ASSIGNMENT CHANGES IN ENGINEERING DEPT.

Chief Engineer W. W. Greiner made the following announcement regarding changes in Personnel and Operating Districts.

Roadmaster, F. W. Kahlmus, is assigned jurisdiction of the Montgomery District, the territory MP 132, Meridian to Illinois Central Railroad Crossing, Jackson, Tenn., MP 386.12, inclusive, and is relieved of jurisdiction from Ohio River Bridge at Cairo, Ill. to the north side of I. C. Crossing at Jackson, Tenn., MP 386.12. Headquarters will remain at Meridian, Miss.

Roadmaster A. L. King, is assigned jurisdiction East St. Louis, Ill. to I. C. R. R. Crossing, Jackson, Tenn., MP 386.12. Headquarters will remain at Murphysboro, Illinois.

Mr. W. R. Millis, at his own request, and after thirty-six years of faithful and efficient railroad service, is relieved of duties as Track Supervisor, with headquarters at Union City, Tenn.

Mr. R. G. Wharton is appointed Track Supervisor, with headquarters at Union City, Tenn., vice W. R. Millis.

Mr. T. G. Hilton is appointed Track Supervisor, with headquarters at Lusedale, Miss., vice R. G. Wharton, promoted.

Mr. J. D. Carlson is appointed Assistant Track Supervisor, with headquarters at Jackson, Tenn., and will report to General Roadmaster Jas. Corban for specific assignments.

TRIPLE UNITS OVER ALTO

Alto Pass, near Murphysboro, Illinois, is the highest point on the Gulf, Mobile and Ohio Railroad, the rocky countryside dropping away in each direction for more than four miles.

Here one of G M & O's big freight Diesels, with three units harnessed together, wheels No. 33 Southbound into the growing dusk, headed for New Orleans.

Southbound Alto Pass is a 2.000% grade—raising 2 feet every mile—and Northbound a 2.125% grade.

Measured from the level at the bottom of the hill, the Pass stands 400 feet high.
TO THE ENTIRE PERSONNEL OF THE OPERATING DEPARTMENT:

On the threshold of this New Year, I know you have in mind the all important matter of preventing accidents and injuries.

Early this year we are looking forward to the consolidation of the GM&O and Alton properties into a new and larger system. It is my hope at the close of 1947 we can point to it as one of our safest years.

Please accept my sincere thanks for your effort in the past, and you have my best wishes for the future.

G. P. BROCK,
Vice President & General Manager.

KARCHER JOINS GM&O AS AGFA IN MOBILE OFFICE

Welcome to W. E. (Bill) Karcher, Jr., who has just been appointed Assistant General Freight Agent of GM&O with headquarters in Mobile and will join the family on January 16th. Bill is well known in railroad circles and was with the Alabama, Tennessee and Northern as Traffic Manager before joining GM&O. Notice of the appointment was made by Vice-President L. A. Tibor of the Traffic Department.

SUGAR BOWL SPECIAL

There were approximately 400 passengers aboard the GM&O Sugar Bowl Special which operated through from St. Louis, picking up at stations en route. A special Pullman out of St. Louis took care of approximately thirty. Seventy boarded the train at Union City and approximately 100 passengers at Jackson, Tennessee. Dan Barnard, Passenger Representative from St. Louis, rode with the train.

Tom Cumberland filled an extra sleeper recently with Furniture men from Mobile and surrounding territory going to the Chicago Market.

COLLEGE GIRLS TOUR VIA REBELINER

The Blue Mountain College Chorus chose Gulf Transport to make their trip to the Mississippi Baptist Convention and they are shown here with Driver C. G. Knight. Earlier a stage group from the college had toured the State via Gulf Transport Rebeliner presenting Channing Pollock's The Fool.

NEW AND RETIRING AGENT AT JACKSON

Here's Montie Harmon (top) new GM&O Agent at Jackson, Mississippi and William Langley who retired recently after 47 years of railroad service, 20 of them with our Railroad.

Montie is a native of Jackson and has been with GM&O for 20 years, having served in various capacities in the local freight office for many years. He's got a "public relations" disposition and here's congratulations to the new Agent and best wishes to the retiring Boss who will devote his time to his farm and an adjoining subdivision which he is developing on his land.

Bloomington, Ill. . . . . Eating lunch in the Illinois Hotel, A. M. Yost and Dan Finnegan of the Accounting Department (Disbursement) and D. E. Dawson, Purchases and Stores.

BACK FROM ARMED FORCES

James H. Savadra, Asst. Rate Clerk, has returned to his duties after service in the Armed Forces. Welcome Back James!
The B. F. Goodrich Company
Dallas, Texas

Dear Mr. Tigrett:

I have been riding trains for approximately 30 years and have had many experiences of various kinds over this long period of years, few pleasant and many unpleasant. I am not prone to write letters about either.

However, I had such a pleasant experience with your railroad last Saturday after what appeared to be a bitter disappointment that I feel I should express my appreciation to you for having such fine representation in the person of Mr. John M. Murtaugh, your Chicago Station Passenger Agent.

Knowing I had to make this business trip so close to the Christmas rush I made my reservations several weeks in advance all the way through from Texas, Missouri, Illinois, Wisconsin and Ohio. But, my Ohio train was late reaching Chicago which made it impossible to connect with the Ann Rutledge, the train on which my reservation was for. The ticket agents told me everything was sold out on later trains and my only recourse was a seat in a day coach. Even this looked hopeless with the long lines waiting.

I appealed to Mr. Murtaugh for help. He arranged for a seat for me in the observation car and along with this treated me with all possible courtesy. I can assure you that Mr. Murtaugh has a genuine interest in his work and taking care of the best interests of your railroad which I think is saying quite a bit about railroad men during a Christmas rush. It is for this reason I am calling this to your attention as I know it pleases you to know you have such outstanding employees or at least one employee of outstanding service. I am writing this letter strictly voluntarily.

I shall look forward to my future trips over the Alton with pleasure and I wish you the very best of success in your expansion of the GM&O.

Yours very truly,

J. R. Varley.

December 26, 1946
J. R. Varley,
329½ S. Spring, Tyler, Texas
The brick structure at the extreme left of the picture is Washington Avenue Station and here both The Rebel and Alton Passenger trains stop to load and unload passengers. In the scene above The Ann Rutledge is headed into St. Louis Union Station from Chicago. The Rebel crosses in the windowed portion of Eads Bridge just above the train while the top level of the bridge is for automobile and pedestrian travel.

Alton trains cross the Mississippi about three miles north of Eads Bridge. The foreground is to be made into a civic park with beautiful gardens and walks overlooking the majestic Mississippi.

ROY FISCHER HEADS ST. LOUIS PASSENGER CLUB...

Congratulations to Roy Fischer (first row below), St. Louis Passenger Traffic Representative of GM&O, who has just been elected President of Association of Passenger Men of that City. Roy is a fine-looking fellow with a Hollywood personality and the aggressiveness of a leader. Here's predicting he'll make the Club an A-1 President.

Roy was transferred to the Passenger Department of GM&O shortly after the M&O consolidation in 1940 and worked in Mobile for some time. In recent years he has been stationed in St. Louis (his native home) and has been meeting trains and making friends for our Route in Union Station. He's married and has a year-old daughter. Bowling is his favorite sport.

First row, left to right:
1. John F. Gaffney III, retiring President, N.Y.C. R.R.
2. Roy J. Fischer, President, GM&O-Alton.

Second row, left to right:
1. Ed McNamee, 2nd Vice President, C&EI R.R.
2. Bob Noble, Secretary, FEC Ry. (Former GM&O Employee, Freight Dept.)
3. Harold Hale, Treasurer, C&O Ry.
4. Ed Tenholder, 1st Vice President, B&O RR.
5. Walter Bange, Publicity Agent, CB&Q RR.
RAILROAD LEADING MIDSOUTH TOWARD PROSPEROUS SECURITY BASED ON TREES

In a Memphis Commercial Appeal story entitled "RAILROAD LEADING MIDSOUTH TOWARD PROSPEROUS SECURITY BASED ON MILLIONS OF TREES," the newspaper told of GM&O’s forestry campaign (see picture story at right).

Written by Staff Reporter Bill Shires the article says in part:

Isaac B. Tigrett, president of the Gulf, Mobile & Ohio Railroad, is one of the men who has seen what forestry means to the future of the South, and has given the signal for his organization to bring forestry to the forefront in a program that covers West Tennessee, Mississippi, and sections of Alabama, Louisiana and Kentucky.

The forestry program of the railroad had its conception more than a decade ago, and has progressively borne fruit over the area served by the 2000-mile line.

Working with the men behind southern industries, and with southern agricultural leaders, Mr. Tigrett had envisioned many years earlier a contrasting picture of the Southland of the future. It was a picture that showed a great new South, resplendent in green fields and forests, with giant industrial plants, with a bountiful trade and happy, prosperous people. That was on one side. On the other was a desolate South, bare of fruitful vegetation, with washed and eroded soil, with forests scrubby and burned away, with ghost towns and poverty-stricken, bitter people.

It was in 1929 that Mr. Tigrett really went to work on the forestry program. His first step was to persuade Shelby Robert, who built the West Tennessee Agricultural Experiment Station at Jackson and directed it for 20 years, to become director of the Agricultural and Forestry Development program of the railroad.

Capable and unassuming, Mr. Robert met and talked forestry with men who had seen its decline in the South after 1926, when all the virgin timber had been cut away and the once-populous lumber cities had become ghost towns.

Chemistry Takes Hand

Then the new chemical uses for wood came into being, bringing to the South giant new industries and making the second growth timber even more valuable than the virgin stands which had vanished under ax and flame.

The Gulf, Mobile & Ohio Railroad was naturally interested in forestry, for the line had been pieced together by linking small logging lines into a system stretching across the pine belts and hardwood areas.

Forestry had been a sound business for railroads not many years before. In 1910, when Mr. Tigrett became president of the railroad, which had Jackson, Tenn., as its northern terminus, wood and wood products tonnage constituted 70.2 per cent of the total hauled.

But by 1945, even though dollars and cents value of wood and wood products had increased greatly, the tonnage hit a new low of only 22.4 per cent.

GM&O officials saw that timber contributed 14 cents of every dollar pocketed by the people of Mississippi, for example, and they knew that 35 per cent of all rail car loading originating in Mississippi consisted of wood or wood products.

It was timber that brought such industries to the South as the Masonite Corporation at Laurel, Miss., largest Mississippi industry, with 288 employed and annual sales of more than $18,000,-

(Continued on Page 6)
RAILROADS LEADING MID-SOUTH

(Continued from Page 5)

000; the giant Flintkote Plant at Meridian, Miss., the Gaylord Container Co. at Bogalusa, La., and the International Paper Co. at Mobile and Moss Point, Miss.

The initial phase of the forestry program of the railroad came when section crews began giving attention to forest fire prevention. Train crews became fire-watchers and put out numerous blazes and notified authorities of others.

Landowners along the railroad were encouraged in forest development, planting and protecting young trees, selective cutting, woodland management and fire prevention.

Traffic representatives in friendly contact with shippers offered a serious word on forestry, the protection of growing timber and its ultimate value.

J. N. Flowers, vice president in charge of the legal department, went to work for needed forestry legislation and has succeeded in having numerous helpful laws enacted in the Mississippi Legislature. Mr. Flowers turned to writing and publishing lengthy tracts on forestry needs and appropriate legislation.

But then came World War II, and Southern forests furnished about 4,000,000,000 board feet of lumber each year. The cutting is continuing at this tremendous rate. As a result, the forests are again becoming heavily overgrown. The early work of the GM&O program is being undone to some extent.

Mr. Robert says this shows that forest rehabilitation will take a long time, and that it serves to emphasize the work of the GM&O with 4-H boys and Future Farmers. Work with the youth of today, Mr. Robert says, is work with the heart, soul and hands of the future generation—the people who will shoulder the greater responsibility of putting the forests back.

Mobile, Ala. . . . Wearing diamond rings on the engagement finger: Hostess Joan Beacham and Helen Terrell of the Passenger Department.

Miss Beulah F. Clague was married to Mr. J. F. McGuire, Friday, November 29.

—F. N. Johnson.

LET'S HAVE YOUR TRAIN NAME SUGGESTIONS

MERIDIAN and BIGGEB RIVER R. R.
Meridian, Miss., Jan. 6th, 1946.

Dear Editor:

Since reading The News of December 23rd I wish to submit the following names for The Rebel: REBEL-INVADER REB-AL-LINC (Link)

Personally I like Rebel-Invader the best because I think The Rebel is one of the nicest trains there is and in this instance The Rebel is truly the Invader. Always enjoy reading The GM&O News.

Sincerely,
CATHERINE QUILIAN.

MISS McCOSKER RETIRES AFTER 40 YEARS' SERVICE

Miss Annie B. McCosker who has been with the Company for the past 40 years, retired from active service December 11, 1946.

Miss "Annie Mae" as she is affectionately known by her co-workers, started to work in the Foreign Freight Office of the "Old M&O", in April, 1906, and was transferred to the Receipts Department in February, 1915, where she has been connected with the Stenographic Bureau.

All of the employees of the Accounting Department extend to you "Annie Mae" their best wishes that you may enjoy the rest and happiness that you deserve.

Bloomington, Ill. . . . We regret to learn of the death of Dispatcher J. C. Weinand who passed away suddenly on New Year's Day. He had been with the Railroad for 35 years.
LET'S CHECK UP ON OUR TELEPHONE MANNERS

"Has your voice a friendly tone and sparkle? A mechanical sounding voice is just as bad for an inside salesman as an expressionless face is for an outside salesman.

"Do you speak clearly and distinctly and not too fast? Talking too slow is wrong, too, because the words become disconnected and lose their interest.

"Do you talk directly into the transmitter? Your lips should be no more than a half inch away from the transmitter. Talk as loud as you would in ordinary conversation.

"Do you transfer a call to someone else when you could take care of it just as well?

"Do you keep a memorandum pad and pencil handy so you won't have to dig for them after the conversation starts? Don't interrupt or show impatience.

"Do you address people by their names? By so doing you sound both personal and courteous. Expressions like thank you, I'm sorry and I beg your pardon, are appreciated.

"When you leave a message for someone to call you back, do you remember to leave your telephone number? When a call is completed, always remember to thank the customer and never hang the receiver down on the hook. It is just as discourteous as slamming the door."

General Superintendent P. B. Bridges sent all Agents a copy of the above with this bit of wise advice:

"Our railroad is in the transportation business, and we have nothing to sell but service; and, that service should always be rendered in a courteous manner. Courtesy costs nothing, and it is far reaching."

TRACK SUPERVISOR AT UNION CITY RETIRES

One of the real old-timers on the Northern end of the Railroad, Track Supervisor W. R. Millis of Union City retired on December 31st, after 36 years of loyal and efficient service, 24 of them as Supervisor.

In accepting Mr. Millis' resignation, Chief Engineer W. W. Greiner expressed his regrets at losing his service, but said that he felt he had "earned a rest from the arduous duties performed as Supervisor on the Jackson District."

Mr. Greiner added that,

"We sincerely hope that your health will remain good and that you will enjoy many years of contentment during retirement, and that the leisure afforded will allow you to do the many, many things you no doubt have longed to do, but could not find the time for while on active duty.

"We hope to see you from time to time, and while no longer in active service, we shall continue to consider you as a member of the GM&O Family."

HOW TO GET ALONG WITH PEOPLE

Keep skid chains on your tongue. Always say less than you think. Cultivate a low persuasive voice. Make promises sparingly and keep them faithfully, no matter what it costs you. Praise good work done, regardless of who did it. If criticism is merited criticize helpfully, never spitefully. Preserve an open mind on all debatable questions. Discuss but don't argue.

It is a mark of superior minds to disagree and yet be friendly.

By W. M. Sharp,
Steno. Rate Clerk,
Tariff Dept.,
Kansas City, Mo.

General Superintendent P. B. Bridges (right), looks very much "at home" in knee-deep snow near Pontiac, Illinois. With him is Superintendent B. V. Bodie of Bloomington.
THEY WERE READY WHEN EMERGENCIES AROSE

Slater, Mo., December 20, 1946

Brakeman L. E. Patterson:

I desire to express my appreciation for the cooperation which you displayed on December 14th when it became necessary for the Fireman on your train to run the engine and you fired this engine from Higginsville to Kansas City.

I feel sure that the Management of the GM&O Railroad will be proud to know that we have men here who are willing to cooperate in every way to keep our trains running on schedule just as you did in this case.

W. Henley, Trainmaster.

Bloomington, Ill.

Train Porter D. T. Strickland,

It has come to my attention that last night at College Avenue, Alton, when train No. 3, the Abraham Lincoln, broke drawbar out of a Pullman car you were most helpful to the train crew and your efforts reduced the bad delay which this train received at Alton.

I want you to know that not only myself but the management of the Alton Railroad appreciates your voluntary effort to arise to the occasion and do everything you can to help in the case of emergency.

This letter will be placed on your personal record for evidence of a job well done.

Yours truly,
(Signed) B. V. Bodie
Superintendent.

Slater, Mo., December 20, 1946.

Engineer Geo. Rollar,
Fireman W. B. Johnson
Brakeman W. H. Bellamy

It has come to my attention that while you gentlemen were in charge of Train 1st 94 on November 28th, you stopped your train west of Odessa, Mo. and assisted in removing an automobile from the track which I understand was driven by a lady who drove off the bridge and became stalled on the track and was unable to remove same. Your actions in this case prevented an accident which probably would have resulted in injuries as well as a great loss to the Company.

I feel that you men are to be recommended for your alertness in this instance, and I am sure that the Management of the GM&O Railroad will be proud to know that we have men here who are continually on the job as you men were.

W. Henley, Trainmaster.

Gulf Transport Company

Spring Hill College and its basketball team wishes to commend and thank you for the excellent service rendered us on our recent basketball trip through Florida.

Special commendation is also given to Mr. E. I. McCullar, the driver of the bus, for his congeniality, his manner, method of handling the bus, and for his all-around good fellowship throughout the journey.

Sincerely yours,
Bill Gardner
Head Coach.

NEW CABOOSES OPERATING ON ALTON

This is one of the new cabooses recently delivered to the Alton. It is of all-steel design for safety purposes and has many new innovations for the comfort of the crew.

There are three "bunks" in the caboose and full lavatory facilities. Two desks, one on each side, have a new-type of oil lamp with a dark and a bright side so that when the shade is turned there will be complete darkness within for clearer vision at night from the cupola. There is ample storage space for clothes and gear and an improved type of stove.

PASSENGERS ENJOY CHRISTMAS CAROLS SOUTHERN STYLE

Passengers aboard the Abraham Lincoln listen attentively as the quintet from Alamo, Tennessee sings carols as a feature of GM&O's holiday entertainment aboard streamlined trains between St. Louis and Chicago. The singers were presented both for the pleasure of holiday passengers and also to help Prof. E. D. Brown and his high school boys. Standing at extreme right in picture is State Senator Arthur J. Bidwell of Illinois.