The Wage Increase

The Arbitration Board has awarded a wage increase to certain of our employees. This increase will be effective from September first and will be reflected in the pay checks to be delivered beginning October first.

While this award is given to only certain employees, some application of the award will be made generally, with the exception of officers elected or appointed by the Board of Directors and, also, those organizations who now have their demands pending.

From the standpoint of the Company’s stockholders and the Company itself, this additional expense is a serious blow. Based on the first seven months of this year, it will increase our payroll over four million dollars annually, which does not take into account the amount which may be given other employees now seeking an increase. This comes at a time when our taxes, especially in Tennessee, are being raised and when the price of fuel—both coal and oil—has been advanced materially.

At the same time, we want our employees to know that we fully understand their plight. We are keenly aware of the mounting living expenses which have accrued to every family, and we are most sympathetic. About the only way our employees can assist in this critical period is to see that his or her job is being done with conscientious efficiency.

We are up against a serious problem and I call on all of you to help solve it.

I. B. Tigrett

Farm Family Award
Offered by G. M. & O.

In Missouri and Illinois

In order to give recognition to farm men and women who have made worthy contributions to a more satisfactory living on their farms and in their communities, the Gulf, Mobile and Ohio Railroad in co-operation with the University of Illinois and the University of Missouri Extension Services will institute a Farm Family of the Year award honoring selected agricultural families in the two states. The winners will be given a five-day trip, March 9-13, 1948, in the Deep South, visiting Mobile, the Gulf Coast, and New Orleans.

The program to select the outstanding farm family in each of the railroad’s counties in Illinois and Missouri was announced recently by President Tigrett and is being carried on by Director of Agriculture and Forestry S. A. Robert of Jackson, Tenn., and Agricultural Agent A. F. Stephens of St. Louis.

The entire program is being handled with the endorsement and under the supervision of Dean H. P. Rusk, Director of Extension Service, College of Agriculture, University of Illinois; and State Extension Service Director J. W. Burch, College of Agriculture, University of Missouri.

Farmers in each county are asked to nominate their selections as the outstanding farm man and wife in their respective counties. The nominations by the farmers themselves will then be turned over to a special award committee consisting of a representative of the County Farm Bureau, Rural Women’s Clubs, County Parent-Teachers Association, County Ministerial Alliance,

(Continued on Page 4)
Jackson Chamber of Commerce Charter Bus
Advertises State Fair In 44 Tennessee Cities

For three days this month, a special Gulf Transport Charter Bus toured 44 communities of West Tennessee announcing the coming State Fair to be held in Jackson.

Reaching different communities on each of the three days, the bus carried approximately 55 Jackson business leaders each day. The tour members, who were preceded by a hill-billy band and an Army sound truck, greeted the residents of each town and distributed balloons, walking sticks, whistles and other souvenirs to the collected crowd.

Between towns they discussed problems to be encountered and relaxed in the cool comfort of the air-conditioned Gulf Transport bus, one of the six new models received by the Company. Driver of the bus was Joe Lee.

Along the route, the spectators were entertained by Speedy McNatt and his Cumberland Mountain Boys, while members of the tour party passed out souvenirs and literature on the fair.

Commendations

Superintendent L. C. Spencer has commended Agent W. H. Gwin, Buhl, Alabama, for his prevention of a probable accident by his discovery of a hot box on a car in the middle of train No. 131. Gwin immediately signaled the rear end crew and the condition was corrected.

Conductor E. C. Hartwig and Flagman E. E. Dillow, both of East St. Louis, have received letters of commendation from Superintendent J. R. Conerly for their alertness in discovering a broken rail. Hartwig and Dillow heard an unusual sound and stopped the train. Upon inspection, it was revealed that there was a broken rail. Conerly's letter said, "Your alertness no doubt prevented a serious accident, and both of you are commended for taking the safe course."

Telegrapher W. T. Rosson, Murphysboro, Ill., has been commended for his quick action in notifying the conductor of a passing train of his discovery of a dragging brake beam.

Brakeman W. E. Ripley, Tolson, Ill., has received a letter of commendation from Superintendent Conerly for his alertness in discovering a dragging brake beam and thus preventing a possible accident.

Superintendent R. V. Bodie has commended Flagman A. Hale, Chicago, for his discovery of a burning diaphragm curtain on a car in a passing train. By quick action, Hale was able to extinguish the fire with a bucket of water and thus prevented further damage.

Conductor E. L. Stringer has received a letter of commendation from Superintendent Currie for his alertness in the application of brakes to the rear of his train after noticing a derailed car.

Members of Jackson's Good Will Tour line up along the side of one of Gulf Transport's new air-conditioned buses in front of the court house prior to departure on a trip to 14 neighboring communities to advertise the West Tennessee State Fair.
Alton’s “Major Nolton” Made Railroad History On Chicago Fire Run

Casper Phillips, who writes "Roundhouse Rounds" each Sunday in the Meridian STAR, had an interesting article on the Alton's engine, Major Nolton, which made a historic run of 126 miles in 150 minutes during the great Chicago fire.

Mr. Phillips in his column says, . . . "Now that the GM&O has taken over the Alton from St. Louis to Chicago, you might be interested in a famous run on the Alton in the fall of 1871. On Oct. 9 word was received in Bloomington that Chicago was burning 'and will soon be in ruins'. An S-wheeler locomotive No. 97, with the name MAJOR NOLTON, was made ready for the run. A fire engine with the firemen was loaded on a flat car.

The Super told Louis Hawks, engineer, 'run the wheels off her.' The 97 rolled out on the main stem, Chicago 126 miles away. Hawks 'batted it'—Chenoa to Pontiac, ten miles in ten minutes, then faster still, Wilmington to Elmwood, seven miles in 6 minutes. The fire fighters on the fire engine were eating smoke. Through Joliet they tore like a whistle-hen up Sowashee. A banner of white smoke trailed behind. At length the fast run came to an end. Louis Hawks burst in the Chicago train shed. The 126 miles had been made in 150 minutes and that was some running in 1871 with no airbrakes. A few hours later Chicago's $50,000,000 fire was stopped. The Major Nolton had played a major part in helping to extinguish the flames."

V. M. Perry Elected To Club Chairmanship

V. M. Perry of our Washington Traffic office has been named Chairman of the Washington General Agents' Luncheon Club, composed of about thirty-five of the top solicitation men in Washington. The Club meets for luncheon once each week at the Ambassador Hotel for the discussion of matters of mutual interest among rail solicitation forces. His term as Chairman will extend for the next three months.

From the files of the Alton we have this interesting picture of the Engine, MAJOR NOLTON. It made a record run with fire fighting equipment from Bloomington to help battle the Chicago fire of 1871.

Government Ownership of Railroads

With a few minor exceptions the railroads of the United States and the Canadian Pacific in Canada are the only privately owned railroads in the world.

Practically all others are owned and operated by government with taxpayers footing the bill—usually a deficit.

What happens when the government runs the railroads? President W. G. Vollmer, of the Texas and Pacific Railroad company, cited a few examples in a recent address at San Antonio, Tex.

In Mexico there are approximately 8,000 miles of government-operated railroads. To run them requires 56,000 employees. The Texas and Pacific with about the same mileage employs 9,500 persons.

At the start of the second world war 75 per cent of the locomotives on the Mexican railroads were over 25 years old. One-third of the crossties were defective. Rails, generally were the lightweight, 80-pound variety.

To operate the 55,000 miles of nationalized railroads in Russia, 1,500,000 employees are required. This compares with about 1,350,000 persons employed on the 257,000 miles of railroad in the United States.

Russian railroad equipment is about on a par with the old wooden cars which were discarded by the American railroads a quarter century ago.

To discourage travel the Russian government sets higher rates per mile for long than for short trips.

In Britain the government is about to take over the railroads and all other forms of transportation. Under the British transport bill, the right of the shipper to select the kind of transportation best suited to his needs is drastically curtailed.

A wholesaler will not be permitted to operate his own trucks in competition with state-operated trucks. He will be forbidden to drive his trucks farther than 40 miles from the location of his establishment. Nor will farmers be allowed to deliver their own products to points more than 40 miles from their farms.

Yet there are people, some in Iowa and Council Bluffs, who insist that government ownership and operation of the railroads would be a good thing for the American people.

Reporter Follows Meal Preparation From Commissary To Passenger

The average traveler who sits down in the GM&O diner may puzzle a minute that “so much food comes out of such a little kitchen.” Order his meal, pay his check, and still never give a thought to the vast operation that is entailed in presenting his food to him.

The delicious food, served on immaculate linen, goes through at least eight operations between the time it reaches the GM&O commissary and the time it reaches the traveler. So that NEWS readers may better understand the steps taken in this preparation, these pages show the step-by-step operations in serving a steak.

First step in preparing a diner for its run is the assembling of the staple foods. Since many of GM&O’s diners serve as many as 400 meals per trip, great care must be taken to assure an adequate supply of necessary items without overcrowding the compact galley.

While the staples are assembled and checked, the butcher selects the choice meats to be cut for steaks and carefully slices them so that there will be a minimum of waste after they are loaded on the car.

After the meat has been cut and the staples listed on the record of the car, all the supplies are loaded on the trailer and moved from the commissary to the waiting diner where they are loaded and stored away in the tiny kitchen. These operations are usually completed about an hour prior to train departure.

Last step in the pre-departure schedule is the loading of the meats and perishables into the car’s refrigerators, where ham, turkey, chicken, steaks and the season’s fish are stored until the passenger gives his order.

After the waiter brings the passenger’s order into the kitchen, the chef selects a steak and carefully broils it to the customer’s order.

While the chef prepares the steak, his helpers are cooking the vegetables and mixing the salad which will be served with it.

When the meal is finally prepared, the immaculately uniformed waiter serves the steak with golden French fries, vegetables and a crisp salad to the waiting passenger.

This will be followed with the passenger’s choice of desserts and possibly a final demitasse while he watches the passing scenery through the broad windows of GM&O’s modern diners.

While the staples are being loaded on the trailer, a skilled butcher selects choice cuts of meats and slices them into steaks, so that a minimum of time and effort will be lost after the chef begins his preparation.

All the supplies for this trip having been loaded on the trailer, it is quickly transported to the waiting diner. This usually takes place about an hour prior to train departure.

Farm Family Award
(Continued from Page 1)

County Bankers Association, and County Medical Association.

The awards will then be approved and made by the Agriculture Extension Service Director, President of the Farmers Association, the Farm Bureau Federation, the clerks of the State Department of Agriculture, and Mr. Robert on or before December 15, 1947.
Traffic Department Lists
Two New Promotions

Effective September 1, Codie E. Thomas, formerly Division Freight Agent in Mobile was appointed District Freight Traffic Manager with headquarters in Mobile. C. S. Gregory succeeds Mr. Thomas as Division Freight Agent with headquarters in Mobile.

Mr. Thomas has been with the GM&O since 1919. A well-known Mobillian, he began his railroad career with the B&NW at Bells, Tennessee.

Mr. Gregory has been with the railroad since 1927, when he started to work in Mobile for the Traffic Department. He is a graduate of the University of Tennessee.

Freedom Train to Run Over GM&O Tracks

The longest train tour in American railroad history will begin when the American Heritage Foundation’s Freedom Train leaves Philadelphia on September 17 to start its 33,000-mile, year-long trip around the country. This trip represents an unparalleled cooperative plan on the part of 52 railroads, which have contributed not only the various component parts of the train but also the intricate routing that is necessary.

The Freedom Train, operated at all times as a special, will be carried on the GM&O from Montgomery, Ala., to Tuscaloosa, Ala. on December 29, for the showing of its 100 of the nation’s most priceless documents in that city on the twenty-ninth of December. The train will again make its way on GM&O tracks on June 15, 1948 when it will move from Chicago to Joliet for showing in the latter city on that day.

The purpose of the tour is to inspire in Americans a greater awareness of the principles that gave the United States its freedom and independence, and to stimulate a more active participation in national, state and local government and community life to protect those liberties.

The historic documents, such as the Bill of Rights, Constitution, and Declaration of Independence, will be protected by the extensive use of a new type of lucite plastic. More than three thousand square feet of this plastic was manufactured especially to meet the Freedom Train requirements as specified by the documents experts of the National Archives and the Library of Congress.

Tentative routing of the train calls for a running schedule so planned that high speeds will be unnecessary. All jumps will be short—none longer than overnight. The schedule is also planned so that as many towns and cities in each state will be covered, and to allow a showing time of from 10 a.m. to 10 p.m. each day, with one day of rest out of each seven for the train crew.

Charles Turner Appointed To GM&O Legal Staff

The Legal Department has announced the appointment of Charles F. Turner, Birmingham, Ala., as Attorney of the Company with headquarters in Mobile.

Mr. Turner is a graduate of Duke University and has been associated with the firm of Martin, Turner & McWhorter of Birmingham since his admission to the Bar in 1940.

City Passenger Agent George Gerdes demonstrates the passenger’s pleased expression on first viewing his steak, which is served by one of GM&O’s efficient waiters.
Sensible Labor Approach — From Advertising Age

A few weeks ago we commented here on the manner in which both labor and management frequently take to the public prints during a labor dispute to tell the public what a dirty so-and-so the company (or the employees) involved in the dispute is.

We suggested that this type of name-calling in public was a relatively new method of committing economic suicide, since if the advertising accomplished its purpose, it was sure to create public distrust of either the management, or its workers, or both.

Consequently, we were more than usually pleased with the recent newspaper ad of the Eastern, Southeastern and Western Railroads. This ad was "tough." It was headed, 44 ways to get something for nothing," and it attacked featherbedding conditions sought by the railroad brotherhoods in no uncertain terms.

But it didn’t say, or imply, that all railroad employees are sluggards, nitwits or subversive Communists. Instead it said:

"Railroad workers are good citizens and good employees, with pride in their calling. Their record during the war was outstanding. We do not believe they fully understand the 'featherbed' rules which the union leaders are demanding. We do not believe they understand the harmful results which these rules would have to the railroad industry, to the millions of men and women depending on railroads for their livelihood, and to the shipping and consuming public."

This strikes us as good, common sense. Better common sense than name-calling and impugning of reputations. Better common sense than batting the other fellow over his head, trying to "hammer some brains into him."

And probably more effective, too.

GM&O Congratulated
On Baseball Special

On August 1, the GM&O sponsored a special train from Lincoln, Ill., to St. Louis to attend the Emil Verban special baseball game sponsored by the Rotary Clubs of Lincoln, Atlanta and Mt. Pulaski. More than 500 passengers rode the special train.

Following the trip, B. F. Slater, Lincoln Glass Bottle Company wrote:

"There has been a great deal of favorable comment concerning this trip and your part in arranging for the special train, food, and bus transportation aided tremendously in putting this across."

Circus On Rails Begins
75th Transportation Year

According to the American Association of Railroads, P. T. Barnum’s "Greatest Show on Earth" in 1872 became the first circus in the modern sense to be transported by railroad in circus-owned cars. Overnight, millions of children and grown-ups alike became devotees of the sawdust circle, a clan heretofore limited to the lucky urbanites.

Realizing that his circus and menagerie had grown too large to trudge along the country roads from town to town, the great showman decided to mount it on rails and jump a hundred miles or so every night.

In the summer of 1872, Barnum’s show, which had previously been moved from place to place by teams of 600 horses, rolled out of winter quarters in a long train of brightly painted cars and began touring the country by rail. In the past, much time had been lost in traveling, but now all moves were made by night, for the first time, long hops from one important city to another were possible.

Today, Ringling Brothers and Barnum & Bailey Combined Shows is normally moved by four trains totaling 101 cars — flats, stock cars and sleeping cars.

An interesting view of the Mobile freight yards through the rails of an overhead bridge. One of GM&O’s efficient switch locomotives is shown in the foreground.
Here's the record...

In the quarter century...1921-1946...

Average length of freight trains has gone up 39%
Average speed of freight trains has gone up 39%
The rate of injuries to railroad employees has gone down 60%
Average wages paid railroad workers have gone up 84%
Price of railroad materials and supplies has gone up 58%
Railroad taxes have gone up 76%

BUT THE AVERAGE CHARGE BY RAILROADS FOR HAULING A TON OF FREIGHT ONE MILE HAS GONE DOWN 23%

GM&O Locomotive Featured At Springfield Fair

A miniature locomotive bearing GM&O markings was exhibited at the Illinois State Fair, Springfield. The miniature train was used as an amusement feature on the midway by E. Myers, Bloomington, and was painted with the GM&O markings at the suggestion of Superintendent of Motive Power and Car Equipment C. W. Eshel.

Bloomington Grain Dealer Compliments Rail Operators

In an address before the Midwest Shippers Advisory Board at Milwaukee, Lawrence Farlow, Secretary of the Farmers Grain Dealers Association, Bloomington, said:

"I have great confidence in the determination of the railroads in this territory to do the very best they can with the equipment they have, but I remember back in 1942 and '43, when we were faced with the enormous movement of war materials in addition to our regular traffic, most of us said, 'It can't be done; we will have a car shortage.' The railroad operating officials of the Association of American Railroads said, 'Well, it has to be done; it will be done, and we will do it.' To our great surprise, they did it."

A recent letter from Henry R. Spight, Booneville, Miss., says:

"I was born at Ripley 70 years ago and well remember Colonel Falkner, the founder and builder of the 25 mile railroad at one time named Ripley, Ship Island and Kentucky—later Gulf and Chicago. I really have gotten off the train and pitched wood from a pile on the right-of-way onto the tender and helped push the old time turntable to help get to Middleton on time to make connection to Memphis."

Dear Mr. Tigrett:

I had occasion, on the trip down from Chicago, to observe the efficiency of one of your hostesses.

I don't know what qualifies a young lady for that job, but, if being helpful to the old and the very young, and being very courteous and cheery to every age in between, are among the qualifications, then I would have to give your hostess a Grade A rating.

I was told by one of your men that her name is Ruth Swift.

Yours very truly,
J. F. Schlatly.
Along the Line...

Recently employed in the Traffic Department in Mobile were: Miss Emily Matheus, Miss Hulda E. Offord, Quill Harbin, Hugh Clausen, E. P. McDonald, Robert Hall, Charles McMillan, Miss Emma L. Brown and J. C. McClure.

Recent passenger on the Rebel was Mr. W. S. Norwood, Tuscaloosa, Ala. Mr. Norwood is with the Tennessee Fertilizer Company in that city.

The NEWS regrets to learn of the death of Conductor Herman C. Coleman, Meridian. A World War I veteran, Coleman had been an employee of the GM&O for a number of years.

Miss Grace (Betty) Jones, Bayou La Batre, Alabama, is one of GM&O's newest hostesses. A graduate of the University of Alabama, Miss Jones served as hostess on the railroad for a short time in 1944, and returned to the service this summer.

Booneville, Miss., is the home of another of GM&O's newest hostesses, Miss Sue Hamm. Miss Hamm, who also joined the GM&O staff this summer, is a graduate of Mississippi State College for Women at Columbus, Miss.

Mr. and Mrs. W. E. Newman celebrated their Golden Wedding Anniversary July 27 at their home in Murphysboro, Ill. Mr. Newman, a retired switchman on the GM&O, is now 73 years old.

He began his railroad career in 1892 at the age of 16 and continued with the company until his retirement in 1938.

The Newmans have two children, six grandchildren and two great grandchildren.

J. H. Batch, Mobile, has recently been appointed General Passenger Agent of the Gulf Transport Company.

Mr. and Mrs. W. E. Newman

"She Can't Stand To Ride Backwards"