GAYLORD CONTAINER CORP. PLANTS
100 MILLIONTH SEEDLING NEAR BOGALUSA

In a public ceremony on February 18th, the hundred millionth pine seedling in the largest privately owned man-made forest in America was planted near Bogalusa, Louisiana by the Gaylord Container Corporation. The seedling was planted in a forest begun in 1926 by the Great Southern Lumber Co., now merged with Gaylord, covering 110,543 acres. Bogalusa, the home of the Great Southern Lumber Co., is an important point on GM&O, and the Lumber Co. and the Gaylord Container Corporation have long been friends of the railroad.

Gaylord Container Corporation Board Chairman A. C. Goodyear has, for many years, been a member of GM&O's Board of Directors and is Chairman of the Executive Committee of this railroad.

General Goodyear was one of the speakers for the occasion, tracing the history of the Pine Plantations in Louisiana, pointing out that “Bogalusa was the first saw-mill town built in the United States to last”. He said that “in the old days, saw-mill towns were boom towns, and workers came in, took off all the wood from an area, and left—leaving ghost towns.”

But the management of Great Southern Lumber Co. planned that Bogalusa should last, re-planting the entire area of the

(Continued on Page 2)

President Hicks Is Elected Director Of Firm

From Mobile Register

Frank M. Hicks, president of the Gulf, Mobile & Ohio Railroad, has been elected a director of the Protective Life Insurance Company.

The election took place at the company's 47th annual meeting Thursday at the home office in Birmingham. Hicks, Mobile business and civic leader, is also a member of the board of directors of the Battle House Hotel Corp. and a director of the Merchants National Bank.

Also elected to the board of directors of Protective Life was Richard T. Comer, Pittsview, Ala., industrialist.

Re-elected directors of the insurance company were M. M. Baldwin, Jelks H. Cabaiss, W. Carson Adams, W. Thornton Estes, John F. Fletcher, Jerome Meyer, W. J. Engel, William J. Rushon, John C. Person, Alex C. Wellman, William J. Cabaiss and Bernard A. Magahan, all of Birmingham; J. W. Brown, Jr., Sylacauga; Lee Bidgood, Tuscaloosa; Lindley C. Morton, Los Angeles, Calif.; T. J. Corningham, Decatur; Marion Rushton, Montgomery, and J. Craig Smith Sylacauga.

Approximately 600 people attended ceremonies in connection with the planting of the 100 millionth pine seedling by Gaylord Container Corporation. Lunch was served from a chuck wagon to the guests among whom were several GM&O officials.
Gaylord Container Corp. Plants 100 Millionth Seedling Near Bogalusa

(Continued from Page 1)

In discussing Gaylord’s forestry operations in Mississippi, Executive Vice-President Vertrees Young of the Gaylord Co. stated that pine tree planting will be continued by the company in Louisiana and Mississippi together at the probable rate of eight to ten million seedlings a year.

Since 1951, he said, “a grand total of 28,302,000 trees” has been planted in Mississippi, putting “back into forest productivity 31,426 acres of land that for the past twenty years was largely idle.” This planting program has given employment to hundreds of farmers in the area.

Young said that “there will still be a market for the farmer’s wood which he grows on his own land so long as the mill operates on the scale now planned.

Other speakers for the occasion included Chief Forester P. M. Garrison of the Gaylord Container Corporation, who was master of ceremonies and C. A. Connaughton, regional forester from Atlanta, Georgia, representing the United States Forest Service. Recognized on the speakers platform were Gov. Hugh White of Mississippi and former Gov. Jimmy Davis of Louisiana.

Climax of the ceremony was the presentation of Miss Mary Easton Goodyear, by her father, First Vice-President Charles W. Goodyear of the Gaylord Co. The little ten year old great-great-granddaughter of a founder of the Great Southern Lumber Co., which in 1877 began timbering operations in the area, planted the 100 millionth seedling. She was assisted by J. K. Johnson, retired chief forester of the Great Southern Co., under whose direction planting was begun in 1920.

Among the 800 guests attending the program were a number of GM&O officials including Executive Vice President and General Manager G. P. Brock of Mobile; Director of Agriculture and Forestry S. A. Robert of Jackson, Tennessee; Agricultural and Forestry Agent C. W. Burrough of Louisville, Mississippi; General Freight Agent D. F. McCullough and Commercial Agent R. F. Reynolds, both of New Orleans.

GM&O Executive Vice-President and General Manager G. P. Brock and Mrs. Brock (left) are welcomed to the Gaylord celebration by Mrs. Vertrees Young (right). Mrs. Young is the wife of the executive vice-president of the Gaylord Container Corp., Mr. Vertrees Young of Bogalusa, La.

Also present at the planting were, left to right, Gaylord Container Corp. Traffic Manager J. Percy Thompson of Bogalusa; Missouri Pacific Traffic Rep. Leland Barrilet of New Orleans; GM&O Commercial Agent R. F. Reynolds; New Orleans; Gaylord Container Corp. Executive Vice-President Vertrees Young, Bogalusa; and GM&O Gen. Freight Agent D. F. McCullough of New Orleans.

GM&O Director of Agriculture and Forestry S. A. Robert of Jackson, Tennessee, standing, right, chats with County Agent Nolan Ma t h e r e, standing, of Washington Parish. Seated are Messrs. Creel and McGee, both of Franklinton, Louisiana.

RING LOST 28 YEARS AGO FOUND WHERE IT VANISHED

BOWLING GREEN, Mo. (AP)—Twenty-eight years ago young James F. Donelly searched frantically through the dust beside the railroad tracks near here for his mother’s wedding ring. It had slipped from his finger while he was working on a Gulf, Mobile and Ohio train.

No luck then. Recently workmen, installing a switch, turned it up and returned it to Donelly, now a conductor.
Lanham Becomes Gen. Supt. Of Transportation

C. E. Lanham

Effective February first, C. E. Lanham was appointed general superintendent of transportation of GM&O with headquarters in Mobile. The appointment comes in Mr. Lanham’s fiftieth year with the company.

The new general superintendent of transportation began his railroad career with the former Mobile and Ohio as messenger boy in October 1904. He was promoted shortly after, he said, to call boy, and vividly remembers riding his bicycle over Mobile to call train crews. He worked as clerk and operator, and in 1906 became assistant chief clerk in the office of transportation, later becoming chief clerk.

In 1920, when the railroads went out of government control, the office personnel where he worked was transferred to St. Louis from Mobile. The climate proved too cold for his family, so, with several other employees, he returned to Mobile to go to work with the former Gulf, Mobile and Northern as assistant chief clerk during the time of General Manager H. G. Sparks.

From 1920 to 1921 he worked as chief clerk to the superintendent of car service and in 1921 was promoted to superintendent of car service. In 1923 he was promoted to superintendent of transportation, which position he has held for thirty-one years until his present promotion.

When the Mobile and Ohio was merged with the Gulf, Mobile and Northern in 1940, Mr. Lanham welcomed back to Mobile some of his former associates of the M & O who had moved to St. Louis with him in 1920.

The new general superintendent of transportation is looking forward to “hanging on to his job” for a while longer because, to him, “operating statistics are so interesting.” Figures on per diem money, miles per car per day, and gross ton miles per train are the most interesting reading in the world, he says, because “you always want to see if you can’t better last year’s figures.”

G. A. Rush Heads AAR Committee

At the meeting of the American Association of Railroad passenger accounts committee in Chattanooga, Tennessee on March 2nd, GM&O Auditor Passenger and Station Accounts G. A. Rush served as chairman. The three day meeting was attended by fifty members and their wives representing twenty-one Class I railroads throughout the United States and Canada.

The group took under consideration twenty-nine rail subjects and considered mandatory inter-line accounting rules and forms affecting all rail passenger carriers in the United States and Canada.

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DECEASED

Engineer of Standards and Research Spencer R. Sproles, at Mobile, Alabama, on March 2, 1954. Mr. Sproles came to work for the former GM&N in 1919 and served as draftsman and assistant engineer from 1919 to 1924. He worked as engineer of construction from 1926 to 1928, during which time he played a large part in the construction of the old J & E Line, which runs from Union to Jackson, Miss. He was appointed assistant engineer in 1928, principal assistant engineer in 1937, acting chief engineer and assistant chief engineer from 1944 to 1946 and was appointed engineer of standards and research in March 1947. He is survived by his wife and one daughter.

Retired Engineer S. H. Caradine, in Jackson, Tennessee, on March 6, 1954. Mr. Caradine was employed as a fireman on January 15, 1918 and retired from the service in November 1946. He was a native of Webster County, Miss. but had lived in Jackson, Tennessee since 1920. He is survived by his wife, one son and three daughters.

GENERAL OFFICE “CHERRY TREE CHAMP”

Arlyn Wente, third from right, shows off his prize for winning the 7th annual Cherry Tree Tournament participated in by employees of GM&O’s Traffic Dept. in the General Office in Mobile. Wente’s score (with a handicap) was a fantastic 77 for eighteen holes. The tournament, held on Washington’s Birthday, requires strict honesty on the part of the participants. Shown in the picture, are, left to right, W. R. Davis, W. M. Mallon, C. H. Lombard, P. J. Cooney Jr., Arlyn Wente, K. E. Lillton, and A. P. Roberts.
LITTLE REBELS ARE FORCED TO

The announcement at right was published in explanation of the Railroad's reasons for removing its "Little Rebel" train from service on February 21st. At the present time there is a hearing in progress at Jackson, on a citation by the Mississippi Public Service Commission for the Railroad to show cause why the trains should not be restored to service.

The GM&O has filed a motion for dismissal (and an answer) challenging the "right, jurisdiction and authority of the Commission" in ordering the citation. This motion, together with another one by opposing counsel which seek the restoration of the trains, was taken under advisement by the Commission.

The following are excerpts from newspaper editorial comments regarding removal of the trains.

From Jackson, Miss. DAILY NEWS

Here's a piece of news that classes as bad but can't be helped.

Operation of The Little Rebel passenger train on the Gulf, Mobile and Ohio Railroad between Jackson, Tenn. and New Orleans, via this city, was discontinued last night.

Same old story—not enough revenue to justify operation.

There will be complaining, of course, and perhaps some retaliation tactics attempted in the legislature, but in the end it will be fruitless.

Railroads should not be required to operate trains when they incur terrific loss in doing so . . .

It is not compulsory for individuals to remain in business when it is quite plain they can never again operate at a profit. The same rule should apply to common carriers and other public service corporations.

Jackson, Miss. CLARION LEDGER

Speaking of physical ailments, one of the prominent officers of the Gulf, Mobile and Ohio Railroad told us yesterday he was figuratively "bleeding inside" over the necessity of canceling out the "Little Rebel" from Jackson, Tenn. through Jackson, Miss. to New Orleans.

Necessity is the word, for nothing short of necessity would have caused the GM&O to end the run of that pioneer streamliner of the South . . .

Lots of people hate to see the Rebel surrender—and it is surrendering—to the increase in highway travel. Some of those who are going to be heard from the loudest, we fear, will be some of those who have withheld their patronage from the carrier. But the move is being made to strengthen the overall operation of the railroad. That is an end which justifies the regrettable means being taken to attain the goal.

Louisville, Miss. WINSTON COUNTY JOURNAL

The discontinuance of the Rebel cannot be blamed on the Railroad and neither can it be blamed on the people but rather the times. We can easily remember when the railroad was the only means of transportation to and from Louisville, but the coming of the good roads, automobiles and buses fast changed this. Now the people seem to prefer traveling in their own automobiles or on the buses. So be it. Time passes on and the wishes of the people must prevail.

Tylertown, Miss. TIMES

So, it is with regret that we say goodbye to the Rebel—but with no ill feelings for the GM&O over its discontinuance. Even railroad trains have to pay their way to live in this world.

Pontotoc, Miss. PROGRESS

The Gulf, Mobile and Ohio Railroad discontinued service through Pontotoc of its North and South-bound Rebels—passenger and mail trains—abruptly Sunday night and Monday morning. True the company has been losing money on the line through here, and the railroad was justified in discontinuing service—but they were not justified in cutting us off without notice whatsoever . . .

Sure, they were losing money, but a week's notice of the approaching discontinuance would not have bankrupt them. The only punishment they will get will probably be a public reprimand, but they did fall down on their duty to the public as a public utility. Yet, there is no use crying over spilt milk. But still . . .
**SURRENDER AFTER 18 YEAR BATTLE**

**WE YIELD TO PUBLIC PREFERENCE**

This Company deeply regrets the circumstances which necessitate the discontinuance of its passenger train service between Jackson, Tennessee and New Orleans, Louisiana.

The Little Rebel—the South's first luxury, air-conditioned, streamlined train—was voluntarily purchased in 1935 both to meet a need and to give our territory something extra and unusual. We hoped to stem the trend of passenger travel from the rails to the highways, noticeable even at that time.

We instituted our hostess service on this train and put into effect some of the lowest passenger fares in the country. We maintained our equipment in a high state, and nothing was omitted to attract passengers. Yet, the public has come more and more, for understandable reasons, to prefer automobiles for most travel needs.

Let us give assurance that useful and needed transportation will be continued. Our expenditure of millions of dollars, in recent years, for ballast, treated ties, better rail, stronger bridges and other permanent improvements in the territory in question could only have been made with permanency in mind.

*Our purpose is to strengthen our operation rather than to weaken or reduce it. Our purpose is to perpetuate our freight service, as nearly as possible, rather than to eliminate it. Our purpose is to give the public something worthwhile rather than to waste resources on projects of so little benefit.*

We need this lost money for further improvements. Would not the public be better served if the amount in question could be spent for more new freight cars and rail? Furthermore, it is our desire to carry on and if possible to enlarge such efforts and expenditures as we are now making to promote forestry and agricultural and industrial developments. One new industry of average size could be worth several times the value of the Little Rebel in employment alone.

Representatives of this Company will appear in every community for a thorough discussion with public officials, shippers and others who are interested. In the meantime provision has been made for handling express, mail, etc., pending permanent arrangements. Applications for authority to discontinue have been filed in Tennessee and Louisiana, none being required in Mississippi.

We sincerely appeal to every interested citizen to place himself in the position of this Company, as well as that of the public of which he is a part, in judging the extent of our responsibility. Surely, no individual would think it fair and proper that he be forced to sustain so great a loss to accomplish so little good. Surely, there is no alternative to recognizing and yielding to changed travel conditions.

I. B. Tigrett  
Chairman

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In 1953, average seat use of the Little Rebel was only 13%, leaving 87% of available seats unoccupied. The *out-of-pocket* operating loss was $186,226. The term *out-of-pocket* should be emphasized and explained. It includes nothing for maintenance of tracks, depreciation, interest on investment, accidents, casualties, and traffic, station and overhead expenses.

The fact is that the shipping public must pay enough for freight service to support a passenger train which is used by so few people. Discontinuance was long ago in order and doubtless would have taken place except for the sentiment of this Company for the train and for the territory it traversed.
WITH HIGHWAY COMPETITION

New Albany, Miss GAZETTE

Regrets all around at the passing of an old friend will doubtlessly be expressed by the public in the area affected by the discontinuance of the "Little Rebel" between Jackson, Tennessee and New Orleans, however, from the practical angle, there can be no disagreement on the part of the public with the management of the GM &O Railroad for taking out of operation a train which has for the past five years not even broken even in revenue and operating expenses . . . .

Jackson, Miss. CLARION LEDGER

Now, we suggest that one can't blame a fellow for trying to get out from under an unprofitable enterprise or a part of it.

Of course, there will be those who will squawk to high heaven, but let them remember that perhaps they have had as much to do with the elimination of "The Little Rebel" as anyone. Most of us own a car, now don't we?

Bogalusa, Louisiana ENTERPRISE

The ENTERPRISE joins the cry of protest which has been heard here throughout the week as a result of the company's announcement that is has asked the Louisiana Public Service Commission to grant approval to quit the Rebel run from Jackson, Tennessee to New Orleans.

While we cannot argue that the Rebel is a money-making proposition for the railroad, we know that the company annually boasts of its fat dividends and profits from its total operations.

For a railroad to cut out passenger service and still expect to make its profit-making freight runs seems highly unfair to the people of this area who have contributed to the well-being of the GM&O Railroad and its predecessors for these many years . . . .

Jackson, Miss. DAILY NEWS

Our Public Service Commission has fixed March 8th as the date for the Gulf, Mobile and Ohio road to show cause why the Little Rebel, passenger train between Jackson, Tenn. and New Orleans, was discontinued. That's easy to answer. The train was cancelled because it was losing money at the rate of $186,000 per year. That's enough to cause anything to stop running.

Newton, Miss. RECORD

Naturally, the Rebel will be missed along the route over which it traveled. With the continued loss in revenue from its operation, however, we readily understand why the officials saw fit to discontinue its operation.

Columbia, Miss. COLUMBIAN PROGRESS

Makes folks feel sorta bad, too, to know that they won't be hearing the Rebel's familiar air horn as it proceeds on the other side of Pearl River bound for points north or south. So long had the Rebel been a part of the local life that folks took it a little for granted—their mail 'most always showed up on schedule and was in all the boxes by middle of the morning—now they may have to adjust to a new schedule.

West Point DAILY TIMES LEADER

The Gulf, Mobile and Ohio Railroad has discontinued its "Little Rebel" which passes just west of us, through Houston, from Jackson, Tenn. to New Orleans. They say the average number of passengers daily has dropped from 279 in 1947 to 77 in 1953. Folks, nowadays, prefer to travel by car.

Jackson, Tenn. SUN

. . . . . Reason for discontinuance—a continuing decline in the number of passengers, resulting in a very substantial loss to the railroad . . . .

To continue to operate a passenger train or anything else at a continuous loss is foolhardy. The railroad can take the money thus saved and apply it to improving other services on the line as well as the line itself.

As much as we regret the discontinuance of the Little Rebel, the necessity for doing so is very apparent.

(Continued on next Page)
"LITTLE REBELS" ARE FORCED TO SURRENDER

Philadelphia, Miss. NESHOBIA DEMOCRAT

The Public Service Commission wants to know why the Gulf, Mobile and Ohio pulled the "Little Rebels" off. By the same token the Gulf, Mobile and Ohio officials and stockholders want to know why the heck did the public quit riding the trains. The GM&O officials offered mighty good service and public did not take it, and if brother Alton Massey and his commission do not understand profit and loss, we expect President J. B. Tigrett can give them a good lesson in a very few minutes . . .

Now if you boys at the Public Service Commission really want to do a service to a majority of the shipping public, look into the little matter of the truck lines which "hide" behind a traffic ruling in your office that relieves them of all responsibility to damage done to machinery weighing above 500 pounds, and forget the GM&O and its loss of good cash money . . .

Ackerman, Miss. CHOCTAW PLAINDEALER

We have found the railroads to be good neighbors and good citizens. They have played an historic part in the development of our nation, and they are an integral part of our economy. We should be appalled if they were to cease business altogether. Therefore we must remember that whatever measures they employ are basically predicated on survival. We wholeheartedly wish this for them.

It is inevitable that a losing venture will die. Passenger train service, whether on GM&O's lines or any other company's, is doomed. It is of the past when automotive, plane and bus travel were unknown. We are surprised it has survived so long.

Houston, Miss. TIMES POST

It hasn't been too many years ago, most of us can recall, when we used to visit the depots on Sundays to see 'who all' was getting off the trains. Today a passenger gets on and off every day or so, and someone remarks—"Wonder what he's doing riding that train." The Houston ticket agent says he has gone a week on occasions without selling a single passenger ticket.

Bogalusa, Louisiana DAILY NEWS

The first reaction yesterday to the news that the GM&O Railroad was moving to abandon its Rebel Passenger train service through Bogalusa was surprise and then shock . . .

Earnings statements of the GM&O have shown up very well in recent years, and the $186,228 deficit which Chairman J. B. Tigrett claimed was a result of Rebel operations was absorbed by the profitable freight operations of the road, with margin to spare. On the strength of that, we question the advisability of dropping the passenger service. We have no doubt the Rebel runs are unprofitable. But operating a railroad is more than trimming out all expense items. It is also a public service, and until GM&O can show that its profit structure is being jeopardized, overall, we do not believe it should be permitted to discontinue the Rebel . . .

NEW INDUSTRY FOR GM&O AT COLUMBUS, MISS. — Recent picture made at Columbus, Mississippi shows construction of a two million dollar plant of American Bosch Corporation well under way. The new plant, located on a fifty acre site, will be served by GM&O. It will produce electrical equipment for the automotive industry, and will employ 500 people with an annual payroll of over one million dollars.

(Continued on Page 9)
Girl Is Winner In GM&O-Rotary Forestry Contest At Covington

When the Rotary Club at Covington, Louisiana agreed to co-sponsor a forestry contest with the GM&O for the 4-H Club members in St. Tammany parish, the members did not foresee that a girl would win the contest. “But,” said Editor Jack Tannehill of the St. Tammany Farmer, “Linda Pateck is an unusual girl.” Linda, at the age of thirteen, was first place winner in the contest which was entered by fifty high school students, most of whom were boys. Covington is one of the many spots in GM&O territory where the railroad has such co-sponsored forestry projects.

“From the beginning,” said Mr. Tannehill, who was at that time serving as Rotary president, “the project just took!” Of the fifty entrants, twenty-three brought their projects to completion. Each had managed a wood lot of specified acreage and completed a report on his—or her—work. Much hard work on the part of the young contestants was involved, and members of Rotary, each of whom had “adopted” a contestant for the project, felt repaid for the interest they had shown in the 4-H members. And all agreed that St. Tammany parish would benefit for years to come from what the potential future timber owners had learned in forestry management. Below is Linda’s own story of her project.

MY WOODLAND IMPROVEMENT PROJECT

By Linda Pateck

The wood-lot I selected has a nice stand of young timber. There aren’t many places that needed filling in.

My grandfather helped me mark off my land and my trees. At first he showed me which trees to mark. Then I had to do it by myself. I got four pieces of oak flooring and painted them white to mark off my land.

One of my 4-H friends helped me cut trees on two afternoons. I did the rest of the cutting. I cut approximately eighty young pine trees. Their diameter ranging from two to six inches. I cut about forty scrub oaks.

One hundred seven fence post have been made out of the culled trees. I did little of the cutting up or peeling of the fence posts, but I am going to help treat them.

Some of the trees were culled because borers had gotten into them. Other culs were caused by a cancerous growth. I had to cut most of the trees because they were growing too close together.

For the fireline there is an old road to the north of my project. To the west and south there is a plowed tung farm, the man who owns the tung farm agreed to plow a fireline to the east of my project. I haven’t had any fires on my project.

I took the project because my grandfather owns a fifteen acre tract of young pines that I hope to own some day. I wanted to learn how to care for these pines so I will be able to take care of the pines and get the most money out of them.

I followed every step in this project with the exception of planting pine seedlings. This project teaches you how to set a goal and work up to it. It also teaches you what hard work really is.

The Blue Cut Robbery

(Among the stories published recently in A TREASURY OF RAILROAD FOLKLORE were the confessions of the Jessie James gang. One of these told of the robbing of an Alton train by the gang. The following confession of Clarence Hite is reprinted from A TREASURY OF RAILROAD FOLKLORE, edited by B. A. Botkin and Alvin F. Harlow. Copyright, 1953, by B. A. Botkin and Alvin F. Harlow. Used by permission of Crown Publishers, Inc.)

Jesse wrote to Charlie Ford to come over to where they separated near Independence, which he did in a few days. He was then met near Independence by Jesse and Frank.

The object of this meeting was to plan another robbery. We were all to meet at the same place three or four nights afterward, which we did. Six of us went there to rob the Chicago and Alton train. That night we came down between Kansas City and Independence and stayed in the woods. We intended to rob the Chicago and Alton train the next night—the western bound train, I mean.

The arrangement was as follows: We were to blockade the track with rock and stop the train if possible by waving a lantern with a piece of red flannel around it. Jesse and myself were to take the north side of the train. We were to keep the people from coming out by firing, etc. Frank and Dick were to take the south side of the train, and Wood and Charlie were to flag the train, take out the engineer, make him break open the express car door, and then they, Charlie and Wood, were to rob it. This arrangement was carried out on the night selected; next night. That was September 7, 1861.

When the Chicago and Alton train stopped at Blue Cut, Charlie and Wood made the engineer get his hammer and knock on the express car door (side door, the side Jesse and myself were on). After knocking several times the express messenger opened the door and jumped out and sat down on the bank. Charlie and Wood then went in, but they couldn’t find the messenger, they supposing that the man who jumped out was the baggage man. One of them (Charlie and Wood) called out to Jesse that they could not find the messenger. Jesse then

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The office force at Mexico, Missouri lined up by the freight house recently for this picture. Shown, left to right, front row, are Trucker C. L. Holtkamp; Agent J. K. Spencer, Warehouse Foreman C. A. Scott. Back row—Bill Clerk A. L. Uhey, Yd. Clerk R. E. Hartegan, Utility Clerk C. Fesler, Swing Clerk W. C. Payne, Cashier C. C. Smith, Car Clerk W. D. Hancox, Trucker W. E. Barrow and Gulf Transport Driver Charles Griffin.

The Blue Cut Robbery
(Continued from Page 7)

said: "There he sits on the bank with the engineer and fireman. Kill him if he does not get in and open the safe."

The messenger said: "I am not the messenger."

Charlie and Wood then covered him with their pistols and said: "Get in or we'll kill you."

The engineer said: "You had better get in. They have found you out."

He then got up and went in, opened the safe and I think they made him put the contents in the bag. We had a bag for the plunder. Then they accused him of hiding part of the contents, and Charlie hit him over the head with his pistol once or twice and fired it off for the purpose of scaring him. He was scared. They made a further search and found the messenger's pocketbook, containing about $60 (a $50 and a $10 and two $5's), and his watch and chain.

After Charlie and Wood came out of the car they told Jesse they did not have any money. Jesse then said: "We had better rob the passengers."

They then started the train, beginning at the smoker and going to the rear. Wood carried the bag (a common meal sack). Charlie went in front with a pistol in each hand and made the passengers deliver up their valuables and put them in the sack. I stood at the front door of each car as Charlie and Wood went through to prevent their being shot in the back. When we reached the chair car Frank got on. He did not go through the car, however. Everybody was badly scared. As we were coming back through the sleeper Charlie found a bottle of wine and took a drink. We also got some cake out of a basket. We got five watches, including the expressman's. Wood took the one which I have spoken of. Charlie Ford got two, one a fine gold one and chain (English make) and a silver one. I got a silver one and Jesse got the conductor's, a nickel, open-faced, stem-winder. We settled the division of jewelry as follows: Each article was sold to the highest bidder, and his bid was put in as so much cash and then the cash divided equally. Frank in this way got a set of Mexican jewelry. To go back a little. After we got through searching the passengers, Jesse came into the sleeper from the rear, and told the porter if he didn't hunt up all the money that was hid he'd kill him. The porter said he hadn't hid any, that they had gotten it all. Jesse then went to the first seat, turned it up and got about $80 and a gold watch. He then went to a brakeman and told him the same thing. The brakeman said "I gave you 50 cents—all I had." Jesse then gave him $1 or $1.50, saying: "This is principal and interest on your money."

We then released the prisoners, and waited until they had removed the obstructions, shook hands with the engineer and fireman, and the train moved on. We all then went north of the road, about half a mile, in a big hollow and divided the proceeds as I have said. Each man's share was estimated to be worth about $140.

ALONG THE LINE

St. Louis, Missouri—General Agricultural Agent A. F. Stephens has been invited to become a member of the Board of Directors of the Illinois 4-H Foundation. Mr. Stephens has accepted the invitation, which was issued by Dr. Kammlade, director of extension for the University.

Mobile, Alabama—Robert H. Vogwill, OS&D Clerk in the Freight Claim Department, was called back in the Armed Services on January 20th and is now stationed at Ft. Jackson, S. C.

Mobile, Alabama—Traveling Claim Adjuster E. J. McNulty of the Freight Claim Department is receiving a royal welcome on his return to work on February 15th after an extended sick leave.

Los Angeles, California—GM&O District Freight and Passenger Agent G. T. Buckley captained the Los Angeles Transportation Club Bowling Team which won the city championship of the fifth annual Transportation Tournament. Buckley's team is also third place contender in the Steamship League, only four games from the top, with a winning streak of 15 out of the last 21 games.

Kansas City, Missouri—Division Freight Agent Lee Poettgen was recently elected to the office of second vice-president of the Traffic Club of Kansas City. He was installed at the club's thirty-fourth annual dinner on February 4th which was held in the Grand Ball Room of the Hotel Muehlebach. Mr. Poettgen served as club director for two years and is currently president of the 16 team Bowling League.

Mobile, Alabama—H. B. Jones, who was chief clerk in the Accounting Department of the old Mobile, Jackson and Kansas City Railroad, was in the general office the other day to bring himself up to date on present GM&O history. The MJ & KC was one of the earlier predecessor lines, and Mr. Jones worked in the Mobile office for several years following his first assignment in 1906. He is a retired accountant and has worked for many large companies, some of them railroad accounting firms. He still sees in the railroads a great opportunity for young men who recognize that application and hard work are the keynote to success.

Mobile, Alabama—Miss Margaret Rose White and Mr. David Gwin, both of the Freight Receipts Department, were married on February 6th, and made a honey-moon trip to Houston, Texas.

Mobile, Alabama—Another wedding of interest during the month was that of Miss Jan Ogden, of the Freight Receipts Department, to Mr. Albert Reynolds, Jr. Mrs. Reynolds is the daughter of General Attorney J. N. Ogden.

Jackson, Tennessee—Hermon Hight, son of Chief Clerk Hill Hight of Supt. Forlines' office, has been rated scholastically as one of the four top freshmen at Mississippi State College and has been awarded a $250 scholarship at that institution.
DECEASED
(Continued from Page 3)

Supervisor of Dining Car Service W. J. Fleming on February 11, 1964 at Chicago, Illinois. Mr. Fleming entered dining car service as a steward in 1913 on another railroad. He served as steward and in the Purchasing Department of other lines until 1924 when he came to the former Alton as steward. In 1945 he was promoted to supervisor, in which position he remained until his death. As steward, he worked on the Ann Rutledge between Chicago and St. Louis for many years.

Retired Yard Engineer Henry L. Shockey, Bloomington, Illinois, on February 23, 1964 at Bloomington. He entered service as yard fireman in 1905 and was promoted to yard engineer in 1916. He retired on February 1, 1949.

Special Representative V. I. Schluter of the office of the General Superintendent of Transportation, Mobile, Alabama, passed away suddenly on February 4th. Mr. Schluter entered the service on June 15, 1922.

Retired Operator-Towerman C. J. Duback, Chenoa, Illinois, on February 14th at his home in Chenoa. Mr. Duback entered service on December 5, 1911 and retired on November 14, 1949. He is survived by his wife.

Snowman In Mobile!

GM&O BOWLERS WIN CHAMPIONSHIP

In the Mobile Women’s Bowling Association 9th Annual Tournament held in February, the G. M. & O. team won the team handicap championship with a total pinfall of 2,912 pins. The team also had the winner in the singles handicap and all-events handicap events in the person of Betty Johnson, extreme right, who lambasted the maples for scores of 653 and 1,845 respectively. Members of the G.M.&O. championship team are, left to right, F. Wynn, M. Connolly, M. Krug, D. Wilkes, and Betty Johnson.

Long Service
(Continued from Page 6)

ceremony of driving the golden spike connecting the southern and northern link of the then Mobile, Jackson and Kansas City Railroad.

Mr. Strong and his family have lived at Louisville all the time except 14 years, from 1922 to 1936 when he was conductor of a run out of Jackson, Tenn. They moved back to Louisville in 1936 when he was asked to give up his conductorship to become an official of the road as special representative.

When the first Rebel streamliner was built in 1833 at Brunswick, Pa., Mr. Strong was sent to bring it to New Orleans. He says that was one long ride. It took them 22 days traveling over 14 railroads through 22 states. He was rewarded for this ride through, for when this Rebel went on its first regular run with a hostess, Mr. Strong was the conductor.

Mr. Strong says: “I love my work and would be perfectly miserable away from it. I will continue as long as I can render any service.” And he was 80 last January 18.

It’s no wonder he’s succeeded. If every employee regarded his boss like Mr. Strong does Mr. Tigrett there’d be more adherence to duty and never any riotous uprisings. But then, every man hasn’t a boss like Mr. Tigrett. Of him Mr. Strong says, “Mr. Tigrett is a most sympathetic man toward his employees; he is the best railroad man, the best Christian, the best friend and best man I ever knew. It has been trying to pattern my life after his that has helped me keep my feet firmly on the ground.”

Mr. Strong’s life has not been wholly devoted to railroading. Back in his younger days he used to get several months leave at the time to go on big game hunts with the late Paul Rainey of Cotton Plant. They hunted all over the world, but Mr. Strong remembers the most exciting hunt as one on the Kodiak Islands.

Also active in civic and political affairs, Mr. Strong served on the staff of four governors back when they were called majors instead of colonels. That’s when he acquired the name of “Major” by which he is called almost exclusively.

He was for ten years chairman of the board of directors of the Sons of Confederate Veterans of which he is still a member. He is a trustee of the Beauvoir Shrine and Jefferson Davis estate between Biloxi and Gulfport. It was in 1952 that he secured from the Mississippi legislature a gift of $36,500.00 to beautify the Shrine, work which is underway now.

Stephens Address
Rural Youth

At a banquet held at Urbana, Illinois on the University campus on February 1st, General Agricultural and Forestry Agent A. F. Stephens made the principal address. Mr. Stephens was invited by the Rural Youth from the entire state for this occasion.

In his talk entitled “An Outsider Looks at Rural Youth”, Stephens traced increased opportunity for Rural Youth since 1939, and urged the membership of 7,000 in Illinois to “develop a keener sense of responsibility for the solution of public questions” and by thought and study arrive at independence of judgment and actions.
Commendations

Operator D. H. Vollstedt, Athol, Illinois, noticed a hot box on a passing train and notified the crew so that the car could be set out for repairs.

Brakeman F. Horner, Iselin, Tenn., discovered sparks flying from train and, upon close inspection, found an empty tank car in the train off center.

Fireman A. L. Koehler, Bloomington, Illinois, was commended by Supt. Conely for the interest he displayed when the steam generator on his train was not operating in the diesel, and he located a broken wire to the firing plugs, making the necessary repair with very little delay.

Operator W. D. Long of Meridian, Mississippi, discovered a large piece of iron dragging under a car fifteen cars from the engine of a passing train and immediately called the Mechanical Department to look out for it.

Brakeman A. W. Jinright, Tuscaloosa, Alabama, was working as brakeman and discovered about three inches of flange gone from one car, taking prompt action to prevent an accident.

When Section Foreman J. R. VanOsdol of Greenview, Illinois noticed a brush fire entering GM&O right of way at a bridge, he beat the fire out to prevent damage to the company bridge.

Telegrapher L. A. Wollman, Higginsville, Mo., was watching a train pass when he observed air sticking on a gasoline car. He notified the crew and the train was stopped and trouble corrected.

Agent H. A. Davis, Breadwell, Illinois, was commended by Supt. Conely for the efficient manner in which the work at his station was carried on during the hardroad construction job last year.

Section Laborer Ples Davis and his son, Obie Lewis, aged twelve, spent their holiday on George Washington's birthday fishing near the GM&O right of way. Their fishing catch was doubtless curtailed when Obie Lewis pointed out a broken rail in GM&O's track to his father, who walked southward and flagged a GM&O passenger train to prevent a possible accident.

Brakeman J. T. Kemp, Iselin, Tennessee, was commended by Supt. Fortlines for discovering a broken rail joint on a bridge and notifying section men for prompt repairs.

OUR FREIGHT BUSINESS
Revenue Car Loads Billed And Received On GM&O

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Comparison of the first 2 months of the years

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HELPING HANDS

Almost every month friends along the line lend to GM&O a "helping hand". This month Company thanks go to the following:

Mr. R. H. Davis, chief of fire department at Reform, Alabama, who arrived with his men promptly when a GM&O engine caught fire and the crew was unable to extinguish the blaze and called on Mr. Davis for help.

Mr. Ernest Jones, Jackson, Mississippi, who discovered a broken rail and reported it to authorities so that section forces could change it out.

Mr. Harry Bell, St. Louis, Mo., noticed hot wheels on a GM&O train near Baldwin, Ill., and failing to stop the train, drove to Sparta to notify the GM&O agent there.