HARLEY GIBSON HEADS FOREIGN DEPARTMENT

H. H. Gibson of St. Louis has been appointed Foreign Freight Traffic Manager of GM&O with headquarters in Mobile. The announcement was made by Vice-President L. A. Tibor in charge of traffic.

Mr. Tibor said that the appointment of Mr. Gibson to head the Department was part of a program to enlarge the Road's export and import division to meet the growing importance of Mobile and New Orleans in the world trade picture. He said that the war had emphasized the advantages of the Gulf ports with regard to the movement of foreign commerce.

Mr. Gibson has worked for a number of years in the railroad business and has served in various capacities as a representative of the New Orleans Decks' Commission.

He started his railroad career in his home town with the Cotton Belt at Kingsland, Arkansas in 1913 and was

(Continued on Page 6)

WILHELM NAMED ASSISTANT TAX COMMISSIONER

Maurice F. Wilhelm, who recently completed twenty-one years of service with GM&O, has been appointed to the position of Assistant Tax Commissioner with headquarters in the Legal Department at Mobile.

His first position with the Company was that of Stenographer-Clerk in the Transportation Department of the Mobile and Ohio at St. Louis. Six months later he transferred to the Traffic Department. Two years later he transferred to the Legal Department as a stenographer where, as the result of successive promotions, he became Chief Clerk.

He attended law school at night and successfully passed the Missouri bar examination in 1937 and was admitted to practice in that state. He was appointed Attorney in the Legal Department in 1939, which position he continued to hold until his present promotion with the GM&O.

“TAKE HOME PAY”

In the postwar period of October, November and December, 1945, we handled more passengers and more freight than in the corresponding war period of 1944, yet our gross revenues decreased in excess of 10%.

Does anyone think that to offset this loss of “Take Home Pay”, which was caused by the reduction in wartime activities, the Railroads should refuse to operate until they are granted a rate increase?

Is not the immediate answer more a matter of thrift in management—in other words, spending less?

I. B. T.
All dolled up, but contrary to the age-old saying, they do have somewhere to go... this time it’s back to work.

It’s just time out in a busy pre-Christmas day for the “babies” in Superintendent of Transportation Lanham’s office who couldn’t resist the teddy bear sale across the street. It all started with one little bear and at last count there were forty-five who found new homes that day.

Some dolls, Eh?

---

**THE MAIL TRAIN**

Dear Sirs:

I received my ticket refund claim check, and I wish to thank you for your very prompt service.

I have had many pleasant hours of travel on your road, and when the occasion for me to travel by rail comes up again, I will surely travel by G&M&O if possible. I thank you again, and wish you all a very happy Xmas and a New Year of good railroading.

Yours very truly,

Loren H. Jackson.

**FULTON COUNTY LEVEE BOARD**

Hickman, Kentucky

Dec. 15th, 1945.

My Dear Miss Mathison:—

For your promptness and kindness in returning to my bank the check book which fell out of my pocket a few days ago while I was a passenger on your very fine train “The Rebel” from New Orleans to Union City, I feel very grateful.

The morning after I arrived home the bank phoned me they had received the book by mail from you. Your thoughtfulness is what may rightly be called “real service”. My trip was made much more pleasant by reason of your very kind and courteous attention on route.

Mrs. Helm joins me in wishing you much joy and happiness during the Holiday Season just ahead.

Sincerely yours,

H. C. Helm, Commissioner.

---

**NAVY POINT STORES, INC.**

Pensacola, Florida

Dear Mr. Gell:

On behalf of Mr. Ellinor and Mr. Bowden accept our sincere thanks for the service rendered for their trip to Chicago.

Checking over our newspaper file, I ran across this photo* which I thought you would be interested in seeing. This recently appeared in the Pensacola Journal. I was glad to see your company get this publicity. It so happens that I am personally acquainted with Mr. Davis in the picture.

Accept our best wishes for New Year, we are

Cordially yours,

James W. Lawson

*Picture of two service men reading G&M&O Folder.

---

**HENRY HANNA GRANDFATHER.**

H. A. Hanna, Chief Clerk in the Passenger Department, is a proud grandfather. It’s a girl and his daughter, Mrs. Thos. Kutla, Jr., of St. Louis, has named her Mary Margaret.

---

**INDUSTRIES LOCATING IN “GM&O-LAND”**

**MONTICELLO** will soon have a $25,000 garment plant employing 100 persons. The plant will be known as the Monticello Garment Plant.

**LOUISVILLE**: National Automotive Fibres Company, Inc., to locate here in $225,000 building provided by City and leased to Company which will manufacture upholstery materials for automobiles.

**CALHOUN CITY**: Work to begin on $50,000 Garment plant within next few weeks.

**HOUSTON**: Ricc Stix Dry Goods Company of St. Louis to have plant employing 300 persons with annual payroll of $300,000.

**COLUMBUS**: Illinois firm has purchased land for plant to produce tankage, fertilizer and tallow.

**JACKSON**: Great Southern Box Company building a large factory in Flowood industrial district.

**SELMER, Tenn.**: Brown Shoe Company plant under construction.

**MERIDIAN**: Ever-Rite Cap Company plant planned.

---

**COMPANY DOCTOR AT JACKSON, TENN., DIES**

GM&O residents on the Tennessee division learned with sorrow of the death of Company Doctor James Walsh McClaran in Jackson on December 27, one of the ablest and best-known surgeons of West Tennessee. His death came suddenly while engaged in his professional duties.

He is survived by his wife and two daughters to whom the News extends its deepest sympathy.

The death of Dr. McClaran is a great loss to the medical profession and to our railroad.

---

**LA GARDE BACK TO WORK**

E. C. LaGarde has recently been discharged from the U. S. Armed Forces and returned to work in the Rate Department of our New Orleans office.

---

**EMPLOYEES ENTERING SERVICE LAST MONTH**

**MECHANICAL DEPT.**:

Joseph S. McCandless, Machinist Appr., Jackson, Tenn.

Austin L. Siler, Carman Apprentice, Jackson, Tenn.

**ROADWAY DEPT.**:

Andrew M. Moses, Laborer, Boggalusa, La.

Ralph Adam Thebold, Section Laborer, Baldwin, Illinois.
BIRMINGHAM LAWYER JOINS RAILROAD LEGAL STAFF

Mr. William M. Moloney, native of Tuscaloosa, Alabama, literary degree from Notre Dame, law degree from University of Alabama, member of the firm of Mead, Moebes and Moloney of Birmingham, has joined the staff of the Legal Department at headquarters with the title of Attorney as of Jan. 1, 1946. He served as Lieutenant in the Navy, with action in Pacific theater and was recently honorably discharged.

Member of Phi Beta Kappa honorary scholastic fraternity and of Alabama and American Bar Associations.

JENNINGS RESIGNS FOR PRIVATE PRACTICE

James Jennings, Tax Assistant, has resigned to engage in the private practice of law at St. Louis, Missouri. He will be associated with Mr. Wayne Ely, our Division Counsel there. Mr. Jennings has been with GM&O for more than twenty-two years.

TUSCALOOSA MARINE CAPTAIN RESUMES ATTORNEY POST

Mr. W. B. Rice, recently Captain in the Marine Corps, has been honorably discharged from the service and has resumed his position as Claims Attorney at Tuscaloosa, Alabama. Rice entered the service as a Marine private in 1942, attended officers' training course was commissioned a Second Lieutenant; served for awhile in the United States, later sent to the South Pacific, promoted at last to the captaincy; served more than a year on Tinian Island.

He is the son of former Superintendent Dave Rice, Jackson, Tenn., now retired.

CAPT. ARCHER BACK

Captain W. D. Archer is back from the Army and working in his old job in the Telegraph and Signals Department. A veteran of the New Guinea and Philippine campaigns, Captain Archer, who was in the Signal Corps, says he has gained wide experience in the telephone field. He will work on our carrier phone system.

REBEL INSPIRATION FOR MAGAZINE COVER

The Rebel leaving New Orleans for St. Louis was the theme for the January cover of TRAINS, national railroad magazine. The picture was in full color and the tall royal palms and green grass emphasize the winter advantages of New Orleans, Mobile and the Gulf Coast as a tourist rendezvous.

The accomplishment of the railroad industry is indeed proof that the American system of free enterprise, under which such great feats were accomplished in wartime, is capable of even greater achievements in the postwar years ahead.

—Thomas I. Parkington, Pres., Equitable Life Assurance Society

RAILROAD BUILDING

The Gulf, Mobile and Ohio is carrying out quite a program on Lee Streeet where a freight office building is being completely remodeled, train sheds are being rebuilt and extensive expansion of facilities being provided. Since the GM&O acquired the Chicago and Alton it has been feverishly active at all points and evidently recognizes that Montgomery is to play an important part in its new rail contacts with Chicago.

—The Alabama Journal
C. M. Stanley, Editor.
Merchandise Traffic Manager Jack Gillikin and his staff were really talking turkey just before Christmas when Jack's friends up around Okolona way sent him twenty some odd birds, weighing from 10 to 22½ pounds, to be passed on the General Office workers.

Jack said all he needed was a white apron, but anyway with the help of Secretary Isabelle Pope and Chief Clerk Kitcher he got all orders filled. However, he's still trying to balance the cash side of the transaction.

GIBSON DISCHARGED FROM ARMY

Mr. Willie C. Gibson, Rate Clerk, has received his discharge from the U. S. Armed Forces and returned to work in this department December 1st.

SUE WEEMS TO WED

Miss Sue Weems, former Rebel Hostess, will marry Phillip Burrus Lawrence, well known Jackson, Mississippi business man in Shubuta on January 19th.

YOUR OLD CLOTHING IS NEEDED

Millions are suffering in war torn countries because of the lack of warm clothing. You can help. Get into those old boxes stored away, forgotten in the attic. Dig out those many odd articles of clothing that are lying uselessly about, cluttering up closets. An old sweater or a cast-aside coat may save some child's life.

January is CLOTHING COLLECTION MONTH. There's some Agency in your town today collecting for United Nations Relief and Rehabilitation Administration. Take your old clothes down to this Committee at once. You'll feel better knowing that you have helped some suffering person.
CHARLES F. MORGAN,
FORMER OFFICIAL
OF RAILROAD, DIES

Charles F. Morgan, who was closely associated with the early life of the Railroad, passed away at his home in Jackson, Tennessee on December 31st, at the age of 82.

Former Vice-President and General Manager of the B&NW and Superintendent of GM&N he was well known, especially on the north end, where in his early days he had charge of changing the railroad over from narrow to standard gauge.

He came to Jackson in 1880 with the I.C., and worked for the Tennessee Middling, now the NC & St. L and with the G. & S. I. at Gulfport. He also saw railroad service as an Executive of South American railroads for a number of years.

Pallbearers were:

Joe McKenzie, R. B. Duffey, Ed Terry, Roy Groom, Dr. T. J. Kimbrough, and John Gaffney.

Honorary pallbearers were I. B. Tigrett, Ruddy Hays, S. H. May, Bransford Whitlow, Earl Pegram, J. B. Shannon, Dr. R. S. Brown, Robert McKenzie, R. L. Bynum, Hu Ross, G. T. Holland and Robert Jefferies.

We extend our sympathy to Mrs. Morgan.

SERGEANT SNOW
WRITES NEWS
FROM GERMANY

Marburg, Germany,
12 December, 1945.

Dear Editor:-

When I received the December issue of the "Rebel News" I expect to be the last to reach me overseas—anyway I hope so. I expect to leave these parts about the middle of January, but nothing is definite. If I do leave then I don't know when I will reach home, but it should be in Feb. or no later than March 15.

Since I last wrote you I've spent a furlough in Switzerland—what a country! It's just like the states only on a small scale. The hotels we stopped in were the best and the food was excellent. The only trouble I found was the furlough didn't last long enough.

Not much doing up here on top of the hill. It is pretty cold now, at least for me it is. It is down to about ten above zero and the ground is covered with snow.

In closing I want to thank you and those in your office for keeping me informed on what has gone on within the railroad for the past two and a half years through the Rebel News. You have done a swell job—thanks.

Hope to see all of you in the very near future. Wishing you and yours and the rest of the boys and gals at the GM&O a Merry Christmas and Happy New Year.

Sincerely,
Sgt. Orville Snow.

Orville worked in the Transportation Department in Mobile before entering the service.

ALL ABOARD FOR THE STREAM-LINED REBEL and another scene of Vice-President and Comptroller DeNeefe's revue is under way. The latest show was for General Office employees just before Christmas. From left to right the Actors, all Accounting Department employees, are: Delphine McMahan, Zelline Griffin, Marie McGill, Katy Baker, June Cummins, Gloria Bullock, Iris Creel, Madelyn Palmiter and Margaret Easterling.
The Bragg Home at Mobile is one of the many historic old ante-bellum mansions located along the route of the Gulf Transport Rebliner Buses. Its magnificent columns and iron-laced balcony make it one of the Gulf City's show places. It was built in 1855.

GULF TRANSPORT OPENS TWO IMPORTANT ROUTES IN ALABAMA - MISSISSIPPI

Gulf Transport Company has expanded its line in two directions recently. The Railroad's subsidiary now operates into Jackson, Miss. over highways adjacent to the Railroad, between Union and Jackson.

Also our buses are now operating from Butler, Ala., a point on the Mobile to Columbus, Miss. route, into Meridian, Miss.

ALBERT JOHNSON
General Manager Gulf Transport Co.

With the latter addition Gulf Transport is now operating two schedules southbound from Meridian to Mobile and three schedules northbound between the two cities.
ALTON FAMOUS AS ORIGINATOR OF FIRST STEEL BRIDGE . . . .

"The Alton has pioneered in many ways, and claims credit for the first sleeping car in 1858, the first dining car in 1868, and the first steel bridge, which is the subject of this Newcomen Society address by H. B. Vorhees, V. P. of the B & O Railroad. Mr. Vorhees was also Chief Executive Officer of The Alton."

Some time ago, Mr. Ralph Budd, President of CB&Q R. R., called me on the telephone and invited me to have lunch with him at The Chicago Club, and in all innocence, I accepted. After luncheon Mr. Budd broke the news to me that he was preparing the program for the 1944 Newcomen Dinner at Chicago, and that he wanted me to present a paper giving the history of the first steel bridge, built over the Missouri River at Glasgow, Missouri, by The Alton Railroad. I naturally demurred, but Mr. Budd insisted that because I happen to be an Engineer, and because the bridge was built by the railroad with which I am connected, that I was qualified for the task.

Now, there was a time not long ago, when the railroads were taken over by the Government, during which I took orders from Mr. Budd, in his capacity as a Colonel of the United States Army, but I am no longer subject to his authority. However, Mr. Ralph Budd is a very good friend of mine. He gave me a very good luncheon, and without being convinced that his conclusions as to my fitness for the assignment were sound, I could not refuse his request.

The Alton is one of the pioneers among Western railroads, and began building its lines at a time when the waterways afforded the principal means of transportation, and when the settlements were largely along the rivers.

First Built In 1847

The first segment of The Alton, from Springfield to Alton, was chartered in 1847, and was completed in 1852. By October of the following year the road was extended as far north as Normal, just north of Bloomington, and a year later as far north as Joliet, where a connection was made with the Chicago & Rock Island, thus giving access to Chicago. There were no rails between Alton and St. Louis at that time, but The Alton operated a packet boat between those points, and by that means The Alton first provided a service between Chicago and St. Louis for handling freight, passengers, mail, and express.

Somewhat later it was decided to extend the line westward, in order to open the State of Missouri to settlers, and the line from Rockhouse as far west as Mexico, Missouri, with a branch to Cedar City, just across the river from Jefferson City, was completed in 1872.

First Sleeper, First Diner

The Alton has pioneered in many other ways, and claims credit for the first sleeping car in 1858, the first dining car in 1868, and the first steel bridge, which is the subject of this report.

In connection with the first sleeping ear, a rather amusing incident came to my notice only a few days ago. It seems that when Mr. George M. Pullman made his first trip with old Number Nine, he had to request one or more of the other four male passengers to remove their boots or shoes before retiring, and subsequently the following notice was printed on all tickets:

"Passengers will not be permitted to occupy the Berths with their Boots or Shoes on, and are respectfully requested not to Spit on the Floor or Carpets."

"Wearing Apparel or Baggage placed in the Coach will be entirely at the owner's risk."

On the 10th day of April, 1877, a group of citizens held a meeting at the Southern Hotel in St. Louis, to provide for the organization of a company to construct a railroad from Mexico, Missouri (at that time the western terminus)

(Continued on Page 7)

OLD LOCOMOTIVE CLOCK BACK ON RAILROAD . . .

Mendel Goldstein, one of Mobile’s leading jewelers was cleaning house the other day. Back in the corner of his Clock Repair Department where it had been for many years, he found an old engine which he wanted GM&O to have. On the top of the cab inscribed on a bronze plate is the following:


Brightly polished it is now back on the railroad occupying a place of prominence in the office of Vice President and General Manager, G. P. Broock.
us of The Alton Railroad), to Kansas City, a distance of approximately 160 miles. The Kansas City, St. Louis & Chicago Railroad Company was promptly organized and incorporated, and Mr. John J. Mitchell—an uncle of John J. Mitchell, former President of the Continental Bank—was elected President. Financing was promptly arranged, and with equal promptness, the prospective railroad was leased in perpetuity to the then Chicago & Alton Company, so as to unite the prospective railroad with The Alton at Mexico, Missouri, forming a continuous line of railroad to Kansas City.

It interested me to learn from the early records that the lease provided that a suitable ferry should be operated over the Missouri River until such time as the construction of an iron bridge could be completed, and as a matter of fact, such ferry service was inaugurated with the boats J. C. McMullin and W. H. Christy, each boat having a capacity for handling six or seven cars and a locomotive.

When it was decided to build the railroad from Mexico to Kansas City, Mr. T. B. Blackstone, who was President of The Chicago & Alton Railroad from 1864 until 1899, employed General Sooy Smith as Chief Engineer, to design and supervise the construction of the bridge across the Missouri River.

No Small Job

Building a bridge across the Missouri River was no small project for those days, contemplating as it did, the construction of five 314 foot Whipple truss spans, with 1,140 feet of approach spans and 564 feet of wooden truss.

It so happened that in 1872, The American Society of Civil Engineers convened in Chicago, one of the important subjects on its docket being the consideration of the difficulties which attended iron bridge construction. Iron bridges at that time had a hard struggle to compete with the best wooden bridges on account of the tendency of the metal to crystallize under heavy strain, especially when attended by shock.

At that meeting, General Sooy Smith offered a resolution providing for the appointment of a committee, whose duty it would be to secure from the United States Government an appropriation for the building of a first class testing machine (which was accomplished), and also to select a committee of Army, Navy and civilian engineers to make comprehensive and exhaustive tests to determine the quality of various metals which might be used in the construction of bridges in this country. The resolution carried, and naturally General Sooy Smith was made chairman of the committee, among other members being General McClellan, General Bernard, Albert Eads and James B. Eads, of St. Louis Bridge fame.

Some time after the appointment of the committee, General Sooy Smith received a letter from Mr. A. T. Hay, a gentleman living in Burlington, Iowa. Mr. Hay wrote that for twelve years he had been engaged in a quiet way in making tests of steel and iron, and that he had succeeded in making various new alloys of iron and steel which showed remarkable qualities.

The letter was submitted to the members of the committee, and they were sufficiently interested to invite Mr. Hay to meet them in conference, which invitation was promptly accepted, and Mr. Hay brought with him to Chicago some specimens of his new steel. Mr. Hay told them that for twelve years he had used what he described as an electric furnace for fusing ores, and that by means of it, he had formed compounds with each of the fourteen metalloids in various proportions, and had carefully tested the results. General Sooy Smith was so greatly interested that he went to Burlington. Following his visit to Burlington, and after further investigation and tests of the steel produced by Mr. Hay, General Sooy Smith recommended to Mr. Blackstone that the Glasgow bridge should be built of Hay steel, and received his approval.

After this decision was reached and it became known to some of the best iron bridge builders in the country, they stood aghast at such an undertaking. For example, Mr. Pope, of the Detroit Bridge Company, said, "My heavens, Smith, you are not going to build a steel bridge, are you?"—the answer being, "Certainly, why not." Mr. Pope promptly replied by saying, "The first frosty morning that comes, it will go into the drink."

In view of this prophecy, Smith and Blackstone doubtless found some comfort in an otherwise unfortunate accident. During construction, one of the 314 foot steel spans fell, about six hours before its erection was completed, due to a failure of the falsework. The top chord was 102 feet above the water, and about 160 tons of steel fell into the Missouri River, but while many of the members were bent and twisted into all sorts of shapes, none of them showed a fracture.

Work on the foundations and piers of the new bridge was started in May, 1878, and was completed in March, 1879. The more than 800 tons of Hay steel used in the bridge was made at the Carnegie Edgar Thompson Works, under the personal supervision of Mr. Hay. The American Bridge Company

(Continued on Page 8)
local Agent at several points on the T. & P. before joining the armed services in World War I. In 1918 he was Ticket Agent for the T&P in Alexandria and in 1923 went with The Alton as Traveling Freight and Passenger Agent in New Orleans.

In 1930 he was made a General Agent at New Orleans and in 1933 represented the Port of New Orleans at Chicago, opening the office there. In 1935 he opened the New York office of the Docks Board and had supervision over the Chicago office, too, with the title of General Eastern and Western Agent.

He was promoted to the office of Director of Commerce for the Board with offices in New Orleans and with supervision over Chicago, New York and Washington offices in 1942.

He joined The Alton in 1943 as Assistant General Freight Agent at St. Louis having jurisdiction over offices in New Orleans, Memphis, Tulsa, Little Rock and the State of Texas. He was occupying this position when selected to head GM&O’s Foreign Freight Department.

We welcome Mr. Gibson to the Railroad family and to Mobile where he and his wife will make their future home.

ALTON BRIDGE (Continued from Page 7)

was awarded the contract to fabricate and erect the five main spans, but after the accident referred to earlier, was unable to fulfill its contract, and leased its plant at Chicago and its equipment at Glasgow to The Chicago and Alton Railroad Company, which completed the job on June 7, 1879, when the first steel bridge was placed in service.

In deference to my friends in the Steel Corporation, I would like to say that the American Bridge Company to which I have just referred should not be confused with the present company of that name, which was organized in 1900.

The bridge was designed to carry a load of two 66 ton engines, followed by a load of 1,820 pounds per lineal foot, and faithfully performed its purpose, showing no sign of weakness during the twenty years it was in service. It was in good condition when replaced in 1899 by the present modern structure, designed to carry heavier loading.

I have made a diligent effort to develop information regarding the life of Mr. Hay, but with none too great success. I did learn that Abram Tuston Hay was a descendant of a prominent Scotch family, and that he was born in Montgomery County, Pennsylvania, in 1826. His family migrated to Franklin County, Ohio, in 1835, where the young man helped his father and brothers work their farm. Apparently he had a real thirst for knowledge and education, and it is reported that “he studied by the light of a log fire in the family living room at the close of his day’s toil.” At the age of twenty he entered Central College, Ohio, and later taught school. He learned telegraphy then in its infancy, and held down several unimportant jobs. After he moved to Burlington in about 1850, he engaged in the practice of law, but was compelled to abandon that profession, by reason of failing health, and thereafter devoted his time to chemical, electrical and metallurgical research, which led to the discovery of the steel used in the Glasgow bridge.

After working so long upon his invention, he did live to see his steel accepted by the mechanical world, but in January, 1895, he died in obscurity, without financial or other reward for his genius. It seems quite possible that the steel makers of his day profited by his findings, without giving him credit or paying royalties, but in any event, he died unknown to fame, and has even been forgotten by the men who build bridges.

At the conclusion of a discussion such as this, it is a pleasant custom to invite questions. But in this case, I suggest that those seeking greater knowledge might apply to other sources of information, because I have told you all that I know about the first steel bridge to be built in this or any other country!