G., M. & O. MODERNIZES
WITH $25,683,000 OF
NEW EQUIPMENT

In furtherance of its program to modernize its plant, during 1946 GM&O and Alton contracted for $25,683,000 of equipment. The purchases included 121, 1,500 H. P. Diesel freight locomotives; 4, 2,000 H. P. Diesel passenger locomotives; 1,500 box cars; 50 covered hopper cars; 100 automobile cars; 10 Diesel switch engines, 15 passenger coaches and 4 sleeping cars, each containing 22 roomettes. Of these, 76 of the freight Diesels, 2 passenger locomotives and 3 switchers, have been received and are in service. All of the remainder of the equipment should be delivered by June 1, 1947, with the exception of 500 box cars and the 4 roomette sleeping cars, which will be received in the latter part of the year.

In addition, a teletype system of communication for car reports to patrons; extension of the carrier telephone circuit for company business, and other communication improvements costing $350,000 will be installed.

300 miles of new rail costing $1,800,000 has been ordered for delivery in 1947 and $850,000 new ties costing $2,000,000 will be laid.

Centralized traffic control costing $400,000 will be installed on a 60-mile segment in southern Illinois. Diesel maintenance facilities costing $250,000 will be completed early this year.

In Mobile, extensive improvements are being made to both the passenger depot facilities and the offices in the Gulf Terminal Building to house the increased forces incident to the acquisition of The Alton Railroad.

In announcing the modernization program, President Tigrett said the

(Continued on Page 7)

America's First Steel Bridge Constructed by Alton

ALTON 100 YEARS OLD FEBRUARY 27th

The Alton Railroad will celebrate its 100th anniversary on February 27th. The birth date of this venerable old railroad, which boasts many important transportation discoveries, goes back to a special act of the General Assembly of Illinois dated Feb. 27, 1848, incorporating the Alton and Sangamon Railroad Company.

The Alton, which soon will be consolidated with the GM&O system, was a pioneer among the Western Railroads and began its expansion during a time when river traffic was paramount. It was the first Railroad to have a Sleeping Car; the first to have a Dining Car and the first to construct a steel bridge.

To commemorate a new passenger train in 1900, the world's largest Camera was constructed by the Railroad.

When George M. Pullman first tried out his Sleeping Car idea he used two old Alton Coaches. This was in 1858 and 1859, and Pullman's first completely built sleeper made its first appearance on the Lincoln Funeral Train, which operated over the Alton between Chicago and Springfield.

The first steel bridge ever to be constructed was built by the Alton to cross the Mississippi River and paved the way for the South's greatest engineering marvels. The Alton also constructed the first steel bridge ever to be constructed was built by the Alton to cross the Mississippi River and paved the way for the South's greatest engineering marvels. The Alton also constructed the first steel bridge ever to be constructed was built by the Alton to cross the Mississippi River and paved the way for the South's greatest engineering marvels. The Alton also constructed the first steel bridge ever to be constructed was built by the Alton to cross the Mississippi River and paved the way for the South's greatest engineering marvels. The Alton also constructed the first steel bridge ever to be constructed was built by the Alton to cross the Mississippi River and paved the way for the South's greatest engineering marvels. (Continued on Page 3)
SATURDAY EVENING POST TO HAVE STORY ABOUT GM&O IN MARCH 1st ISSUE

Below is a reproduction of the first page of the Saturday Evening Post article about Mr. Tigrett and our Railroad. The story is entitled "The Hesitant Hero of Jackson," and will appear in the March 1st issue which goes on sale February 26th.

The article is written around Mr. Tigrett's experiences as President of our Railroad and will contain historical and human interest incidents relative to the growth of GM&O.

The development of GM&O from a small 49-mile Line to its present position as a Truck Line Carrier from the Midwest to the Gulf is traced. Several pictures illustrate the article; among them being a picture of The Rebel at Vingar Bend and an array of Diesel Locomotives before the roundhouse at Jackson.

The Hesitant Hero of Jackson

BY ARTHUR W. BAUM

They made Ike Tigrett temporary president of a rusty Tennessee railroad until a "competent person" should turn up. While waiting, Tigrett transformed the 49-mile rust streak into a 2000-mile empire worth $175,000,000.

The principal offices of the Gulf, Mobile & Ohio Railroad, a snappy little property worth nearly $175,000,000, are located from a deck in quarters above the Elks meeting room in Jackson, Tennessee. The building has no nuisance, the scenery is unsurpassed, and a pair of sign-board keepers have a better stake in the second floor than the railroad.

As the president's desk in the front office is just Boston Tigrett, who is a chapped ninety-five years old. He could push his desk in the G. M. & O.'s office building in Mobile, Alabama, which is about the biggest building in town, but he probably refuses to move. He is attached to the little building office, and is there, every day, as he used to be there always.

The office is better than the one he used to have above Lundy's Shoe Store, a couple of blocks away.

Follow newsmen are always pestering Tigrett to interview Jackson, while down in Chicago or New York. "I ain't no gambler," he said, "I could be a big man in Chicago or New York.

"But in Jackson," he said last fall, "I can catch the golf course in five minutes."

There are three of Jackson, though, even for his favorite sport. Mr. Tigrett often drives to the golf course when he leaves the office for the golf course, because his secretary has a deep view of the putting greens from the office window. Nearly every day he alights, she tells him, with a paddock and marker for the putting-green topside to measure the pines. As important, he has the instruction of a putting-in of hitting on a table at the New Southern Hotel, so, if he wins at Mobile or Drag Store, he goes down against the putting-in course by

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ARTHUR BAUM READS PROOF ON GM&O STORY

The Post article about Mr. Tigrett and the Railroad was written by Associate Editor Arthur W. Baum of the Saturday Evening Post Staff.

Mr. Baum spent almost two weeks on the Railroad gathering information for his article.

Arthur lives at Perkasie, Penn., near Philadelphia, where the Saturday Evening Post has its General offices.

POST PHOTOGRAPHER

Photographer Bill Shrum of the Saturday Evening Post, catches one of our fast freight's in his lens near Cairo.

Mr. Shrum, who travels for the Post out of Mobile, Alabama, made all of the photographs which will appear in the March 1st issue. He spent several days on the Line getting his material.
GOVERNMENT AIDS TO RAILROADS' COMPETITORS

Commenting upon President Truman's Budget message to Congress, Mr. R. V. Fletcher, President of the Association of American Railroads, said recently:

"In his budget message for 1948, President Truman recommends that nearly $500,000,000 of Federal funds be appropriated to make up the wartime 'six years of deferred maintenance and improvement of motor and water transportation' and for the further expansion of 'airway and airport facilities.'

"No appropriation for similar Federal aid to make up wartime deferred maintenance and improvement of railroad facilities is suggested in the message, nor is any such aid asked by the railroads. And yet, these railroads transported more than 90 per cent of the military freight, and more than 97 per cent of the military travel, moved during the late war. The other agencies of transport, upon which more public money was spent in the two decades just before the war than the total investment in railroads during more than a century, carried less than 10 per cent of the wartime military freight, and less than 3 per cent of the military travel.

"* * * * * I am aware that it will be said in reply that present-day aids to such commercial transportation are justified by the policy of Federal aid to pioneer railroads through land grants and loans. These early aids to railroads applied to less than ten per cent of the mileage. The loans were repaid with interest, and the value of the land grants was repaid many times over through reduced rates on government traffic moving by rail.

"Is it not about time that the other forms of transportation which are now aided and supported by tax moneys be required to make some repayment?"

ALTON 100 YEARS OLD

(Continued from Page 1)

The first segment of the Alton was built between Alton and Springfield, being 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 connection was made with the Chicago and Rock Island, thus giving access to Chicago. Because there were no lines between Alton and St. Louis, the Railroad operated boats between these points, and it was the Alton that first provided service between Chicago and St. Louis for handling freight, passenger, mail and express. When the Railroad was first completed from Alton, to Springfield a great excursion was organized. A large crowd left St. Louis early on the morning of October 6, 1852 aboard the steamboat "Cornelia", arriving in Springfield about 2 o'clock that afternoon. The Excursionists were treated to a sumptuous dinner and they then returned to St. Louis, arriving home

GM&O CHARTER ANNIVERSARY IN JANUARY NEXT YEAR

The 100th Anniversary of the signing of the first charter of the Gulf, Mobile & Ohio Railroad will be on January 25, 1948. Initial charter papers were filed in Tennessee in 1848, although the parent charter in Alabama bears the approval date of February 5, 1848. However, a Mobile citizen, Esq. M. J. D. Baldwin, held a public meeting in Mobile on January 11, 1847, at which time plans were discussed for the Railroad which would connect the Ohio and Mississippi valleys at the Gulf of Mexico, with Mobile as its Southern terminus.

about 8:00 p.m.

One of the outstanding characters associated with the early history of the Alton was Timothy Beach Blackstone, an engineer who came to the state of Illinois as a member of the staff of engineers of the Illinois Central Railroad. He became President of the Joliet and Chicago Railroad in 1851 and in 1864, when the Alton leased the line, he was made a Director of the Alton and three months later was elected President, remaining its Chief Executive until 1899. For the entire 25 years he served without salary or fee, refusing all offers and flatly turning down a vote of the Directorate to pay him $10,000 a year. Timothy Blackstone was determined that the Railroad should make a profit for its stockholders and refused to allow its stock to become a speculative issue. In one instance to keep down expenses he personally located the road from Mexico, Mo. to Kansas City.

Golden excerpts from his annual report state that:

"The building of a railroad implies, that in order to yield a return on the investment, it must be supplied with sufficient rolling stock to accommodate the business, and a want of it, for any great length of time, is no valid excuse, but is rather evidence of want of capacity or energy on the part of its managers."

Another outstanding character in the early history of the Alton was Henry A. Gardner, grandfather of Henry Gardner, Trustee of the Alton Railroad today. Mr. Gardner was the first Chief Engineer of the Joliet and Chicago Railroad, now a part of the Alton, and surveyed the route into Chicago. He was very active in selecting a location of the road in Chicago.
BROWN SHOE DEDICATES NEW SELMER FACTORY

The Brown Shoe Company dedicated its new factory building at Selmer, Tenn., on January 17 and General Industrial Agent E. L. Robison, who helped locate the factory, was on hand for the occasion.

Representing the Brown Shoe Company were the following:

E. R. McCarthy, Vice-President; G. R. Gamble, Vice-President and General Sales Manager; W. J. Minier, Purchasing Agent; D. Hyman, Traffic Manager; W. D. Rolfe, Chief Engineer; and W. Johnson, Boy Scout Division.

Addresses were made by the Honorable Dewitt Hamilton, Mayor of Selmer; Honorable Gordon Browning of Huntington, Tenn. and Messrs. McCarthy, Gamble and Robison.

The factory building is a one story, 40,000 sq. ft. structure and is modern in every particular. A Grand Ball was held in the big room with approximately two thousand persons present. Music was by Sammy Kaye’s band.

CHAS. KETTERING SAYS

The amazing progress made by the railroads in their first century is only a promise of what they will do. Up to now they have been vital to our complex existence. Tomorrow they will be as essential. No matter what other forms of transportation do, or what new ones come into being, the railroads will remain the backbone of transportation. The world, in peace or war, cannot get along without them.”

—Charles F. Kettering, Vice-Pres., General Motors Corp.

L. E. Patterson of Slater runs with Conductor Akeleberry. Recently Mr. Patterson flew to the West Coast for his daughter’s wedding and returned on the famous Streamliner, “El Capitan”.

TALKS ON FORESTRY

Mr. W. A. Robert, Director of Agriculture and Forestry for the Railroad, addressed the Lumberman’s Club in Memphis early this month.

He talked on reforestation and the part the Railroad is playing in acquainting the youth of the territory with the importance of timber conservation.

Diesel engine 803 was hitting it up through the snow-covered country-side near Pontiac, Ill. when the picture above was made.

CENTER PICTURE: First 87 rolls westward towards Kansas City and this horseshoe curve affords a chance for a quick check of the train ahead from the caboose window.

BOTTOM PICTURE: C. L. Holmes, who runs between Bloomington and Rosehouse sits in the cupola of his new caboose. From this vantage he can get the view shown in the picture above. Mr. Holmes has 32 years service with the Alton and holds Conductor’s rating. His running mate, C. F. Perry is shown at the top in the right hand column of pictures.
COMMEMORATIVE STAMP MAILED ON ALTON ANNIVERSARY

A special cachet, commemorating the 100th anniversary of the Alton Route and the Rock Island was mailed from Chicago on Feb. 27—the centennial of both routes. Persons who sent their envelopes to Chicago prior to this date will now have a collector’s item for their stamp collections.

TRAIN NAMES

UNION UNIVERSITY

Jackson, Tennessee

January 30, 1947.

G. M. & O. News,

With reference to a name for your North-South streamliner. Let me suggest one that has romance, swing, movement.

"The Dixie - Doodle"

Yours cordially,

John Jeter Hurt.

Cincinnati, Ohio

Editor:

I enclose a list of proposed names of which I have thought, as, one or another, either being itself an appropriate sign or symbol of Southern life, or as indicating or indexing the coming wonderful developments of the New South. We all have rich sentimental memories of the far past, but must live in the present, with our faces to the Sunrise.

Very respectfully,

(Rev.) Charles A. S. Dwight, Ph. D.

Lady of the Gulf (the RR serves particularly the Gulf.)

The Yellowhammer (State of Alabama bird.)

The Golden Rod (Alabama flower)

The New Southerner (this indicates the great development of the future-looking South.)

Gulf Gulf,

Gem of the Gulf

Dixielander

Sunnylander, or Southlander

Streamliner (this to emphasize the idea of consolidation with the Alton or the North.)

Ala-Missian

Mobilian

Alabamian

The Forester (to commemorate the new forestry program or, The Forester)

C. F. Perry does his "paper work" as train No. 87 gets out of Bloomington. Note the lamp which can be dimmed by turning the shade so as to make the caboose dark for better visibility from the cupola, when not in use.

CENTER PICTURE:

Conductor J. N. Ackelberry looks from the rear of Caboose 3041 as No. 87 passes the Higginsville Mill of Director Charles B. Stout of Memphis, Tenn. Mr. Ackelberry's father was a Section Foreman at Kane for many years and had 44 years of service when he retired. Mr. Ackelberry has a son, Jack, a Brakeman for five years at Bito.

BOTTOM PICTURE:

Bloomington yards from the highway overpass. Note one of the new Diesels in the extreme right of the picture.

PROBLEM OF PROGRESS

Mexico, Mo.—(AP) — Progress left the Alton Railroad with this problem:

What to do with five surplus lakes!

The lakes, near Booth, Farber, Hegbe, Mexico and Odessa in Missouri, supplied water for steam engines on the west division. The railroad recently adopted Diesel engines which need no water.

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PERSONAL

For the two weeks, February fifteen to March first, Mrs. Tigrett and I are taking a vacation at St. Petersburg, Florida. This will be the first time in four years that I have been off our line except for infrequent business trips.

One of the reasons I selected this time and place was with the prospect of seeing one of my boyhood friends, Eli Witt, who had been pretty much of an invalid for twenty-five years or more. He and I were raised in the same community around Halls, Tennessee. He and I were in school together here at Union University.

About 1897 or 1898 he rode his bicycle down to Tampa, Florida and got a job in a cigar store. Since that time he has become a great industrialist, being the largest distributor of cigars in the United States. Just a few weeks ago he wrote me that his gross business would probably reach one hundred million dollars for the year 1946.

He died on January thirty-first. Up until the last, in spite of his suffering and confinement, he was directing his business.

I wanted to take this means of paying tribute to him—not because he succeeded in making a lot of money but because of his big, generous heart.

It is said that thousands of citizens in the City of Tampa, during the day of his funeral, indicated some token of respect and grief for him.

I. B. TIGRETT.

MRS. ETHEL D. POOLE

We regret to learn of the death of Mrs. Ethel D. Poole, mother of J. H. Poole, who is a Mobile employee of the Railroad. Mrs. Poole passed away on January 26 and is survived by two sons, two brothers, three sisters, and one grandchild. Her husband was for many years an engineer on the GM&O. The News extends its sympathy to the family.

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FILM ACTRESS CONSTANCE BENNETT CHOSES MONTGOMERY REBEL FOR TRIP

Constance Bennett, the film star, chose The Rebel recently when she left Montgomery enroute back to Hollywood to start production on a new picture.

Her husband, Colonel Jack Coulter (right above) is in training at the Army Air School at Maxwell Field in Montgomery.

Colonel Coulter accompanied the screen star as far as St. Louis where she and her secretary took the M. P. to Kansas City and the Santa Fe to Los Angeles.

Traveling Passenger Agent Jim Stevenson, (left above) was down at the station to see the celebrities off, and to arrange details of Miss Bennett’s return trip to Montgomery after her picture is completed.

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DISPATCHER FORCE AT KANSAS CITY

In Kansas City the other day, we went by to see Chief Dispatcher W. B. Huitt, (seated center back) who together with his force, is located on the second floor of the Freight Station.

Breaking in on a busy session, we snapped the picture above which shows from left to right: A. F. Bergschnieder, Operator—Extra Dispatcher; G. H. Riley, Dispatcher; Mr. Huitt, Chief Dispatcher; and J. J. Ireland, Regular F. Dispatcher.

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SAFETY AND PASSES

To the Editor of LABOR:

"The Rebel Route News," house organ of the Gulf, Mobile & Ohio Railroad, continues to preach to its workers.

In one issue it boasts that the system has won the National Safety Award 10 or 11 times and a page or two further along it presents the complaint of a stockholder who does not think employees should get passes.

Now safety records cannot be established except by employees and railroad workers who have been accustomed to free transportation since the railroad business started.

As a matter of fact, the Gulf, Mobile & Ohio is stingy with employee transportation. All kinds of onerous restrictions are thrown around it.

It's a very prosperous company, as the record shows, and is willing to put the workers on the back when they win safety awards, but it gets terribly excited when they want a little more money or a pass.

Jackson, Tenn. Y. S.

Safety on the GM&O is just as important to the employees and their families as it is to the Company and its patrons. The vast majority of GM&O employees take justifiable pride in the safety records which have been attained.

During 1946 GM&O had outstanding 11,421 annual passes and issued 6,889 trip passes. Is that being stingy?

CINCINNATI SOLICITOR
IN COMPANY PICTURE

R. N. Sinclair of Cincinnati, sends us a picture of Traveling Freight Agent J. J. Gardner of the Alton, which appeared in the Locomotive Company magazine. The picture shows Mr. Gardner calling on a Traffic Representative of the Dayton Company.

"It has come to my attention that while observing train No. 94 passing your station on the morning of January 28th, you discovered a brake beam dragging on Frisco 52219 and signaled the crew to stop. That repair might be made," Superintendent G. C. Brown of Slater wrote Agent L. R. Clinger of Murrayville recently.

"This report indicates that you are very observant and are complying with the rules which is very commendable," he said.

ON THE JOB

J. A. Marland, Dwight Towerman, has been commended for his alertness in discovering a brake beam dragging on Car 1488, Train No. 4, and immediately signalled the crew. The train was brought to a stop and repairs made.

"I want you to know that your alertness in this case is very much appreciated by the management, as well as myself; and for the interest displayed by you I am glad to credit your record with five (5) merit marks," Mr. Bodie told Mr. Marland.

GM&O MODERNIZES

(Continued from Page 1)

improvements would make for a more efficiently and economically operated railroad and would put GM&O in a better position to serve its patrons and protect its competitive position.

SWING LIGHT ON ENGINE
ADDED SAFETY PRECAUTION

The new two thousand horse-power passenger diesels have a swinging head light in addition to the regular one.

The swinging light flashes with a red or white beam in a circle in front of the train, and the moving beam which it casts, acts as a safety precaution.

The engineer can turn it on at particularly bad highway crossings or other hazardous spots and can select either the red or the white light as he chooses.

TRANSPORTATION DEPARTMENT CHIEF CLERK
WINS HIGH SCOUT AWARD

W. G. Harrison, Chief Clerk to Superintendent of Transportation C. E. Lamham, was awarded the Boy Scouts of America Silver Beaver for outstanding service to boyhood.

The presentation of the medal was made by Judge David S. Edington, also a Silver Beaver, at a dinner meeting of the Mobile Area Council recently.

The award is the highest in Scoutdom, and other GM&O men who have been previously decorated are, E. G. Henriques, retired employee of the Engineering Department and W. E. Kennedy, retired Docks Manager.

Bill has been active in Scout work for the past nine years.
Mr. and Mrs. W. E. Kennedy celebrated their fiftieth wedding anniversary on December 30th and were entertained by members of the Church School of the Government Street Methodist Church in appreciation of the service rendered the Church by the couple.

Mr. Kennedy retired as Docks Manager of GM&O last July after 58 years of Railroad service. During his career with the Railroad he was Local Agent, Foreign Agent and Assistant Freight Traffic Manager at Mobile and was very active in the development of the Port of Mobile.

The couple was married in the Methodist Church in 1896 and since 1921, Mr. Kennedy has been Superintendent and Mrs. Kennedy, a Teacher in the Church School since that date. A daughter, Miss Clyde Kennedy is in charge of a young People’s Class.

TEAMWORK HELPED PASSENGER IN DISTRESS

Mobile, Alabama, January 22, 1947.

Mr. C. E. Lanham.

Recently I took my deceased Mother to Illinois for burial and used your line from Mobile to St. Louis. I want to express my appreciation for the assistance of your various representatives from the time I purchased our tickets in Mobile until corpse was transferred to the CB&Q RR at St. Louis. The services are partially detailed as follows:

a. Mobile ticket agent obtained information regarding CB&Q trains out of St. Louis and requested GM&O representative meet us in St. Louis and see that corpse was transferred to CB&Q train at St. Louis inasmuch as time was limited.

b. Stewardess took charge of cut flowers that we were taking along.

c. Your representative along with CB&Q representative met us on our arrival at St. Louis and saw to it that corpse was transferred. Also GM&O representative made necessary reservations for return trip.

d. CB&Q agent at Keokuk notified us that corpse was on train and this information was passed on to relatives and undertaker waiting in Keokuk.

All in all, I think a mighty fine job was done by your folks, and with that kind of spirit of cooperation, the GM&O RR will go far.

Most sincerely,

C. James Rhéa.

CHRISTMAS PRIZE WON BY DISPATCHER IN BLOOMINGTON

Dispatcher E. D. Lakin at Bloomington, has won the grand prize in the City’s Christmas window decorating contest for two years in succession.

Mr. Lakin has a Christmas tree inside his window, and a back drop painted to represent Grandfather, Grandmother and five children around the fireplace on Christmas morning. This scene can be seen from the street and the front of Mr. Lakin’s house, which is an attractive Dutch Colonial, bears a friendly Merry Christmas across the window front.

an erroneous viewpoint in a controversial situation to the injury and discredit of the South. The Southern businessman best knows the economic system of which he is a part and can be relied on to exert his own efforts for correction of any disadvantages as they arise. He has given you absolutely no encouragement whatever in the era of your crusade.

Sincerely,

(S) A. W. Vogtle,
Vice-President.

CC: Honorable Tom Clark
Dr. John Steelman