Merger Completed:
GM&O Extends Line
To Chicago & Midwest

Midnight May 31 was much the same as any other Saturday midnight on the Railroad, but it marked the official unification of The Alton and The Gulf, Mobile and Ohio Railroads. Ordered effective at that time and date by Federal Judge Barnes four days earlier in Chicago, the major stir of activity on the Railroad was in the St. Louis area where shortly after midnight The Alton’s Agency operations were transferred to the GM&O Freight Station and the first train began to move through as a one-line haul.

The tracks of the 1944.91 mile GM&O from the South, and the 949-mile Alton from the North lacked only eight-tenths of a mile of joining in St. Louis. The Front Street tracks of St. Louis Terminal Railroad are the short connecting link in America’s newest major Railroad System.

Simultaneously with the unification notice, it was announced that a through sleeping car would be operated between Chicago and Mobile. The first through car left Chicago Sunday morning, June 1, going South and Sunday afternoon a companion car left Mobile. This convenient service is proving attractive with the traveling public. The cars are handled on the well-known trains, Abraham Lincoln, Rebel and Alton Limited.

Acquisition of The Alton is the sixth amalgamation under Mr. Tigrett’s leadership. He started his Railroad career as Treasurer of the Birm.

(Continued on Page 2)

“Nerve Center” of Nation’s Railroads
Becomes GM&O’s Northernmost Point

With the acquisition of the Alton properties, Chicago, the nerve center of the nation’s rail system, becomes the northernmost terminal of the GM&O.

The Windy City, second largest in the United States, is served by 22 trunk line railroads and 37 connecting belt lines. According to the Association of Commerce these lines are responsible for the arrival and departure of approximately 45,000 freight cars daily and more than 1500 passenger trains carrying about 250,000 passengers.

The GM&O’s northern terminal is the site of such outstanding points of interest as the Field’s Museum of Natural History, Shedd Aquarium, the Museum of Science and Industry, and the Adler Planetarium. In addition to these, Chicago is also the home of five

(Continued on Page 2)
FREE ENTERPRISE, TENN. STYLE

The dream of our long-time friend I. B. Tigrett became an actuality Wednesday with the final approval by Federal Court of the merger of the Gulf, Mobile & Ohio Railroad and the Alton Route. Thus another North-South trunk line from Chicago to Mobile traversing the rich Mississippi Valley and reaching the bountiful grain and livestock belt at Kansas City is brought into being.

It is an outstanding example of how a man with faith in his section of the country and the people who dwell therein can achieve great success for himself and for the area. By dint of hard work, “throwing back the profits” and developing new enterprises and agriculture in the communities his lines served, Mr. Tigrett exemplifies the best in what we call the American system of free enterprise.

We rejoice with him in his latest accomplishment and wish him and his new railroad system, the Gulf, Mobile & Ohio, Alton Route, a prosperous future.

A GOOD RAILROAD -- NOW.

Fred Sullivan in his Jackson (Miss.) Daily News column, The Low Down on the Higher Ups, said:

No longer can the Gulf, Mobile & Ohio system be looked upon as a second-hand or rather inferior sort of railroad. Formal acquisition of the Chicago & Alton line, running between St. Louis and Chicago, gives the Gulf, Mobile & Ohio 3,000 miles of north-and-south tracks and its roadbed and rolling stock are both in first-class shape.

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Merger Completed

(Continued from Page 1)

ingham and Northwestern, a 49-mile railroad in West Tennessee, and was shortly afterwards elected President. The $175,000,000 GM&O system today stemmed from this small line.

The Memphis Commercial Appeal had the following to say about the Alton acquisition:

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Chicago

(Continued from Page 1)

ationally-known universities.

Heading GM&O's office in Chicago is Vice-President S. A. Dobbs, ably assisted by Assistant Vice-President S. A. Williams, Assistant Freight Traffic Manager I. H. Wente and Assistant to Vice-President and General Manager W. A. Bender.

Mr. Williams was recently promoted to Assistant Vice President following the merger. He started his railroad career in 1902 as Bill Clerk at Jacksonville, Fla. He came to the Alton in 1914 as Commercial Agent at Indianapolis.

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Photo shows Vice-President S. A. Dobbs (seated, left) who is in charge of GM&O's Chicago office, with Vice-President-Comptroller R. E. DeNeefe, (seated, right) who has been spending considerable time in the city on merger matters. Standing (left to right) are: Assistant Vice-President S. A. Williams, Assistant Freight Traffic Manager I. H. Wente and Assistant to Vice-President and General Manager W. A. Bender.

Dear Sir:

I have just completed my trip in Express car G&O No. 65, between St. Louis and Mobile and I must say this car is an Express Messenger’s dream. In my 27 years with the Express Company, I have worked on several different Railroads and the Express cars on most of those lines were terrible to work in.

I find that the Express cars on this line are about perfect. They ride like a Pullman, have good lights, are well ventilated, have clean water for drinking and heat well in cold weather. They are always cleaned at each end of the line, thanks to your Foremen, both at St. Louis and Mobile, also their crews.

Thanks too, to your Engineers, as they are to be commended for the excellent manner in which they handle this “Rebel”. We pick up about 350 to 500 crates of honey bees between Mobile and Oklahoma on No. 16 and have to stack them seven crates high and when they ride to St. Louis and are not knocked over by a sudden stop or jerk start of the train, I call that a JOB well done by our Engineers.

I like this run so well that I hope to be able to stay on it until I’m pensioned or until I’m called to the Pearly Gates.

Respectfully yours,

Herbert W. Spencer,
Messenger G&M&O No. 15 & 16 St. Louis-Mobile route.

Assistant Vice President

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At the Speakers Table Springfield Transportation Club dinner, from left to right: A. P. Titus, President Illinois Terminal Railroad; A. G. Grimm, Pillsbury Mills, Minneapolis; Reverend Francis Cunningham; Mayor Harry Eielson; V. Y. Dallman, Editor Illinois State Register; Walter Swaja, Traffic Manager Pillsbury Mills and President Transportation Club; I. B. Tigrett, President G&M&O; Fred L. Schrader, President Chicago and Illinois Midland R. R.; G. P. Brock, Vice President and General Manager G&M&O; John Funkhouser, President Springfield Chamber of Commerce and Donald Schweitzer, General Manager of Springfield Allis Chalmers Manufacturing Co.

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**SPRINGFIELD HONORS G&M&O**

The Springfield Transportation Club invited Mr. Tigrett as their speaker on May 22 and complimented him with the largest attendance ever recorded at one of their meetings.

Commenting on the address next day in his column in the Springfield State Register, Editor V. Y. Dallman who also served as toastmaster said, “THIS IS GLAD GOOD NEWS!” A business man, president of a great railroad empire, faced a great banquet audience at the Leland and talked about the Golden Rule and God... They were spellbound when the great railroad builder who has recently taken over The Alton System, spoke of God in simple but effective language told of the meaning of Easter. “Never have I heard an address with deeper spiritual meaning fall from the lips of a business man.”

Mr. Tigrett urged a more sympathetic relationship between the public, labor and the railroads and for a broader conception of the Golden Rule in business.

Here’s the introductory toast by Master of Ceremonies Dallman:

To Isaac Tigrett, this our toast:
His presence here is our proud boast,
With rails of steel and trains palatial,
He helps to build a greater Nation;
To weld the North and South as one,
Merge Springfield’s smiles with Jackson’s sun;
Cause ‘way down South in Dixie’s joys
To synchronize with Illinois;
Put the Abe Lincoln, train sublime,
Upon the Tigrett “Rebel Line”;
Made dear Ann Rutledge, train supreme,
Of Tigrett lines, the gracious queen.
To you, dear sir, we lift our hats,
We drink to you like Democrats.
Long may you live, and ever be
Symbol of rail supremacy.
And when you reach the Pearly Gates,
May you have special angel rates.
TRAFFIC AGENCIES

ALBANY, GA.—319 Pine Avenue
J. H. Flock, Commercial Agent

ATLANTA, GA.—601 Volunteer Life Building, 66 Luckie Street
T. V. Sutton, District Freight Agent
H. A. Tailey, Commercial Agent
A. J. Engel, Commercial Agent

BIRMINGHAM, ALA.—1925 First Avenue North, Room 603
C. H. Dege, Division Freight Traffic Manager
W. B. Mayes, Commercial Agent
J. E. Mowery, Commercial Agent
Ernest Roehy, Jr., Commercial Agent

CAIRO, ILL.—GM&O Freight Station, 5th and Jefferson Avenue
R. P. Beacham, Division Freight Traffic Manager

CHICAGO, ILL.—230 South Clark Street, Room 749
D. J. Taillon, Traveling Passenger Agent
R. N. Nelson, City Passenger Agent
H. G. Cromwell, City Passenger Agent
J. M. Marvagh, City Passenger Agent
N. L. Schaeffer, City Passenger Agent
R. L. Pond, Station Passenger Agent
H. G. Johnson, Station Passenger Agent
F. A. Malmberg, Assistant General Freight Agent
J. J. Hennessy, Division Freight Agent
B. P. Zimmerman, Commercial Agent
T. E. Moroney, Commercial Agent
J. E. Henry, Coal Freight Agent
W. M. Gall, Commercial Agent
W. M. Winters, Commercial Agent
L. M. Rucker, Commercial Agent
F. J. Butera, Commercial Agent
W. J. Schmidt, Commercial Agent
L. F. Miller, Freight Traffic Agent
R. L. Sipe, Freight Traffic Agent

1425 South Racine Ave., Zone 8, 465 Produce Exchange Building
J. T. Riordan, Perishable Agent

CINCINNATI, OHIO.—511 Gwynne Building, 602 Main Street
R. N. Sinclair, District Freight Agent
J. J. Gardner, Commercial Agent

CLEVELAND, OHIO.—533-34 Terminal Tower, 59 Public Square
A. F. Loth, District Freight Agent

COLUMBUS, MISS.—First Columbus National Bank Bldg.,
509 Main Street
Glenn Keen, Division Freight Agent

DALLAS, TEXAS.—809 Southwestern Life Building, 1500 Main St.
F. E. Clarke, Southwestern Passenger Agent
H. G. Walker, District Freight Agent
L. E. Cox, Commercial Agent

DENVER, COLO.—701 U. S. Natl. Bank Bldg., 817 Seventeenth St.
C. H. Lahn, District Freight Traffic Manager
W. P. Secord, District Freight Agent

DETOUR, MICH.—1265 Lafayette Bldg., 132 W. Lafayette Blvd.
W. R. Godley, District Passenger Agent
A. B. Sutton, District Freight Traffic Manager
J. J. McKnight, District Freight Agent
B. W. Pliester, Commercial Agent
S. T. MacLean, Commercial Agent

FORT WORTH, TEXAS.—507 Burk Burnett Bldg., 500 Main Street
B. D. Shiropshire, Jr., District Freight Agent

HAVANA, CUBA.—Edificio Suiza Departamento 53, Villegas 114
Fernando Castro, General Agent—Sales and Service

HOUSTON, TEXAS.—920 Bankers Mortgage Bldg., 708 Main St.
E. J. Marquette, District Passenger Agent
Neal Davidson, District Freight Agent
L. H. LaVergne, Commercial Agent

INDIANAPOLIS, IND.—1413 Merchants National Bank Building
11 South Meridian Street
C. M. Ashworth, District Freight Agent

JACKSON, MISS.—GM&O Passenger Station, 617 East Pearl St.
F. M. Sublette, Division Freight Traffic Manager
G. H. Reeves, Division Freight Traffic Agent
G. D. Villar, Commercial Agent
Chas. Benish, Commercial Agent
C. D. Brinkley, Commercial Agent

JACKSON, TENN.—Elks Building, 102 Baltimore Street
W. B. Hahn, Division Freight Traffic Manager
C. L. Garrard, Commercial Agent

JACKSONVILLE, FLA.—1208 Lynch Bldg., 11 E. Forsyth Street
A. A. Anderson, District Freight Agent

KANSAS CITY, MO.—Arcade A, Board of Trade Bldg.,
137 W. 10th Street
L. H. Nugent, Division Passenger Agent
J. F. Brown, City Passenger Agent
A. C. Garrett, Assistant General Freight Agent
H. W. Ball, Assistant General Freight Agent
L. H. Poitien, Commercial Agent
K. T. Kingman, Commercial Agent
L. W. Heist, Commercial Agent
A. B. Mower, Freight Traffic Agent
H. J. Brown, Freight Traffic Agent
H. C. Garrison, Freight Traffic Agent

LAUREL, MISS.—GM&O Bldg., Walters Avenue and Oak Street
B. D. Casey, General Agent

LITTLE ROCK, ARK.—Room 204 Gazette Bldg., 118 W. 3rd Street
J. R. Stevenson, District Passenger Agent
A. J. Turgone, District Freight Agent

LOS ANGELES, CALIF.—Room 621 Associated Realty Building,
511 West 6th Street
G. T. Buckley, District Freight Agent
J. F. Birmingham, Commercial Agent

LOUISVILLE, MISS.—GM&O Railroad Station, Cagle Street
H. D. Marshall, Division Freight Traffic Agent
R. P. Grace, Freight Traffic Agent
J. P. Cole, Freight Traffic Agent

(Continued on Page 7)
Things You Should Know

A recent Public Opinion survey by the Association of American Railroads should give all railroad employees food for thought. Of the travelers and shippers interviewed only ten per cent thought the railroads have the friendliest and most courteous employees. Thirty-seven per cent thought the airlines have. Of the frequent travelers (those making ten or more trips a year) 54 per cent thought the airlines service ahead of the railroads. Fifteen per cent complained of rude or careless employees.

Of course, we GM&O people may say, "it can't happen here." But maybe it can. Let's check up on our business manners.

NEW DISABILITY BENEFITS

Railroad workers will, beginning July 1, 1947, become one of the first groups in the Nation to obtain protection through a Government Social Insurance system against loss of wages from temporary disability. The new benefits are to be payable on a basis similar to that for unemployment due to lack of work and are financed entirely through contributions paid by employers, the Railroads. Generally speaking, it provides that after waiting a period of seven days, benefits will be payable for as much as 26 weeks of temporary disabilities in a benefit year. The maximum amount of benefits which may be paid in the benefit year 1947-48 ranges from $327.50 to $650.00, depending upon the total wages or salary earned by the employee during the calendar year 1945. Any kind of temporary disability is covered regardless of how or where it occurred.

RAILROADS NOT PERMITTED ENOUGH EARNINGS

An adequate return upon railroad investments is needed to strengthen the railroad industry as the main bulwark of American business against state socialism, William White, President, Delaware, Lackawanna and Western Railroad, declared in a recent address before the Buffalo (N. Y.) Rotary Club.

"Let me explain why the threat of government ownership of the railroads exists today, regardless of public opinion. For years the railroads have been able to raise equity capital, and very few could float new bond issues. This was due to lack of credit, and that lack of credit was due to inadequate earnings.

Commenting upon the low rate of return of the railroad industry, Mr. White stated that other regulated public utilities were permitted to earn between 6 and 8 per cent on property devoted to public service and that the Supreme Court of the United States, as late as 1945, upheld such a rate of return "while in the best war year railroads earned only 5.50 per cent, with an average return of 3.24 per cent the last 10 years. In 1946 the railroads handled the largest volume of traffic in peacetime history, but they earned only 2.74 per cent. Even with the increase in freight rates granted recently, the Interstate Commerce Commission admits they can earn only an average of a little more than 3 per cent."

The speaker explained that if the railroads cannot be operated successfully as a free enterprise "there is no recourse other than government ownership and operation, and that simply would mean providing the cash for improvement and operating deficits out of the general tax revenues of the country."

BULWINKLE-REED BILL

"It was in August of 1944 that the Justice Department filed its now famous suit against the western railroads. It caused confusion in railroad circles and a lot of raised eyebrows in Washington. Why should one department of the government attempt to annul the action of another government agency—the Interstate Commerce Commission—by basing such a suit on agreements which had been approved by that agency?"

"It just didn't make sense. The railroads, admittedly harrassed and harried in their attempts to recover from the exhausting job they handled during the war, thus were faced with the prospect of overlapping government action that was not only confusing but dangerous.

"The Bulwinkle-Reed Bill would give the ICC sole authority to approve rate agreements among carriers—and this means among truck lines and water carriers as well as among the railroads, and remove the threat of the Anti-Trust Division's senseless crusade. It is not a hastily-prepared measure. It was passed by the House last year, 277 to 45. The Interstate Commerce Committee of the Senate then reported its version favorably, but the bill got caught in the jam and was stranded at adjournment.

"Now it is up again... Action may come in a few days. It is to be hoped that the legislation passes this time."

Amarillo, Texas, News,
TRAFFIC AGENCIES (Continued)

MEMPHIS 3, TENN.—1414 Exchange Building, 120 Madison Ave.
H. N. Crook, Division Freight Traffic Manager
L. V. Reed, Division Freight Agent
L. S. Hoover, Commercial Agent
H. J. Pattison, Commercial Agent

MERIDIAN, MISS.—601 22nd Avenue, Room 1007
L. Farrell, Division Freight Traffic Manager

MEXICO, MO.
E. W. Meng, Commercial Agent

MILWAUKEE 3, WISC.—1418-19 Majestic Building
C. E. Sweet, District Passenger Agent
F. O. Kunc, District Freight Agent
J. G. Glaeser, Commercial Agent

MINNEAPOLIS 2, MINN.—560 Rand Tower, 527 Marquette Avenue
A. A. Thorburn, District Freight Traffic Manager
B. R. Briggs, District Freight Agent

MOBILE 13, ALA.—GM&O Building, 104 St. Francis St., Room 293
T. P. Cumberland, Division Passenger Agent
J. C. Midyette, City Ticket Agent
D. D. Peckham, Division Freight Traffic Manager
C. E. Thomas, Division Freight Agent
P. J. Cooney, Commercial Agent
C. W. Allen, Freight Traffic Representative
C. E. Nelson, Port Representative

MONTGOMERY 4, ALA.—GM&O Building, 339 Lee Street
D. L. Jones, Division Freight Traffic Manager
W. D. Hinkle, Acting Division Freight Traffic Manager
J. V. Kinard, Division Freight Agent
C. S. Gregory, Jr., Commercial Agent

NEW ORLEANS 12, LA.—203 Carondelet Street, Room 1109
E. A. Chapman, Division Passenger Agent
W. H. Eggerton, Division Freight Agent
A. C. Trico, Division Freight Agent
W. A. Klein, Foreign Freight Agent
R. F. Reynolds, Commercial Agent
J. M. May, Commercial Agent
A. R. Walley, Freight Traffic Agent

NEW YORK 7, N. Y.—2114-16-18 Woolworth Building
L. L. Deck, Eastern Passenger Agent

500 Fifth Avenue, Zone 18, Room 902
R. F. Hobby, District Freight Traffic Manager
E. J. Vohe, District Freight Agent
F. E. McCann, District Freight Agent
Albert Wars, Foreign Freight Agent
H. R. Newman, Commercial Agent
F. G. Peters, Commercial Agent

PEORIA 2, ILL.—Room 902 Lehman Building, 405 Main Street
C. E. Norris, Division Freight & Passenger Traffic Manager
R. B. Burns, Commercial Agent

PITTSBURGH 22, PA.—351 Fifth Avenue, Room 1522
W. E. Barrett, District Freight Traffic Manager
H. L. Bode, Commercial Agent

PORTLAND 5, OREGON—Terminal Sales Bldg., 12th and Morrison Streets
G. C. Bunce, District Freight Agent

ST. LOUIS 1, MO.—802 Chemical Building, 721 Olive Street
D. G. Barnard, General Agent, Passenger Department
C. S. Blackstone, General Agent, Passenger Department
R. J. Fisk, Division Passenger Agent
George Gorder, City Passenger Agent
H. A. Bauer, City Passenger Agent
W. E. Perry, Station Passenger Agent
R. E. Jennings, Station Passenger Agent
E. A. Hynie, Assistant General Freight Agent
P. P. Eslinman, Commercial Agent
F. J. Young, Commercial Agent
W. P. Wilson, Commercial Agent
J. A. Gable, Commercial Agent
R. E. McGinn, Freight Traffic Agent
C. C. Boken, Freight Traffic Agent

SALT LAKE CITY 5, UTAH—2123 East 3205 South
C. E. Jensen, Commercial Agent

SAN ANTONIO, TEXAS—835 West French Place
E. J. Marquette, District Passenger Agent

SAN FRANCISCO 5, CALIF.—819 Monadnock Bldg., 681 Market St.
W. J. Harvey, District Freight Agent

SHreveport 13, LA.—706 City Bank Building, 506 Milam Street
C. M. Whitmer, District Freight Agent

SPRINGFIELD, ILL.—GM&O Railroad Passenger Station
Neil J. Souder, Division Passenger Agent

GM&O Freight Station, Third & Madison Streets
E. H. Yarke, Division Freight Traffic Manager
J. J. Hastings, Commercial Agent

TAMPA 2, FLA.—1002 First National Bank Bldg., 215 Madison St.
T. M. Gallen, District Freight Agent
J. A. Crawford, Freight Traffic Agent

TULSA 3, OKLA.—805 Kennedy Building, 4th and Boston
Ray P. Harrison, District Passenger Agent
T. B. Peake, District Freight Agent

WASHINGTON 6, D.C.—803 Stoneleigh Court—1925 Connecticut Avenue, N.W.
V. M. Perry, District Freight Agent
Goodrich Dedicates Tuscaloosa Plant

At the "Open House" marking the formal opening of the Tuscaloosa plant of the Goodrich Rubber Company, Goodrich President John Lyon Collyer was the principal speaker. In the top photo are shown (left to right) L. V. Newman, G. W. Vaught and T. G. Graham; Goodrich Vice Presidents, President Collyer, Tuscaloosa City Commission President Luther Davis, Gordon D. Palmer, President, First National Bank of Tuscaloosa; Plant Manager Joe E. Herbert, Judge Robert B. Harwood of the Alabama Court of Appeals, who represented the State, and Probate Judge Chester Walker.

Below, the guests listen as Probate Judge Chester Walker welcomes Goodrich to Tuscaloosa.

Third photo shows a Goodrich visitor taking time out to inspect one of GM&O's new box cars which was on display.


Lower left photo shows GM&O Division Freight Traffic Manager C. H. Dege, Birmingham, and Goodrich Purchasing Agent R. L. Hurst, Tuscaloosa.
“Open House” Marks Goodrich Dedication

Marking another step in the industrial progress of Tuscaloosa, Alabama, one of the fastest-growing cities on the GM&O, was the completion of the new plant of the Goodrich Tire & Rubber Company, located on the GM&O.

The formal completion of the new tire center was celebrated by an open-air barbecue with more than 500 guests attending, including the following GM&O personnel:

Executive Vice-President F. M. Hicks, Director H. A. Pharr, Vice-President (Industrial Relations) T. T. Martin, Vice-President (Traffic) L. A. Tibor, Division Freight Traffic Manager C. H. Dege, Commercial Agent W. B. Mayes, Sr., Agent O. H. Tabb, and Terminal Trainmaster W. St. John.

Guest speaker at the ceremony was Goodrich President J. L. Collyer, who stated that the Tuscaloosa site was chosen after long consideration because of “transportation, accessibility to market, personnel availability and power.”

Collyer estimated that the Tuscaloosa plant will produce 6,000 tires and tubes daily, which will result in more than 150 railloads of finished products monthly. While this doesn’t make the Alabama plant the largest in the Goodrich family the weekly payroll is estimated at almost $50,000 weekly.

G. P. Brock Announces New Pass Regulations

New pass regulations, announced by Vice-President General Manager G. P. Brock, provide that for the remainder of 1947 annual passes on the GM&O-Alton will be as follows:

The 1946-47 GM&O annual passes will be honored on the Southern Region (south of St. Louis) only.

The 1943-44 Alton annual passes will be honored on the Northern Region (north of St. Louis) only.

Pass Requests

All requests for trip passes will be prepared on GM&O Form 340 and requests for annual passes will be prepared on GM&O Form 521. Until these forms are received, Brock announced, the Alton forms may be used.

The Pass Bureau will be located in Mobile.

GM&O Officials Visit Tuscaloosa

[Image of GM&O Vice-President (Traffic) L. A. Tibor, GM&O Director H. A. Pharr, Executive Vice-President F. M. Hicks, Goodrich Chief Engineer H. E. Cook and GM&O Vice-President (Industrial) T. T. Martin at a recent “Open House” of the new Goodrich Tuscaloosa Plant.]

Alton Reorganization Managers

[Image of Reorganization Managers of the Alton busy winding up final affairs of the Railroad before it was transferred to the GM&O. Shown seated in the picture (left to right) are Chicagoans John E. Gavin, Chairman A. Bradley Eben, and General Roy D. Keehn. Standing is Roy D. Keehn, Jr., Secretary of the Managers.]

TWO LETTERS from England and one from Spain last month seeking information about GM&O and requesting copies of NEWS.

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Named for a Train?

Otto Eisenreich, whose newest book is “The Art of Worldly Wisdom,” brought back this story from central Illinois where he has been lecturing:

A party was being shown around New Salem and the guide said:

“The next cabin is the one folks usually call the ‘Ann Rutledge cottage.’ ”

Whereupon a large lady in the party whispered loudly to her husband:

“Imagine that! They named this cottage after the train we came in on!”
—From Chicago Sun.

National Dairy Month
Announced by Council

June has been set aside as “Dairy Month” by the National Dairy Council to encourage the use of America’s dairy products, with more than fifty thousand farmers and dairymen participating.

Cooperating in this movement, the GM&O has placed posters on all the bulletin boards and is using the National Dairy Council’s special stamps on all menus during this month.

Commendations

T. J. Roberts, Bloomington, has been awarded five merit marks for his quick action in transferring a car out of the danger area when a nearby shed caught fire. Due to Roberts’ quick action, Superintendent B. V. Bodie writes, no damage was done to the car or its contents.

Robert Jones, colored section laborer, Ripley, Mississippi, has received a letter of appreciation from Chief Engineer W. W. Greiner for his report of a broken rail north of the Ripley Depot. Jones was off duty at the time he detected the fracture.

Superintendent J. R. Conely, Murphysboro, has awarded 10 merit marks to Brakeman M. B. Kennedy for his alertness in detecting a dragging brake beam on Train 23 while he was on a walking inspection. Kennedy immediately signalled the train and necessary repairs were made.

Fifteen merit marks have been awarded to Brakeman R. W. Etherton, Tolson, Illinois, for his alertness in detecting a broken flange while performing switching duties at Murphysboro. Upon discovery of the faulty wheel Etherton signalled the conductor and the car was set out for repairs.

Section Foreman Clifford Gibler, Elsberry, Missouri has been awarded five merit marks by Superintendent G. C. Brown for his service when he detected a brake beam dragging on a passing train. Gibler signalled the crew and then assisted them in replacing the beam.

Fireman M. B. Callahan, Tuscaloosa, has been awarded ten merit marks for his action in clearing a train from the tracks to avoid delaying other trains. Superintendent L. C. Spencer writes that Callahan was instrumental in moving the engine, which had broken side rods that could not be repaired without a takedown.

Mr. Brock Addresses Mobile Jaycees Banquet

Guest speaker at a recent meeting of the Junior Chamber of Commerce was Vice-President and General Manager G. P. Brock, a past president of the Chamber of Commerce.

Mr. Brock, who presented an award to Mobile’s “Outstanding Man of the Year”, has been a resident of Mobile since 1922. He is also a director of the American National Bank and Trust Co.