Executive, Traffic Changes Announced

H. E. Warren, R. E. Stevenson Promoted: 3 Traffic Men Receive Advancement

Vice President, Purchases and Stores, H. E. Warren was named to the Board of Directors at the last meeting of GM&O stockholders in St. Louis, and Executive General Agent R. E. Stevenson was elected Assistant Vice President.

In Mobile Assistant General Freight Agents D. F. McCullough, New Orleans, H. E. Quarles and F. H. Bowers, both of Mobile, were named General Freight Agents.

H. E. Warren

Vice President Warren started his railroad career in 1903 as a clerk in the dining car department and later advanced to Superintendent of the Dining Car Service. In 1917 he became Special Representative to the General Superintendent and in 1920 he was appointed Chief Clerk to the President "for an especially important task."

In 1921 the new Director became Manager of Purchases and Stores, and in 1943 was elected Vice President of that department.

R. E. Stevenson

Mr. Stevenson started with the Company in 1928 as secretary to the General Passenger Agent. In 1933 he was named Commercial Agent with the Freight Traffic department in New Orleans and in 1939 was promoted to Division Freight Traffic Manager in Jackson, Tenn.

In 1943 he was appointed Executive Assistant and in 1945 became Assistant to the President. Mr. Stevenson took charge of our St. Louis office in 1946 with the title of Executive General Agent the position he held at the time of his election to his present position.

D. F. McCullough

Mr. McCullough was connected with the Southern Freight Association for a number of years and in 1934 he went to work for the Illinois Central. In 1938 he came with the GM&O as Executive Clerk in the Traffic Department, and was later transferred to New Orleans as Chief Clerk to the General Freight Agent. In March, 1943 he was named Assistant General Freight Agent, and continued in that capacity until his promotion on May 1.

H. E. Quarles

When he started with the Company as Quotation Clerk in 1900, Mr. Quarles had (Continued on Page 2)

Rotarians Hear S. A. Robert On "GM&O Citizenship"

Agricultural and Forestry Director S. A. Robert addressed the Cairo Rotary Club early this month. He talked on the GM&O’s citizenship in the territory and emphasized that the Railroad was "in business" in 285 communities on the Line. These were the points where we maintain "retail stores" so to speak . . . that is have offices doing transportation business.

Mr. Robert also pointed out the part the Railroad’s tax money played in the social and economic life of Alexander County and itemized the tax bill for the Rotarians.

Top left: Vice President H. E. Warren. Top right: Assistant Vice President R. E. Stevenson. Bottom row, left to right: General Freight Agents H. E. Quarles, D. F. McCullough and F. H. Bowers.
Margaret Hughes Joins GM&O Hostess Staff

Miss Margaret Hughes, Belhaven, North Carolina, became a member of the GM&O hostess staff on April 16, replacing Miss Frances Robbins, Jackson, Tenn. Miss Hughes, who was born in Abilene, Texas, is a graduate of University of North Carolina, and has done graduate work at the University of Mexico. Prior to her work with the GM&O, Miss Hughes taught in the Belhaven Public Schools and was a Stewardess on the Resort Airlines.

Illinois Businessman Praises GM&O Service

Following his trip, on which 37 persons traveled from St. Louis to Chicago and return, Treasurer M. F. Gregory of the Arrow S. Credit Union, St. Clair, Ill., wrote a letter of appreciation to Assistant General Passenger Agent Bruce C. Pate.

In part his letter said: "May I express to you and the GM&O the sincere thanks of all the credit union people in this area who used your railroad. . . . The service was excellent and everyone was courteous and considerate of our group."

Miss Jacqueline Kufskie, Receipts Department and Mr. Victor Lartigue were married in Mobile on April 5.

Executive, Traffic Changes

[Continued from Page 1]

already completed five years service with other lines. During his 24 years in the GM&O Traffic Department he had held practically every position when he was appointed Chief Clerk in 1936. On September 13, 1940 he was appointed Assistant General Freight Agent, a position he held until his promotion on May 1.

F. H. Bowers

Mr. Bowers started with the GM&O in 1917 as Mail Boy in the St. Louis office, and was rapidly promoted through the various positions in the Traffic Department. In 1939 he was named Assistant General Freight Agent in St. Louis, and was later transferred to Mobile. His promotion to General Freight Agent (Divisions) was effective May 1.

A-I. Ipsy Bipsy, Yankee Best D Railroad Out

A well-known salesman once said, "Be nice to everybody, it pays!"

When Commercial Agent Lou Heist and Chief of Tariff Bureau Russell Parker exerted special efforts to obtain an almost "extinct" copy of a grain tariff for shipper Paul Northcutt, Dodge City, Kansas, they discovered the truth of the statement.

Shipper Northcutt, who had tried several sources to locate the tariff, was more than pleased when a copy turned up on his desk due to the fast work of the Parker-Heist combination. His enthusiastic letter, which shows the appreciation he felt for the courtesy, said in part: "As far as I'm concerned the GM&O is the A No. 1. Ipsy Bipsy, Yankee Doodle, best d.... railroad running out of Kansas City and I'll try to show my appreciation in a more practical remunerative way than this letter. Thanks a million."

Congratulations to the Heist-Parker team for their excellent demonstration of the GM&O tradition of courtesy and service.

Gate Dodgers Face Fines—If They Live

Motorists who are in such a hurry that they zig-zag through the recently installed short gates at GM&O railroad crossings in Normal have three chances: They may get away with it; they may get arrested for reckless driving; they may get killed.

Normal's Mayor Charles F. Murray Monday night told the council he had received several complaints about drivers not observing the gates—and that a number of the maneuvers had resulted in near accidents.

The council's answer: "Bring 'em in on an improper driving charge." This city charge entails a fine of from $1 to $200.

(The above clipping was forwarded to us by Conductor W. B. Young, who runs on the Abraham Lincoln.)

Oklahoma City Sleeper Added To Abraham Lincoln

Effective May 14, a through sleeper between Chicago and Oklahoma City will be inaugurated on the Abraham Lincoln and the Frisco Meteor.

Sleeping cars will be of the roomette type, with four double bedrooms. The new service will provide 18-hour schedules between the two points.

Key Punch Operator Kinsey Mixon, Receipts Department, and Miss Pauline Lartigue were married in Mobile on March
Chicago Bureau Gives Quick Travel Information To Passengers

Union Station Service
Handles 3500 Calls Daily

"What time does the next GM&O train leave for St. Louis?"
"What's the coach fare to Index, Texas?"
"I'd like to make a Pullman reservation to Wannilla, Miss."

The attractive operator in Chicago's central reservation bureau (maintained by GM&O and the three other Railroads using Union Station), answers all these calls quickly and courteously, although some days she may receive as many as 1,000 calls. Average total number of calls for the bureau runs about 3500.

Special Aids Used

To answer these calls, Miss Marie Griffith, who is in charge of the bureau, has devised many special aids, such as thumb-indexed time tables, special copies of the Railway Guide and tariffs listing rail fares to every point in the United States in alphabetical order. Each operator is given a special schooling period, during which she studies these aids, before she goes on the switchboard.

Dominating the large room with seats for the operators and their supervisors are the huge blackboards (see cut) on which the most frequently used rail fares are posted. Thus, in answering most calls the operator simply glances up at the board and quotes the rate to the inquirer.

Typical Conversation

A typical conversation, as heard over the supervisor’s phone, reveals that the operator is talking to one party, looking up another's information, (operators are

 forbidon to give answers from memory) and switching still another to the the reservation bureau which handles all reservations. Through this quick reply system, operators are enabled to answer all questions with a minimum of delay.

On the rare occasions when the information is unavailable in the bureau, the caller is promptly referred to the proper office.

In addition to supplying all standard information, the bureau also keeps a running account of each train en route to Chicago, showing time due at the various stations and the actual time of arrival.

Above: Operator in the Central Information Bureau prepares to mark the GM &O's Abraham Lincoln "On Time" on one of the blackboards. Top right: Miss Marie Griffith and GM &O Traveling Passenger Agent D. J. Tailon compare notes in front of one of the rate blackboards. Lower right: Miss Griffith works on one of her training aids. In the background can be seen operator's desks.

in the case of delays, the cause is quickly learned, as well as the approximate length of any additional delays.

Reservation Bureau

While the Central Information Bureau is operated by the Union Station, serving the Burlington, Milwaukee, GM&O and Pennsvania, each railroad has its own reservation bureau. These individual bureaus are connected by phone with the Information Bureau, and all calls come through the latter. Parties calling to make a reservation are quickly given any information they may desire and referred to the proper reservation bureau.

GM&O's Reservation bureau is under the capable supervision of Miss Amorette Henning, who, with her assistants, handles reservations on the Alton Route and connecting carriers.

Additional Questions

In addition to the 3500 daily telephone calls, the Central Information Bureau also processes an estimated 25,000 questions every 24 hours from its information desk in the main lobby of the station. Personnel of this department are all graduates of the telephone department, and in many cases relate with employees in the upstairs section.

Even during the war, when total questions often ran as high as 50,000 daily, the bureau was able to answer them with the same quiet, quick and courteous service that marks their work today.

GM&O Passenger Equipment To Be Featured At Fair

The Gulf, Mobile and Ohio Railroad will have one of its new parlor cars and one of its new chair cars on exhibition at the Chicago Railroad Fair this summer.

The Fair will be held on the site of the old Chicago World’s Fair, and features transportation from it inception to the modern streamlined trains of today.

One of the greatest assemblages of old-time locomotives and trains in history will be available for the public’s inspection. In the group will be more than 30 “kings of the rails”. Many of them will run about the grounds under their own power.

One of these will be the STOURBRIDGE LION, an 8 ton English importation, which on August 3, 1829 became the first practical steam locomotive to operate on private railroad track in America. Also to be seen will be THE ROCKET, inaugurated in 1829, when engineers held at a speed in excess of 10 miles per hour would merely spin the wheels.

Many modern trains, too, will be on display, and our railroad is showing its new passenger cars with a great deal of pride.

Agricultural Agent Felix Bachemin is doing much better after a rather lengthy illness. Mr. Robert reports after a recent visit to our old friend over at his Covington home. His many friends wish him a speedy recovery.
On May 12 the Tuscaloosa Chamber of Commerce honored GM&O with a celebration and dinner commemorating the fiftieth anniversary of the Railroad’s building into Tuscaloosa. In the picture at the left Mrs. Carolyn Pickett Meriweather shows President Tigrett the silver spike her mother, Mrs. Kate Jemison Pickett, drove fifty years ago to complete the Montgomery-Columbus link of our Railroad. At Mrs. Meriweather’s left is her Brother, Smith Pickett of Mobile and at the extreme right is her father, Mr. King Pickett.

On Page six is a story of the celebration fifty years ago, when the late Mrs. King Pickett (then Kate Jemison, daughter of W. C. Jemison, Mayor of Tuscaloosa at that time) drove the Silver Spike.

CENTER PICTURE
—Mr. Tigrett addresses Chamber of Commerce members and guests at the anniversary dinner. Behind the speaker is a replica of the nose of one of our diesel stream-
“Dixiana Stampers” Mark 4th Anniversary

This month the Dixiana Stampers, with affiliate chapters, celebrate their fourth anniversary as a special hobby club.

Organized four years ago by G&M&O’s New Orleans Chief Rate Clerk Henry C. Koberg, the club has grown from its charter membership of five to a total of 225 members.

The organization, whose members are represented in over 60 cities in 20 states, carries employees of 19 railroads on its roster. Highest single representation is found in the G&M&O, which boasts more than 30 members.

Oklahoma Passenger Praises Murphysboro Conductor

A recent letter to General Superintendent P. B. Bridges praises the courtesy of Conductor Johnson of the Murphysboro division. The letter, written by Oklahoma Oilman Alfred Sittone, says in part:

“I consider Mr. Johnson to be the most pleasant, courteous, and accommodating of all trainmen with whom I have come in contact. Men with such outstanding qualifications and characteristics, together with the consideration they give the excellent equipment the train carries, make the traveling public feel at ease away from home. I have heard, on several occasions, other passengers compliment this particular conductor.”

Hostess Betty Jones Featured In Mobile Newspaper

Hostess Betty Jones, shown above helping a young passenger off the Rebel at Mobile, was recently featured in an article in the Mobile Press Register. Miss Jones hails from Bayou la Batre, Ala.

Florida Lumberman Suggests Article On Courtesy

Sales Manager H. L. Morris, Thomas Lumber & Manufacturing Co., Quincy, Fla., sent the following clipping to the News:

“I am a little thing with a big meaning. I help everybody. I unlock doors, open hearts, dispel prejudices. I create friendship and good will. I inspire respect and admiration. Everybody loves me. I bore nobody. I violate no law. I cost nothing. Many have praised me, none have condemned me. I am pleasing to those of high and low degree. I am useful every moment of the day. I AM COURTESY.”

Mr. Morris, who has kept the above clipping on his desk for a number of years, said, “this trait is so essential in everyday business that I felt you might be interested in the above.”

Passenger Compliments G&M&O Passenger Personnel

Following a recent trip from Mobile to Chicago, Alcoa Steamship Company’s Manager J. A. Allian wrote Division Passenger Agent T. P. Cumberland complimenting the train personnel with whom he had come in contact. Part of his letter said:

“You employees do everything possible to make the passengers comfortable, and there were some, of course, who were outstanding in their personalities. I wish to particularly commend Mr. Budde, the steward and Miss Porter, the hostess.”

Prudential Insurance Men Choose G&M&O For Trip

When the special G&M&O train carried outstanding Prudential Life Insurance representatives from St. Louis to Chicago and return. Prudential’s Regional Manager T. G. Smith and G&M&O Eastern Passenger Agent Lowell Deck (right) arranged the trip. Two hundred top salesmen made the trip on the G&M&O and 40 are shown boarding the special at Bloomington. (top right). Top left: Part of the group enjoys a meal of fried chicken in the modern diner. G&M&O handled all the Salesmen from the St. Louis area.
49-Year-Old Newspaper Tells Of Railroad’s Building Into Tuscaloosa

1899 Tuscaloosa Times Commemorates Anniversary

One year ago today was a great day for Tuscaloosa. Never before in the history of the town had the old Druid City presented such a scene of gaiety and rejoicing. The occasion was the celebration of the completion of the Montgomery division of the Mobile and Ohio railroad and a gala day it was. For eleven years our people had been fed with the hope that the day would come when Tuscaloosa would be intersected by another great railroad, giving us direct connection with the south and west. That day arrived. It was May 18, 1899 that the spike was driven. No wonder that the people rejoiced! They gathered from far and near throughout the country. The Alabama Press association was in session in Tuscaloosa, and the editors of the state all assisted in the celebration. President E. L. Russell, with ex-President J. C. Clark, came in his private car in response to an invitation from the city.

On Greensboro street, opposite the city hall, two triumphal arches were raised, one on either side. They were wreathed with evergreens and bunting in the national colors and electric lights in colored globes were arranged in them so as to give a brilliant effect in red, white and blue at night. Over one were the words “Welcome, Alabama Press Association”, and over the other was “Welcome, Mobile and Ohio Railroad”.

The Sponsor

Miss Kate Jemison was the sponsor who was to drive the silver spike. Miss Sue Clarkson and Miss Lois Parker were maids of honor. In the afternoon a grand parade was formed, headed by the brass band, playing inspiring music. Following the band was an open landau, containing President Russell, Mayor W. C. Jemison, Mrs. W. C. Jemison and Mrs. Ellen Peter-Bryce. Immediately following this was the carriage with the sponsor, Miss Jemison, and her maids of honor.

Numbers of private carriages, Alabama corps of cadets and pupils of the different colleges were also in the procession. The whole was attended by Marshal of the Day Professor T. W. Palmer and his aides — R. J. Hargrove, Hugo Friedman, Noble Wyley and Frank Moody. The march was to the Mobile and Ohio depot, where the ceremonies were to be completed.

The Last Spike

Upon arrival at the station Miss Jemison was presented with a silver spike and a handsome oak hammer. Taking them, she drove the spike amid tremendous applause and then made the following address:

“Ladies and Gentlemen:

“As the representatives of the city of Tuscaloosa we, the sponsor and maids of honor, take great pleasure and delight in seeing you here today, and we bid you all an earnest Tuscaloosa welcome and shall be glad to see you at all times.”

Mayor Jemison then mounted the platform and delivered an address to the large concourse of people, welcoming them and the Mobile and Ohio, and paying handsome tributes to President E. L. Russell, ex-President Clark and Colonel J. W. Woolfolk.

President Russell followed Mayor Jemison, replying to his address of welcome. He congratulated the people of Tuscaloosa on the progress made by Mayor Jemison and won the admiration of the multitude by his generosity toward the town indicated in his remarks. Ex-President Clark concluded the ceremonies by a happy and characteristic address, which elicited enthusiastic applause.

The People’s Reception

That night at the city hall a general reception was given to the Mobile and Ohio officials and the Alabama Press Association. It was said to be the largest society gathering in Tuscaloosa and the most brilliant and beautiful. The city hall was transformed. The balcony was festooned with bunting and added to the light of electricity was the glow of many Japanese lanterns. The platform at the end of the hall was converted with a bower of evergreens and palms while the walls above were draped with American flags. The orchestra played sweet music in the balcony and refreshments were served throughout the evening. It was a brilliant close to a happy day for Tuscaloosa.

All that happened just one year ago. Today we celebrate the anniversary of that occasion and wish for the Mobile and Ohio railroad as much prosperity as it has brought to Tuscaloosa.

Appreciation Of The Past... Inspiration For The Future

The following expression of appreciation to the citizens of Tuscaloosa for the warm welcome given to the Gulf, Mobile and Ohio Railroad on its 50th anniversary was published in The Tuscaloosa News and broadcast over WJRD and WTBC.

“It was forty odd years ago that Tuscaloosa first moulded itself deeply in my heart. It gave me my wife, Mary Sue Kennedy.

“This relationship has furnished me some contact with Tuscaloosa through the years, but the consolidation of the Mobile & Ohio Railroad with our Company in 1940 afforded an added interest.

“The support which with which we have been favored here has indeed been generous.

“We have not before been accorded a celebration on an anniversary anywhere quite like that with which we have been honored on the occasion of our fiftieth year here.

“The recognition extended by the Chamber of Commerce; The Tuscaloosa News and the Tuscaloosa Radio Stations; the paid congratulatory advertisements; the attractive window displays and welcome banners; the lavish entertainment; and the genuine hospitality—all of these could but make us more mindful of our obligation and inspire us in our effort to be a good citizen and an efficient railroad.

“We only wish that our expression of appreciation could be comparable to the friendship and goodwill evidenced toward us by the people of Tuscaloosa.

“All of us on the Gulf, Mobile and Ohio are sincerely grateful.”

I. B. TIGRETT.
President.
WELCOMES GM&O ON FIFTIETH ANNIVERSARY IN CITY

RIGHT TOP PICTURE—Two huge banners welcoming GM&O and congratulating the Railroad on its fiftieth anniversary hung over prominent downtown intersections. The banners were just some of many celebration details worked out under the direction of Chamber of Commerce Executive Secretary Paul Dunford.

CENTER PICTURE—Mrs. J. R. Tigeott and Mrs. G. P. Broek, wife of our Vice President and General Manager, held attractive place cards featuring their husbands' faces. Mrs. Tigeott is a native of Tuscaloosa.

BOTTOM CENTER—Mr. Broek and George Broek, of the Twin Seam Coal Company.

BOTTOM LEFT PICTURE—A view of Tuscaloosa looking across the Black Warrior River.
Come “Judgment Day” Or High Water Conductor Gourley Serves His Patrons

While the luxurious surroundings of the New Orleans Rebel offer little of the excitement of freight service, Conductor H. H. Gourley says that he still has his share of interesting experiences. One of these experiences was the outcome of the annual Easter Services atop Alto Pass, lofty crag beside the right-of-way just south of Murphysboro. High on the hill stands a huge cross, lighted during the Easter season, which glows out in the darkness from the Rebs’s windows.

“Judgment Day”

On this particular trip one of Conductor Gourley’s colored passengers awakened suddenly, looked out of the window, and beholding the giant illuminated cross, exclaimed loudly, “Judgment Day has come!”

After a hurried explanation the coach returned to normal.

“Of course,” the veteran conductor declared, “we had a number of times in freight service when things weren’t quite so amusing.

“Back in 1946 when I was in freight service,” the trainman said, “we had reached an added clause but he learned that the train ahead was out due to high water. Immediately we tried to back up so that our train could be diverted over another route to insure delivery of the freight, only to learn that the track behind was also out.

High Water

“In spite of our position on an isolated strip of track, we were delayed only four hours and twenty minutes. In that short length of time the track had been repaired and we were able to proceed.”

Since he came with the GM&O in 1907—after four years with another railroad—Mr. Gourley has spent two years in the passenger service. He served as a Brakeman from 1907 to 1909 and was a freight Conductor until his promotion to passenger service in 1946.

During his entire period of service, Mr. Gourley has experienced only one derailment, and that was in freight service a number of years ago when a defective wheel caused six cars in his train to leave the tracks. However, the contents of the cars were undamaged.

Now in his forty-first year of service, the veteran Conductor says that railroading still holds the same fascination that caused him to enter the service.

GM&O “Salesmen” See South’s Vacation Spots For Better Selling Of Passenger Service

When the GM&O and Alton merger was completed, many of the passenger representatives on the former Alton found themselves “selling” the Southland as a vacationer’s haven. So they could do a better job Passenger Traffic Manager R. A. Pearce decided they should first make a trip South.

Use All Trains

In small groups they are seeing the tourist sights and becoming familiar with our trains. The trip includes stopovers in New Orleans, La., Jackson, Tenn., Meridian, Jackson, Miss., and Mobile. In GM&O headquarters in Mobile Division Passenger Agent T. P. Cumberland escorts the visitors through the General Office building and around the city.

Representatives Named

To date, three groups have visited the South. They are: (first group) General Agent, Passenger Department, Charlie Bluestone, City Passenger Agent George Gerdes, Division Passenger Agent Roy Fischer, Assistant General Passenger Agent Bruce Pate, all of St. Louis, and City Passenger Agent Herbert Cromwell, Chicago.

(Second Group) City Passenger Agent Norm Schaeffer and General Passenger Agent Bert Weaver, Chicago; Assistant General Passenger Agent Neil Souders, Springfield, and Division Passenger Agent L. H. Nugent, Kansas City.

A group of former Alton Passenger Representatives met at the Mobile Passenger Department. Shown left to right are: Bruce Gatlin, Miss Malone, Denny Taillon, Fred Clarke and Norm Nelson.

(Third Group) Traveling Passenger Agent Denny Taillon and Division Passenger Agent Norm Nelson, Chicago; Southwestern Passenger Agent Fred Clarke, Dallas, and Chief Clerk Bruce Gatlin, St. Louis.
Employees of the Chief Dispatcher’s Office at Bloomington, Ill., had a dinner Thursday evening, March 18th honoring two former employees—Mr. E. E. Sutton and Mr. A. J. Denman. Mr. Sutton was former Chief Dispatcher at Bloomington retiring on August 31st, 1945 and Mr. Denman was former Train Dispatcher retiring March 15th, 1948.

Those attending the dinner party are—left to right (seated) Mr. A. J. Denman, Mrs. A. J. Denman, Mr. E. E. Sutton, Miss Effie H. Sutton (Mr. Sutton’s daughter), Mrs. E. D. Mills, Mr. E. Daniel Mills; Second row—Mrs. J. A. Jones, Mr. J. A. Jones, Mrs. Chas. C. Caruso, Mr. T. J. Nevin, Mrs. T. J. Nevin, Mrs. L. L. Blakeman, Mrs. J. E. Symons, Mrs. W. F. Sparrow, and Mr. J. E. Symons; Back row—Mr. A. Heineman, Mrs. A. Heineman, Mrs. E. D. Lakin, Mr. E. D. Lakin, Mr. L. L. Blakeman, Mr. W. F. Sparrow, and Mr. Chas. C. Caruso.

National Weekly Editor Praises Policy OF GM&O With Regard To Territory

(Upon his return from the Deep South Tour with the G M & O Farm Family Award Winners. Editor Art Page of the Prairie Farmer wrote the following column. He said, following the interview below with S. A. Robert, Director of Agriculture and Forestry:)

Trip To The Gulf

I have just returned from a trip to the Gulf Coast. I was privileged to travel with the 34 couples chosen as “farm families of the year” in 29 counties of Illinois and five counties of Missouri who were guests of the Gulf, Mobile and Ohio Railroad. There is much to tell, but for now, a bit of an interview with Mr. Robert.

“Why”, I asked, “has the GM&O Railroad undertaken the expense of giving this great award to these 34 farm families?”

Want Understanding

“Because,” said Mr. Robert, “we believe a railroad, like any other business, must understand and be understood by the people it serves. Agriculture is essential to the operation of our business, just as the railroad is essential to the operation of the farm and the marketing of farm products. This award trip, given to an outstanding farm couple in each county served by our Alton line, was planned to bring about mutual understanding and appreciation.”

“We think it very important,” continued Mr. Robert, “that the heaviest weight of any item in the selection of these folks was under the heading of ‘Citizenship, which included all the things they did for the community and for other people in their neighborhood.’”

Then came a statement of such simplicity that everybody should know it, yet there are probably many who do not appreciate it.

Is A Local Business

“The railroad,” said Mr. Robert, “although it operates over 3,000 miles of track in several states, is, in fact, a local business in every community it serves. Wherever there is a railroad station, or repair shop or switching point, the railroad has men who live there and are part of the community, and who are on the railroad payroll. In that community and in every such community the railroad pays taxes like other business, and so it is directly interested in schools and every other local enterprise.

“In many such places,” Mr. Robert continued, “the GM&O is counted in on worthy projects for farm betterment—rural youth work, forestry projects, and so on. We do not undertake to run such projects ourselves, but rather we want to be a part of them along with a great number of other folks.”

I thought this was interesting to write down. It is very different from the idea that a railroad is a noisy thing with trains that hurry through from one city to another. In recent years the GM&O when one gets such a glimpse into the thinking of its executive management, it is easy to understand why.

L. B. Larson Retires; Plans To “Go Fishing”

As he left his office in Venice, Ill., for the last time, General Engineer Foreman L. B. Larson gave some indication for his plans in his retirement. In his hands he carried a complete set of modern fishing tackle presented by his friends. Just to make sure that he made use of the tackle they also presented him with a check to help carry him to the fishgrounds.

L. B. LARSON

The retiring foreman entered the service in 1907 at Kansas City, Mo. and in 1947 was transferred to Venice, Ill., as General Foreman. He was named General Engineer Foreman in 1940. Following his retirement on April 15, he makes his home with his wife and daughter in St. Louis. Mr. R. F. Berres, St. Louis, will succeed Mr. Larson at Venice.

MRS. J. G. COLEMAN, Accounting Department, Mobile, recently became the bride of Mr. John Jones.

The News regrets to learn of the death of Mr. George Herndon Cassidy, Receivables Department, who passed away on March 14. Mr. Cassidy had over thirty years of service with the GM&O.
Commendations

Brakeman M. J. Garrett for his attention to duty and initiative shown in preventing an accident by setting out a high load car before reaching a low overhead.

Brakeman P. A. Dillow for his discovery of a broken rail and stopping the train before any damage could be done.

Crossing Flagman E. G. Swift for his discovery of a dragging brake beam.

Section Foreman L. H. Schoeberele for his discovery of a broken spring hanger on a passing baggage car.

GM&O Kansas City Bowlers
Place Second In League

The Bowling League of the Traffic Club of Kansas City closed its 1947-48 season on April 2 and the team sponsored by the GM&O finished in second place.

Commercial Agent L. W. Heist writes that there are 16 teams in the league and "our team's showing is indeed commendable."

Mr. and Mrs. W. R. Brewer, Receipts Department, Mobile announce the arrival of a son, Robert Gary, born April 9.

Business Administration students in the graduating class of Murphy High School, Mobile, recently toured the General Offices of the GM&O. They were shown through the building by Building Manager Claude Verbeck, shown in the right foreground of the photograph.

Write A Winning Essay Today...

Total Prizes $1350

Entries in GM&O's and American Railway Magazine Editors Association's contest—"Why I Like to Work for the GM &O Railroad"—are being received daily in the office of the NEWS.

We hope that every interested employee will submit an entry. Because of the increase in the amount of the prize awards, the ARMEA has extended the deadline for entries in the GM&O NEWS Office at Mobile until October 1. All you have to do is write in 500 words or less—"Why I Like to Work for the GM&O Railroad"—and mail it to the GM&O NEWS, Box 201, Mobile 5, Alabama, or send train mail to the GM&O NEWS, Mobile, Alabama.

Contestants have entered from practically every department on the railroad.

A young lady has sent in an essay from the shops at Jackson, Tennessee; a retired train dispatcher at Bloomington; several agents from different points on the line; a clerk in the Mobile general office; section gang workers in Illinois and Mississippi; an accountant at East St. Louis; and any number of other GM&O workers.

It is easy to do. Just give your reasons why you like to work for the GM &O Railroad, and maybe you will be the winner not only of the $50 GM&O first prize, but also the $1,000 national award.