Kansas City Honors Railroad Industry

Kansas City, western terminus of the GM&O, observed the week of April 11-17 as “Railroad Week,” honoring the 12 rail transportation lines serving the city.

Through the sponsorship of the Kansas City Chamber of Commerce, in cooperation with the Traffic Club of Kansas City, citizens of the community were given an opportunity to study the benefits which the railroads have brought to the city.

Principal speakers during the week were Association of American Railroads President William T. Faricy and Corn Products Refining Company President George Scitzer, Kansas City, also President of the Traffic Club of Kansas City.

During the week, brochures describing the importance of the railroad industry were distributed by the Chamber of Commerce, and window displays were prepared by the individual railroads.

Arrangements for the GM&O were handled by Assistant Vice President L. L. Lapp, Kansas City.

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Last year the Canadian National Railroad, which is Government-owned, lost $33,532,741. The Canadian Pacific Railroad, privately owned and operated, had a net profit of $27,893,851.

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T. T. Martin Named Mississippi Export Director

T. T. Martin, GM&O Vice President, has been elected to the Board of Directors of the Mississippi Export Railroad, it has been announced by President J. H. Luce of the Pascagoula line.

In addition to the appointment of the Mobilian to the Board, stockholders re-elected eight other board members to office. These included: J. H. Luce, Lucedale; J. H. Friend, Mobile; J. W. Burnham, H. R. Humphries and B. B. Spann, all of Moss Point, Mississippi, and H. H. Colle, H. F. Gautier and W. B. Herring, of Pascagoula.

The Mississippi Export Railroad serves the territory between Pascagoula and Evanston, Mississippi where the system connects with the GM&O.

9th Annual Report, 1948

Reproduction of the cover of the 1948 Annual Report to Stockholders, which showed the interior of the newly remodeled Springfield passenger station in full color. The 48-page report summarized the financial status of the Railroad and included many photographs of its operation. For condensed financial summary see page 5.
St. Louis Municipal Opera Opens Season June 9

The St. Louis Municipal Opera, internationally celebrated open-air theatre in Forest Park, will open its thirty-first season June 9 with the revival of Sigmund Romberg's brilliant work, "The New Moon." The production will be given 11 consecutive nightly performances.

"Bloomer Girl," the season's second offering, and "Song of Norway," which will close the summer's repertory with a 15-night engagement, are new offerings which have broken box office records from coast to coast for several years.


Municipal Opera patrons this year will enjoy a new amplification system which gives a "third dimension" to sound and reproduces the spoken word with such clarity that audiences are oblivious to loudspeaker devices. The new system will assure perfect hearing from each of the theater's 12,000 seats.

If coupled together the 16,558 new freight cars put in service in March, 1949, by Class I railroads and railroad-owned private-controlled refrigerator car companies, would have made a train about 96 miles long.

Exploits of Jesse James Featured On Early Alton Menu Cover

The hold-up of a Chicago & Alton train by the infamous train robbers, Frank and Jesse James, is recounted on an early Alton Menu cover which was recently located by Passenger Traffic Manager R. A. Pearre. The cover shows a photograph of Glendale, Mo., now known as Selsa, which was the scene of one of the hold-ups.

In relating the details of one of these hold-ups, the menu reprints an article which appeared in the Kansas City Star. The Conductor in charge of the train was J. C. Greenman, whose story appears below:

"Conductor Greenman still survives in the person of Col. J. C. Greenman, now investigating cases of insanity for the police department of Kansas City, Mo. He was asked whether he recalled the incident. "Just the same as if it occurred last night," said the Colonel. "I left the Old Union Depot in charge of a Chicago & Alton combination passenger train for St. Louis and Chicago.

Unexpected Stop

"Glendale, just west of Blue Springs, was not one of our stops—not even a flag station. On the night in question, October 7, 1879, when the train began to slow up as it approached Glendale, I stepped out onto the platform to ascertain what was the matter. I saw the green light for 'orders' had been turned. Before we stopped I heard a lot of shooting and yelling, but guessed it was a 'charivari' crowd, and when I saw the green light my first impression was that it was a prank.

'My mind was soon disabused, however, when a masked man approached and began shooting at my lantern, ordering me back to the train. I was inclined even then to argue the matter with him, until I felt a bullet whir through my trousers near the knee. I dipped my lantern out and obeyed orders.

Telegraph Destroyed

"McIntyre, the agent, who lived over the station with his aged mother, and W. E. Bridges, an auditor, who had landed there that afternoon to check up the accounts, had both been made prisoners in the office. The telegraph instrument had been torn out. By the way, Bridges, the auditor also lives in Kansas City.

"It developed later that the bandits had piled a lot of ties and stones on the track to insure a stop. I had murder in my heart when I ran back through the train seeking a weapon. I found none that was worth using until I reached a sleeper. A cowboy had it. I told him the train was being held up, and asked him why he didn't get out and use his gun. He informed me (Continued on Page 7)
Mr. Tigrett Is Guest Of Rail Protective Officers

President I. B. Tigrett this month addressed the members of the Protective Section of the Association of American Railroads at their 29th annual session at Edgewater Park, Miss.

The convention was called to order with a welcoming address by Mississippi Lieutenant Governor Sam Lumpkin. Canadian Pacific Investigation Chief A. H. Cadieux, chairman of the committee, presided throughout the session.

Mason Brown Addresses Special Agents Group

Before the meeting of the Protective Section of the Association of American Railroads on May 2, Chief Special Agent Mason Brown of the GM&O made an address on Investigation of Applications for Employment. Stressing the importance of having only loyal, honest and efficient employees in any organization, Mr. Brown presented the precautions which are taken in examining the applications of prospective employees on the railroad.

Future employees are checked on their past history, their habits, their background, and all other qualifications which might make them untrustworthy or unsafe employees. Some railroads, like war-time industries, require the fingerprinting of employees, a practice involving no stigma to the applicant if his record is clear.

Mr. Brown particularly mentioned the importance of preventing the infiltration of Communism into our railroads, for through these arteries of commerce, the most paralyzing blow could be struck at our country. Therefore, it becomes necessary to find out whether or not an applicant has at any time or at all had any Communist tendencies.

Through this careful investigation of each applicant by the Special Agent's Department, a high standard of employment on the railroad will be set and maintained, concluded Mr. Brown.

Engineer's Daughter Wins "Miss Tuscaloosa" Award

Miss Lucy Spain, 20-year-old daughter of GM&O Engineer R. E. Spain, Tuscaloosa, was recently crowned "Miss Tuscaloosa" and named to represent the community in the Miss Alabama contest to be held in Birmingham.

Mr. Spain, employed on the Montgomery District, has been with the GM&O since 1915.

Miss Spain, who is a junior at the University of Alabama, received a $500 bond as the first award. She represented the Alpha Chi Omega sorority.

Shown above are scenes at the 29th annual session of the Protective Section of the Association of American Railroads. In the top photograph at the speaker's table are shown (right to left) GM&O Executive Assistant F. J. Lott, GM&O Assistant Vice President R. E. Stevenson, U. S. Army Colonel Holland, Canadian Pacific Vice President D. S. Thomson, Canadian Pacific Investigation Chief A. H. Cadieux, Mr. Tigrett, Federal Bureau of Investigation Special Agent Percy Wyly II, GM&O Vice President T. T. Martin and GM&O Publicity and Advertising Director B. M. Sheridan.

In the lower photo are shown (left to right) GM&O Chief Special Agent E. Mason Brown, GM&O Assistant Chief Special Agent Bill Jess, Mr. Stevenson, Mrs. Brown, Mr. Tigrett, and Mrs. Jess.
GM&O And Mobile Featured
In Saturday Evening Post

The GM&O was mentioned prominently in a recent issue of the Saturday Evening Post which featured Mobile.

Commenting on Mobile, its leading industries, and its leading businessmen, Author Harold Martin said:

She (Mobile) will boast at length to a stranger about her locally owned shipping line, the Waterman Steamship Corporation, which, begun on a shoestring, now girdles the world with a fleet of seventy-odd ships, fifty-five of them owned outright. She considers Mr. Ed Roberts, the chairman of Waterman’s board, and Capt. Norman Nicolson, Waterman’s president, the “smartest pair of ship operators in the world,” a tribute which would cause Mr. Roberts, who hates public adulation, to writhe in embarrassment, muttering deprecatory demons.

She is also profoundly pleased that her railroad, the venerable but virile Mobile and Ohio — now the Gulf, Mobile and Ohio — celebrated its ninety-ninth birthday last year by extending its lines to Chicago, giving Mobile for the first time a straight shot into the Great Lakes ports.

Mr. I. B. Tigrett, G. M. & O.’s president, the Tennessean who accomplished this feat, and Mr. Frank Hicks, the line’s second in command, she describes handsomely as the “smartest railroad men in the world.”

But loving her flowers as she does — her men’s Camellia Club has 200 members — she is equally proud of Mr. Walter D. Bellingtonh, a wealthy soft-drink bottler, who has spread her fame afar as the home of the fabled Bellington Gardens, a sixty-acre fairyland of bloom he created out of a onetime river-bank fishing camp. For this contribution to her civic beauty Mobile naturally refers to Mr. Bellingtonh, a vigorous octogenarian who got his start by peddling soft drinks from a one-horse wagon — as the finest azalea grower in the world.

Several GM&O couples were invited to Edgewater Park, Miss., last month to celebrate the birthday of a fellow railroad employee, L&N Signal Engineer W. H. Stillwell.

Among those attending were (left to right): Mrs. H. C. Sampson; P. A. Garrity; Edison Battery Co.; Mrs. Garrity; Superintendent of Signals H. C. Sampson; GM&O: Mr. Stillwell; Mrs. E. F. Auth; Mrs. Stillwell: E. F. Auth, General Railway Supply Co.; Purchasing Agent H. O. Wolfe; CM&O and Mrs. Wolfe.

For a Public Reception
Arrive Via GM&O

If you want to get a public reception in Springfield and your picture in the papers, you had better arrive on one of GM&O’s popular streamliners. At least, this is our idea, and we believe that of Senator Paul A. Douglas since his enlightening visit to the Illinois Capital early this month.

There wasn’t a single greeter at the airport when the Washington solen flew in the other day. The reception committee and several thousand greeters waited his arrival on the Ann Rutledge. When Senator Douglas didn’t show up on the track, he was located at the airport and hurried over to make his formal arrival from the door of the Rutledge amid popping flash light bulbs and the cheers of the crowd.

The misunderstanding was explained later. The Senator had missed the Ann Rutledge and had chartered a plane for the trip.

Chief Clerk E. W. Green of Meridian, Mississippi retired from service with the railroad on March 19. He is shown with his secretary, Mrs. Bessie Schwab, on the last day he worked with the GM&O. Mr. Green was employed by the GM&O in 1893 as operator, and was promoted to chief clerk to the superintendent in 1920.

Dear Mr. Tigrett:
Mustapha Kemal once softened the blow of defeat for his soldiers by saying, “War is a game in which the best men are sometimes worsted.”

Life, like war, is not all victory; but sometimes in our defeats it takes no more than a friendly, reassuring handshake to give us a better grip on ourselves and on life. It is with these thoughts in mind I write you an appreciation of your fine sentiments as expressed in your editorial appearing in the G. M. & O. News of April 20, 1949, relative to the recent catastrophe on our line.

Sincerely,

/s/ (Miss) VERA W. HORGAN
(Clerk, Accounting Dept.)
Mobile, Ala.
### IN 1948 OUR PATRONS PAID US

#### FOR

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling freight</td>
<td>$60,131,397</td>
</tr>
<tr>
<td>Carrying passengers</td>
<td>6,312,996</td>
</tr>
<tr>
<td>Hauling baggage, mail and express</td>
<td>2,207,136</td>
</tr>
<tr>
<td>Other transportation services</td>
<td>3,078,412</td>
</tr>
<tr>
<td>Rents and miscellaneous income</td>
<td>1,093,327</td>
</tr>
<tr>
<td><strong>A total of</strong></td>
<td><strong>63,563,875</strong></td>
</tr>
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</table>

#### WE PAID OUT FOR

<table>
<thead>
<tr>
<th>Expense</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keeping roadbed and structures in repair</td>
<td>13,763,176</td>
</tr>
<tr>
<td>Keeping locomotives, cars and other equipment in repair</td>
<td>13,349,201</td>
</tr>
<tr>
<td>Running the trains</td>
<td>26,026,210</td>
</tr>
<tr>
<td>Managing the business and keeping the records</td>
<td>3,065,043</td>
</tr>
<tr>
<td>Traffic expense</td>
<td>2,777,763</td>
</tr>
<tr>
<td>Equipment and joint facility rents paid out</td>
<td>4,375,842</td>
</tr>
<tr>
<td>Miscellaneous items and services</td>
<td>1,522,446</td>
</tr>
<tr>
<td>Interest on borrowed money</td>
<td>2,662,237</td>
</tr>
<tr>
<td>Payroll taxes</td>
<td>2,162,268</td>
</tr>
<tr>
<td>Local and state taxes</td>
<td>2,390,278</td>
</tr>
<tr>
<td>Federal income taxes</td>
<td>2,750,000</td>
</tr>
<tr>
<td><strong>A total of</strong></td>
<td><strong>75,851,064</strong></td>
</tr>
</tbody>
</table>

#### OUR NET INCOME WAS

<table>
<thead>
<tr>
<th>Income Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plus depreciation and other items included in above expenditures which do not actually involve an out-of-pocket expenditure amounting to</td>
<td>3,772,907</td>
</tr>
<tr>
<td>Thus from the year's operations we had cash available for improvements, payment of borrowed money and dividends</td>
<td>9,704,511</td>
</tr>
<tr>
<td><strong>OF THIS WE SPENT ON THE PROPERTY FOR</strong></td>
<td></td>
</tr>
<tr>
<td>New Improvements to roadbed and structures</td>
<td>1,863,333</td>
</tr>
<tr>
<td>New equipment</td>
<td>646,717</td>
</tr>
<tr>
<td>Repayment of money borrowed to buy equipment</td>
<td>3,060,056</td>
</tr>
<tr>
<td>Repayment of bonded debt</td>
<td>827,000</td>
</tr>
<tr>
<td>Additional stock of materials and supplies</td>
<td>719,248</td>
</tr>
<tr>
<td><strong>A total of</strong></td>
<td><strong>7,116,854</strong></td>
</tr>
</tbody>
</table>

#### WE HAD LEFT FOR THE OWNERS

<table>
<thead>
<tr>
<th>Distribution</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Of this we paid out or set aside to the Preferred Stockholders</td>
<td>1,417,191</td>
</tr>
<tr>
<td>To the Common Stockholders</td>
<td>458,618</td>
</tr>
<tr>
<td><strong>WE HAD LEFT FOR FUTURE USE ONLY</strong></td>
<td><strong>711,748</strong></td>
</tr>
</tbody>
</table>
Why I Like to Work for the GM&O Railroad

By W. H. MOORE, Superintendent.
New Albany, Mississippi.
Honorable Mention.
Essay Contest.

All the reasons why I like to work for the GM&O Railroad can not be enumerated anymore than I could count all my blessings for the past thirty-six years.

I am grateful to the employees as well as the Management for helping me hold my position with this Company. Both have been helpful. I realized years ago that everyone I came in contact with was, in some way, my superior, and from him I could learn.

Certainly our organization is not perfect; no human organization is perfect. However, in my opinion, the employees on this property are above the average in loyalty and cooperation. They are, as a rule, competent and honorable men, good workers, good citizens, good, thoughtful friends and neighbors. They are the kind of people you like to live with and work with.

The Management is composed of men of integrity, who believe in the Golden Rule. They require their supervisory officers to deal fairly, as well as firmly, with the employees. They believe in a safe operation which means an economical operation. They believe it is honorable to make a profit, meet their payroll and pay their honest debts promptly. Information as to the financial condition of the property is not withheld from the employees. They have sympathetic consideration for their employees and years ago established an office of Employee Consultant to assist unfortunate employees financially and otherwise. Group insurance is provided at very low premiums. They praise employees for doing a good job as readily as they reprove them for doing a poor job. They recognize any employee who does outstanding work, and promote men from the ranks. They are progressive and stay abreast of the times, and in many respects are leaders in the field of railroading.

Superintendent Moore Outlines Rail Career

I entered the service in 1912 as an agent and operator, and after six years service entered the Aviation Section of the Army Signal Corps. After discharge I was promoted to dispatcher.

During the next years I worked as Chief Dispatcher and Assistant Superintendent until 1942 when I was named Superintendent of the Tennessee Division, with headquarters at New Albany.

I started to work at the age of seventeen. My father was an employee before me. Consequently, the Company has provided a means for my support since I was six years of age. The fair wages I have received for my services have enabled me to own a home, support my family and educate my children.

To put it briefly, I like to work for the GM&O Railroad because I am working with the best employees, and for the best management in the world.

Railroad Mourns Death Of Mrs. Mabel Brock

The countless friends and fellow workers of Vice President and General Manager G. P. Brock will regret to learn of the death of his mother, Mrs. Mabel L. Brock, who passed away on May 14.

Mrs. Brock, a native of Oceola County, Iowa, had been a resident of Mobile for 27 years. Well-known for her charitable work, the railroad officials' mother was one of the charter members of Mobile's Ashland Place Methodist Church and also was active in the American War Mothers and the Birdie Winston Chapter, Order of the Eastern Star.

The prominent Mobilian, widow of Loren Eilsworth Brock, is survived by two sons, the GM&O general manager and Lloyd C. Brock, Palestine, Ill.; three grandchildren and two great grandchildren.

Eleven Agency Changes Announced By GM&O

Eleven agency changes were announced this month by the Auditor of Receipts Department. New Agents include:

COMMENDATIONS

TO:

Section Foreman M. Pollack, for his alertness in discovering a broken flange and reporting it to the switch crew, thereby preventing a possible accident.

Fireman J. H. Cleinerk, for expert handling of his job on engine D-100, on train No. 1, March 26, 1949.

Crossing Flagman D. R. Beanblossom, Girard, Illinois, for discovering hot box on train 4, April 7, and reporting it for handling.

Operator H. A. Carlin of Middleton, Tenn., for discovering a brake beam down on train 32 April 11.

Flagman Boyd MeKelvain, for discovering and reporting a broken rail on April 16th.

Brakeman W. E. Ripley for discovering a refrigerator car on fire on train 32 on April 17. Brakeman Ripley not only reported this fact to the trainmaster, but he also rendered great assistance in extinguishing the fire without regard for himself.

Mr. H. A. Harris, Venice, Ill., for calling attention of his car inspection force the necessity for using extreme care when inspecting cars of scrap moving out of that terminal.

Conductor I. J. Durham and Brakeman R. Ambrose, Bloomington, Ill., for finding a piece of iron bent over the rail and clearing this piece of iron from the track.

Agent W. C. Hemphing of Dwight, Ill., for reporting a brake rod hanger missing from rear truck of train to train crew who were able to wire it up and proceed with little delay.

Brakeman W. E. Harlan, Bloomington, Ill., for discovering a protruding pole from train 107, and reporting it for adjustment.

Expenses for fuel and iron and steel products constituted 75 per cent of the total of more than two billion dollars spent by Class I railroads in 1948 for fuel, materials and supplies of all kinds needed in connection with operation of the railroads.

How Well Do You Know Your GM&O?

Beginning with this issue, the NEWS will feature one "Do You Know" picture from some point on our system each month.

For the first picture we have selected a community of about 30,000, noted throughout the system for its participation in GM&O affairs. Located in the heart of a great agricultural area, this community is also developing into a prominent industrial center.

The above view, looking north, shows the GM&O tracks with the yards in the background. In the near foreground can be seen the tracks of another railroad which crosses our system at this point.

To check the correctness of your answer, turn to page 10.

Exploits Of Jesse James

(Continued from Page 2)

that he had lost no train robbers, but said I could have his gun.

"Jumping from the rear of the train, I ran back to the station platform, which was high at the end where I stood. From where I stood I saw one of the men in the express car handing out packages. I took aim and fired at him, hitting the door facing near him.

"Now, who done that?" the bandit yelled from the car door, not the least perturbed apparently. When he appeared again I took another shot, with the same result, striking near, but not hitting him. Then came orders to 'kill that — who's doing that shooting.' This was followed by a fusilade in my direction. I used the darkness to get back on my train.

"When the bandits had stolen about $16,000 from the express safe, after beating the messenger, all mounted horses which were tethered near by, and rode away yelling and shooting. Passengers, though greatly frightened, were not molested.

"Where the telegraph instrument had been torn out, we connected the ends of the wires before the train started, thus re-establishing the broken circuit. We reached Blue Springs about 9:30 o'clock, an hour after the robbery, and telegraphed the news to Kansas City."

Colonel Greenman related the chase after the bandits by the then county marshal. Several men were arrested. They were prosecuted by William H. Wallace at Independence, but were released on account of lack of incriminating evidence. Judge Wallace was prosecuting attorney of Jackson County.
Mobile—Mr. E. P. White, Gulf Transport Accounting Department, recently moved his office from the GM&O Building to the Gulf Transport Building at 150 Savannah Street. Clerks Bootie Boddye and Jay Cole were transferred with Mr. White. Howard Burns is also a member of the force.

Booneville, Miss.—Gulf Transport Bus Operator Woodrow Cox and Miss Margie Ellzey were married on March 22.

Chicago, Ill.—After an illness of two years, Mr. Fred Hawkins of Chicago, who had been an engine house foreman with our line since June, 1923, died on April 23. A veteran of World War I, and a Legionnaire, he was buried with military honors.

Springfield, Ill.—Assistant General Passenger Agent Neal Souders is back at work and completely recovered from his recent illness.

Selmer, Tenn.—Gulf Transport Company regrets to learn of the death on March 30 of Mrs. O. W. Ehrett, wife of Gulf Transport Supervisor Ehrett.

Mobile, Ala.—Miss Melba Park, clerk in Passenger Receipts Department, resigned on April 15 to be married to Mr. Tommy Schaefer of Memphis, Tennessee. The wedding was performed on April 23, with many felicitations from her GM&O friends.

Columbus, Miss.—Traveling Auditor J. E. Rhodes, home on sick leave, is proud of the fact that his family, although far from the GM&O remains loyal to our line.

Mr. Rhodes’ daughter, Mrs. William McDowell, and her husband are connected with a new wholesale firm in Scotland Neck, South Carolina. This firm, the Eastern Wholesale Co., recently received its first carload of flour—routed according to a wire mailed Mr. Rhodes from his daughter, in connection with the GM&O.

Mobile, Ala.—Mrs. Mae Dowlde, Comptometer operator, and Mr. John S. Williams were married at Mrs. Dowlde’s home on April 10 by Rev. Carl Adkins.

Mobile, Ala.—A fish fry and dance was enjoyed by the Gulf Terminal Sports Club on March 25 at the home of J. G. Cassidey, Jr. on East Fowl River.

Tampa, Fla.—Commercial Agent J. A. Crawford, Jr. of the Tampa Agency announces that he now has the third member of his Baseball Nine in the person of Michael Cahow Crawford, born on April 23 at the Tampa Municipal Hospital.

Mobile, Ala.—Mr. and Mrs. G. E. Anderson are the parents of a boy, Grant Edward, born on April 5. Mrs. Anderson is in the Receipts Department of the general offices.

Memphis, Tenn.—Effective May 16, Mr. N. R. Nelson is appointed Commercial Agent, according to an announcement made by Division Freight Traffic Manager H. N. Crook of Memphis. Mr. Nelson was formerly Division Passenger Agent at Chicago.

Mobile, Ala.—Mr. Herbert Calametti of the Traffic Department and Miss Beatrice Ellis were married on April 23 at St. Joseph Church in Mobile. Prior to their marriage they received from their fellow employees as a wedding gift a Mixmaster and a gift of flat silver.

Gordo, Ala.—Agent F. E. Randle has an interesting postal card notice of freight arrival at Columbus, Mass. on August 29, 1892 for a Mr. A. J. Peterson at Pickensville, Alabama (located in that county). The freight consisted of six boxes of bacon, two kegs of soda and three barrels of sugar.

Bloomington, Ill.—Homer F. Stowe, a retired Gulf, Mobile and Ohio engineer, died on Sunday, April 17, at Mesa, Alabama, where he had lived since his retirement from the railroad on October 1, 1947. Mr. Stowe had been an employe of the GM&O Railroads for over forty years. Funeral services were held in Bloomington.

St. Louis, Mo.—During the month of April, through the efforts of the soliciting forces in St. Louis, 1,632 school children were escorted through the Ann Rutledge in Union Station after its arrival. These students represented nine different schools in St. Louis.
Agricultural Awards Announced By GM&O

The winners of the GM&O Awards in connection with the Ten-Acre Soybean-Growing Contest and the Ten-Acre Corn-Growing Contest in Illinois were announced on February 2 at a banquet in Urbana, Illinois by GM&O Director of Agriculture and Forestry S. A. Robert. The banquet was held under the auspices of the Illinois Crop Improvement Association during Illinois Farm and Home Week.

Mr. Aden Danielson of Leland, Tazewell County, Illinois was the winner of the soybean contest, having achieved a yield of 34.29 bushels per acre, the highest ever obtained in connection with this contest. His total score on which the award was based, including yield, cost of production, quality and oil content, was 88.94.

Mr. L. Parke Kerbaugh of Stanford, McLean County was second in the contest with a total score of 81.37, and Mr. H. L. Steigelmier of Norman, McLean County was third in the contest with a total score of 79.57. Mr. Kerbaugh was awarded a Parker “51” pen and Mr. Steigelmier a Parker “51” pencil.

In the Ten-Acre Corn-Growing Contest the GM&O bronze trophy and Parker “51” pen and pencil set were presented by Mr. Robert to Mr. Elmer Franks, of Green Valley, Tazewell County, who had won the contest with a corn yield of 166.51 bushels per acre and a total score of 83.35.

Mr. James Yontz, Manito, Tazewell County, ranked second with a yield of 190.06 bushels per acre and a score of 82.61 and Mr. Dan W. Austin, Petersburg, Menard County, was third with a yield of 174.75 bushels per acre. Mr. Yontz was presented a Parker “51” pen and Mr. Austin a Parker “51” pencil.

Streator Section Foreman Retires From Service

Section Foreman Andrew Salata, Streator, Ill., retired from the service on April 1, after 48 years service. A naturalized citizen, Mr. Salata was born in Brunsieka, Czechoslovakia, and came to this country at the age of 20. After two years as a coal miner, he began railroad work as a track laborer at Streator. In 1908 he joined the force of the GM&O in the same community and continued work there until his retirement.

Married, Mr. Salata has four daughters, all residing in Streator.

The fuel bill of the Class I railroads in 1948 was more than $33 million, an increase of $14,410,000 compared with that in 1947.

Shop Superintendent Retires After 46 Years Service

When Shop Superintendent Joseph Schneeberger, Bloomington, retired last month, he wrote General Superintendent P. B. Bridges expressing his appreciation for the cooperation of his fellow employees and the management during his service.

An article in the Bloomington Panta-graph, outlining the rail veteran's career, credits the shop superintendent with having employed 50,000 men during his 46 years service.

Mr. Schneeberger started in the shops in 1903 as a machinist apprentice, and was named foreman in 1912. When the GM&O-Alton merger was completed, he became air brake supervisor, the position he held at his retirement.

During his life in Bloomington, the rail veteran has served as chairman of the Civil Service Commission and has been active in Shrine affairs.

Attending the annual Illinois Crop Improvement Association Banquet at Urbana, Ill., were, left to right, Prof. J. C. Hackelman, U. of Ill.; Hugh P. Morrison, Pres., Ill. Crop Improvement Ass'n.; Adon A. Danielson, the winner of the GM&O Soybean Award; S. A. Robert, GM&O Director of Agriculture and Forestry; H. L. Steigelmier and L. Parke Kerbaugh of McLean County.

Shown at the presentation of the GM&O Ten-Acre Corn-Growing Award are Prof. J. C. Hackelman; Hugh P. Morrison, Pres.; Dan Austin, Menard County; S. A. Robert, Elmer Franks, the winner, and James Yontz, Tazewell County.
New Hostesses Join GM&O Staff

Bringing interesting experiences with them from other fields, two versatile addi-

How Well Do You Know? (See Page 7)

Bloomington, Ill., was this month’s mystery town. The view was taken from the overhead just south of the GM&O station, with the station to the left of the picture. In the center of the picture can be seen the tracks of the New York Central, which connects with the GM&O at this point. In the extreme right background can be seen part of the present GM&O car repair shops.

with the merchandising business, both in the selling line and as a buyer.

Miss Betty Blake, a native of Paris, Tennessee, was educated at Stephens College and at the University of Alabama. She taught school for a short while before joining the GM&O staff. An expert horsewoman, Miss Blake has won numerous prices for her riding in horse shows in various cities.

American railroads use annually approximately 667 billion gallons of water for all purposes, which would be sufficient to fill a channel 600 feet wide and nine feet deep reaching from New York to San Francisco.

Railroad Hour Receives Radio Honor Award

The Railroad Hour, musical radio program presented each Monday evening by the Association of American Railroads on the American Broadcasting Company network, has received the silver mike award of Radio Best Magazine for “consistent excellence of performance and public service to radio listeners.”

In making the award for his magazine, Editor Edward Bobley said that “bringing the treasures of musical literature to vast numbers of people who otherwise would not have the opportunity to hear the music in its original setting is a service that only radio has been able to perform.”

“In the name of the Radio Best Listening panel of 100,000 people, in whose behalf this award is made, we congratulate the American railroads for providing such high type entertainment for the homes of America, homes in cities away from theater centers, homes in small towns and farms all over the nation,” he stated.

Railroads since the end of World War II have spent more than $1 billion dollars for new freight cars and locomotives and other improvements in order to provide better service.

Railroads and the National Welfare

I just said that the railroad business is a difficult and exacting industry—this is demonstrated by the fact that while the total value of the railroad plant in the United States is estimated at 22 billion dollars, it turned out in service last year only nine billion dollars of gross revenue. This is a turn-over of only 40 per cent of value. Not net profit, mind you, but gross business for a year. No other type of industry operates on such a meager ratio of sales to plant investment.

Let me break that down to a point where it is more easily understood. Suppose a friend of yours saw an opportunity for a neighborhood lunch stand. He decided that after all expenses were paid, including the employees, taxes, etc., he should net, in a year’s time, about $2,500.00. If he were to make the same net return on his investment that the Railroad industry makes on its plant, your friend would have to build a hundred thousand dollar stand! You might point this out the next time someone tells you about the tremendous profits railroad are making!

Address by: Donald V. Fraser
Missouri-Kansas-Texas R.R. Co.

Before — THE ST LOUIS CAR DEPT., ASSO.
St. Louis, Mo.