Tennessee and that the Railroad came no closer to Mississippi's Capital City than Union, 74 miles away.

Now the Gulf, Mobile and Ohio Railroad operates 3,000 miles through the heart of the Mississippi Valley, its lines stretching from the Great Lakes at Chicago to the Gulf of Mexico at New Orleans and Mobile. Its lines reach as far west as Kansas City.

First Important Step

But the first important step in this expansion was taken in 1926 when President L. B. Tigrett decided that his Railroad must get into Jackson and, if possible, have access to the port of New Orleans. He foresaw the growth of the Jackson area as an important industrial and wholesale distributing center and recognized the need of the territory for a second through line route and the advantages that would accrue to such a Railroad.

At that time there was a little railroad known as the Jackson and Eastern struggling through the mud west from the GM&O at Union in the direction of Jackson. It had pushed its tracks from Union as far west as Lena, but its facilities were almost non-existent and it was virtually little more than a log line.

From the South the New Orleans Great Northern extended from Slidell, Louisiana to Nogan, a point on the outskirts of Jackson. This was the Great Southern Lumber Company's line built to tap the rich forest lands of that territory.

Jackson & Eastern Purchased

In June, 1926 the Board of Directors of the Gulf, Mobile and Ohio Railroad announced that it had purchased all of the outstanding stock of the Jackson and Eastern Railroad and that it would rehabilitate this line and build on into Jackson. At the same time, the Board said that reciprocal traffic relations had been instituted with the New Orleans Great Northern Railroad for business south from Jackson. Simultaneously another agreement was made with the Nashville, Chattanooga and St. Louis Railway Company to use that railroad's tracks north of Jackson, Tennessee to reach the Burlington Railroad at the Ohio River. Therefore, Jackson found the doors opened for a new Valley-Gulf Railroad, affording it an additional outlet for its products and a new artery of commerce for this growing territory.

Immediately work crews began laying rail and contracts were let for over one million dollars worth of materials and supplies. Arrangements were made for the Nogan to build on up from its terminus about three miles south of Jackson and the site was procured for the new depot near the Old Capitol Building.

Line Into Jackson Completed

It was at 8:26 P.M. on the evening of June 24, 1927 that the final spike was driven connecting the rails which had sprung out from Jackson and out from Union towards a mutual meeting point.
INVESTORS, MANAGEMENT, WORKERS

To have a successful business, we have to have investors, management and workers all teamed together in one smooth-working group. Why?

Because the investor puts up the dollars and cents needed to start the business, to buy a building, machinery, raw materials, etc.

Management takes those items, sets them up on a production basis, then organizes sales so that what is made can be sold at a profit.

Workers turn out the goods—economically and efficiently—so that they will satisfy the customers who buy those goods—so they will keep on buying.

It takes all three—investors, management and workers—to keep a business going successfully. Unless you have enough money from investors to establish the business—unless you have skillful management to organize production and sales—unless you have workers who do a good job on time—no business can succeed.

Yard Clerk W. G. Orr Dies in His Sleep

Willard G. Orr, yard clerk for the GM&O R.R. at Kansas City passed away on March 18th, 1948 at the age of 61. Mr. Orr started railroading with the Chicago & Alton at Slater, Missouri in the winter of 1918—a record of 30 years continuous employment. He was at his post the day before his death and passed away quietly in his sleep during the night. He served in various capacities at Slater, Vandalia, Mexico and Kansas City, all in the State of Missouri and on the Western Division.

At the time of his death he was President of the Brotherhood of Railway Clerks, Lodge No. 209. As a loyal employee and one who did his job well, Willard Orr will long be remembered by his friends and fellow workers. He is survived by his widow, two sons, one daughter, four brothers and three sisters.

Railroads put 465 diesel road locomotives in service in 1947, compared with only 46 in 1940.

Railroads now have on order nearly 122,000 freight cars, 2500 passenger cars and 1596 locomotives.

Traveller Commends Chicago Passenger Man

Returning from a trip to Chicago, Mr. George A. Newton, G. H. Walker & Snos, St. Louis, wrote Passenger Traffic Manager R. A. Pearce commending Station Passenger Agent H. G. Johnson.

In part his letter said:

"I want to say that it was especially refreshing to come in contact with a person who was so cooperative and congenial."

GM&O Pumper Boasts 73 Years’ Service

Possibly the oldest employee on the GM&O is Pumper H. Brooks O’Neal, Narkeeta, Miss., who boasts 73 years service in that community.

Born in 1861, Mr. O’Neal has been a pumper at this water station since 1881. Prior to that time he served for six years as Station Porter.

Although 87 years old, this veteran employee is in excellent health.

Engineer John Arnold Retires From Service

Engineer John Arnold retired on March 1, after 51 years of service with the GM&O.

Engineer on the Abraham Lincoln between Chicago and Bloomington for the past seven years, Mr. Arnold began his railroading career in the Alton shops in 1897. He was promoted to Engineer in 1903 and has worked for the GM&O since that time.

One of his first activities following his retirement was a vacation in Hot Springs, Ark., with his wife.

Miss Ida Fay Corban, daughter of General Roadmaster James Corban, Bogalusa, La., became the bride of George Lucien Phillips, Jr., Mobile, last month.

Ripley’s nationally published “Believe It or Not!” cartoon recently featured the GM&O’s first steel bridge at Glasgow.
Alton Limited
Was First Red Train

S. M. Felton President of the Chicago and Alton Railroad in the early 1900's, was touring Europe and the glamorous colors of one of the English trains which he rode intrigued him.

Returning home, he called in his Passenger Traffic Manager, George K. Charlton, and together they designed the red and maroon color scheme which adorns our trains today.

The first red and maroon train was THE ALTON LIMITED.

On September 28, 1924 two complete new sets of trains were inaugurated into service between Chicago and St. Louis as THE NEW ALTON LIMITED. Southbound the train left Chicago at 11:30 A.M. and arrived in St. Louis at 6:00 P.M.; northbound left St. Louis at 12:05 noon, arriving in Chicago at 6:35 P.M. Cars of the new train were named after the two states, Illinois and Missouri, and the cities along the Chicago-St. Louis route. One of the features of the train was a Japanese tea room.

Prior to the inauguration of THE ALTON LIMITED, trains of the Chicago and Alton were named after birds, and this is where THE HUMMER got its name. Trains of that day were called THE RED BIRD, THE HAWK, and THE RED FLYER.

Traveler Compliments
Dining Car Steward

There are so many letters of compliment written that one of praise may not be amiss.

On several occasions recently I have traveled back and forth between Chicago and Bloomington on your trains and have noted a particularly excellent dining car steward whom I wish to commend. It is your Mr. Keeffe. He knows his job, is on top of it all of the time, and there is a notable spirit of friendliness and service in his entire organization in the car.

Sincerely yours,
FRED W. SHEARER,
The actual journey was at Gosden Springs. It was just ten months and eight days after the GM&O took over control of the J&E.

Boisean Bob Carter said of the event, "Just a short distance from the future site of Fanzin, way out on the Big Jay great excitement reigned, for something was about to happen—a railroad was being completed. The track workers labored in silence, which meant that steel was being laid with utmost rapidity. The gangs, Cooper's and Ward's, one on each side of the gap, were rivals in the desperate race. A crowd lined the tracks and followed to cheer the winner. The rails barely failed to meet and several men were sent for a shorter piece to splice the gap.

Sproles Drives Spike

"After the rails were laid, it became time to drive the last spike into place. Spencer Sproles (now GM&O Engineer of Standards and Research), after a short speech, took a maul in hand and drove the final spike. A great cheer went up. The Railroad had been built."

"Engine 36 had gone into Jackson and returned about this time bringing fifty gallons of ice cream for the gangs. Mr. L. T. Lawrence provided cake and cigars for the occasion."

The first freight train was operated into Jackson on July 17, and a banner on Engine No. 237 read, "New Route via Jackson, Miss." Eleven days later the first passenger train service was inaugurated and over 200 representative Jackson business men rode the special train from Jackson to Louisville and return to see their new Railroad. The Jackson boys' hand accompanied the party, and it was estimated that approximately 20,000 Mississippans turned out that day to view the new service. Speeches were made by Mayor Frederick Scotts, Deputy Sheriff, Chamber of Commerce President Boyd Campbell (now GM&O Director), Lloyd Foster, Thad B. Lantman, J. V. Downing, and others.

GM&O Officials Attend

Led by President Tigrett, the GM&O contingent on the trip included Vice President F. M. Hicks (now Executive Vice President); Assistant General Manager G. P. Brock (now Vice President and General Manager); and traffic representatives from all of the Railroad's traffic offices in other parts of the United States. At the same time, it was announced that F. S. Dean (now GM&O General Agent at Jackson) would be made Agent for the Railroad.

Passenger Station Completed

The new passenger station was completed shortly afterwards, and the entire line from New Orleans was opened up for through service. Three years later the New Orleans Great Northern was acquired and the two lines became one system.

Next, the Railroad looked to a way to get its traffic northward on its own lines without having to use the tracks of other lines under various traffic and trackage agreements. The Mobile and Ohio, which paralleled all the way from Mobile to Jackson, Tennessee, but which went on further north to St. Louis, seemed the answer. So, in 1940 this line was acquired, too.

Centennial In Jackson

Just last year Gulf, Mobile and Ohio purchased The Alton to round out its present system. "Jackson and Jacksonians," President Tigrett said, "will always have a warm spot in the hearts of the GM&O family. We were incorporated at Jackson over 100 years ago, and our earliest history is closely associated with the State of Mississippi and its capital city. We are proud of the industrial growth of the entire State, and we hope that we can ever be a helpful and progressive servant. Anticipating a further industrial expansion at Jackson, we have just recently purchased a rather large acreage east of the city and are at the present moment installing tracks there."

Boyd Campbell, Mississippi School Supplies, is a Jackson Director of GM&O. Fred Johnson is Executive General Agent; F. S. Dean, General Agent; F. M. Summette, Division Freight Traffic Manager; and Monty Harmon, Agent.

### First Pullman Featured In Newspaper Article

Commercial Agent G. H. Reeves, Jackson, Miss., forwarded us a copy of the Portland Oregonian which featured important events in the development of railroading. The paper, which was forwarded to Mr. Reeves by his non-in-law, shows a photo of J. L. Barnes, who was in charge of the first Pullman car. According to the caption, one of Barnes' duties was to persuade the passengers to take off their boots before they climbed into the berths.
Chicago Water Tower  
Is Historical Landmark

The Water Tower, overlooking busy, modern North Michigan Avenue, is the famous landmark of Old Chicago. This castle-like structure, completed in 1869, was one of the few buildings that survived the Great Chicago Fire of 1871.

The old Water Tower stands there today against a background of tall buildings in the midst of the hurry and the din of present-day living. The Tower serves no functional use — it has been closed for many years—and its castle-styled architecture, although beautiful in its way, is older than the "horse and buggy days."

The Tower, in a small park at Chicago and Michigan Avenues, housed the standpipe that supplied pressure to the water for the district. The remainder of the building was used as an office annex for the pumping station to the east.

A tall structure in the days before the skyscraper—106 feet of native Lemont Limestone—it was popular as an observatory for the hoop-skirted and stovetop-hatted citizenry of the old era.

Though the Water Tower lived through the Chicago Fire, age and city progress have threatened the life of the edifice a number of times during the 20th Century.

In 1910 city sentiment saved the Tower when the building was condemned as being unsafe and beyond repair. Interested citizens and the Chicago Historical Society caused the structure to be rebuilt on the same site using all original stones.

In comparatively recent times, its life was jeopardized by the widening of Michigan Avenue. But again the old Tower won out. Now North Michigan Avenue narrows to barely six lanes at this point. The sidewalk on the east side of the boulevard is only a few feet wide with no parkway, and there is no walk on the Tower side of the avenue.

At night going north on Michigan Avenue from Chicago’s central business district, it is an awe-inspiring sight to see the structure, its angular lines subdued by the gentle warmth of amber flood lights. Rising from a base that is more suggested than seen in the soft, mystical light, the needle-like tower is silhouetted and dwarfed by the modern, beacon-topped Palmolive Building.

As the only building of civic importance that links the modern city with pre-fire Chicago, the Old Water Tower has become a truly great landmark in this thriving midwest metropolis.

Former GM&O Executive  
E. T. Jervey Dies

Friends of E. T. (Ed) Jervey will regret to learn of his passing in Portsmouth, New Hampshire on April 8. Mr. Jervey was a very efficient and popular railroad executive and made his home in Mobile for many years. As a member of the old Mobile and Ohio staff, he served as Auditor of Disbursements and Assistant to the Receiver, and before his retirement was connected with our Industrial Department.

The NEWS joins Mr. Jervey’s many friends in extending its sympathy to the family.
Naval Officer Compliments
Parlor Car Attendant

Dear Mr. Berghegger:

On the occasion of a recent official trip from Chicago to St. Louis and return, in which my wife and I traveled via the Gulf Mobile and Ohio Railroad Train No. 3 (The Abraham Lincoln) and No. 18 (The Ann Rutledge), the services which we received en route were so outstanding, as compared with that which I have experienced in other cases recently, that I should like you to know about it.

It was quite a coincidence that during each half of the trip the attendant in the particular parlor car in which our drawing room was located was the same person, and the service rendered by him was so outstanding, punctilious, efficient and courteous that our trip was made doubly delightful thereby.

The name of the attendant to whom I refer is, I believe, Eddie Brown, and it is a pleasure for me to inform you of his excellent services at all times.

Very truly yours,
J. CARY JONES,
Rear Admiral U. S. Navy.

---

One Second From Eternity:
Please...Don’t Try It Again

A railroad engineer, whose train nearly crashed into a car at Fremont, addressed an open letter to “the youth and his girl” in the car.

His letter sent to The Omaha Neb. World-Herald, says:

“I don’t know who you are, it’s true, but I do know you were scared to death Sunday evening near 9 o’clock when you drove your car across directly in front of a speeding passenger train. It was so close that I, in the cab, could see the young girl (your sweetheart, I presume) throw her hands up in front of her face and cringe up against you in stark horror.

“If I were that young girl I’d pull away from you, fast. You don’t have good sense, son. You probably say you love her. I wonder. Those we love we try to protect. But not you.

“Wouldn’t that have been a nice Christmas present to hand your mother — a broken and battered body. And how do you think that we in the cab of that engine would feel. We are human beings, too. We have young ones waiting home for us to return. We, too, could have been killed.

“You and your girl were one second from eternity Sunday, son.

“I hope you read this and know it means you, and that your girl will, too. Next time you go driving around, stop and look. We don’t want to hit you, but we are helpless, as we cannot swerve away from our given rail.

“If I were you, son, and you, too, sis, I’d thank God for that split second. He granted you Sunday evening.

“I said a prayer for all when I realized you were going across. Perhaps that’s what saved us all.

“Now think it over, both of you. And I’ll bet you are both still shaking in your shoes.

“And please, for God’s sake, don’t try it again.”

The above clipping was sent in by General Superintendent P. B. Bridges.

---

Four Brothers On GM&O
Crewed Same Freight Train

Conductor G. A. Brock stands in the warm Spring sunlight on the rear of his work train caboose near Citronelle, Alabama, and contemplates the days not so long ago when there were four Brock brothers crewing together on the same local freight train.

Today there are still two brothers working side by side. One of the brothers, who made up the local quartet, has passed away, and the other has transferred to another run where he is conductor. A fifth Brock, G. A., Jr., holds a fireman’s rating on the GM&O, but at the present time he has a leave of absence. So, you can see that the Mobile Brocks are very well represented on the GM&O Railroad.

It was just about six years ago that the four brothers shared the duties of the local freight run between Mobile and Meridian and lived together in one caboose. They were: G. A., Raymond, Frank, and J. C. From one end of their run to the other, they were well known and all along the way residents would be looking for “the Brock brothers’ train.”

J. C. Brock passed away in 1942 and this broke up the brother combination. The eldest, G. A., and Raymond decided to transfer to the work train, while Frank elected to stay as conductor of the Mobile-Meridian local. While the brother team has been separated to some extent, they still get together regularly and always look for one another when their trains pass on the division.
WIN CASH IN EASY ESSAY CONTEST

WRITE, IN 500 WORDS OR LESS

"WHY I LIKE TO WORK FOR THE GM&O RAILROAD"

GM&O and ARMEA ESSAY CONTEST
*AMERICAN RAILWAY MAGAZINE EDITORS ASSOCIATION*

GM&O PRIZES

FIRST PRIZE . . . . $50.00
SECOND PRIZE . . . $25.00
THIRD PRIZE . . . $10.00

MAIL ENTRIES TO GM&O NEWS, BOX 881, MOBILE 5, ALABAMA, OR SEND TRAIN MAIL TO GM&O NEWS, MOBILE, ALABAMA, BY AUGUST 1, 1948.

ELIGIBLE — ALL GM&O EMPLOYEES OF SIX MONTHS OR MORE OF CONTINUOUS SERVICE.

NATIONAL PRIZES

FIRST PRIZE . . . . $250.00
SECOND PRIZE . . . $75.00
THIRD PRIZE . . . $25.00

THE THREE GM&O WINNING ESSAYS TO BE ENTERED IN THE NATIONAL CONTEST SPONSORED BY ARMEA ASSOCIATION

JUDGING TO BE ON SINCERITY OF THOUGHT. ARMEA TO HAVE ALL RIGHTS TO MANUSCRIPT OF WINNERS FOR PUBLICATION

Judges To Be An Impartial Committee of Three—To Be Announced In Next Month’s Issue