STOCKHOLDERS’ VOTE  
99.82% IN FAVOR OF  
ALTON ACQUISITION

Stockholders of the Gulf, Mobile & Ohio R. R. enthusiastically approved GM&O’s acquisition of the Alton at the Sixth Annual meeting held in Mobile on April 8. Of the total votes cast 99.82% was voted in favor of the unification of the two systems.

The balloting on the issue was by a mail poll of stockholders and 682,527 votes were cast. The Frisco Railroad, owner of approximately 2½% of the stock, declined to vote.

The stockholders also authorized various other financial and legal actions necessary to the consummation of the acquisition, and re-elected fifteen directors.

The actual merger of the two properties is expected in the late summer. There have been no objections filed to the plan and it has the approval of the Interstate Commerce Commission and the Federal Court at Chicago. Upon the filing of an order by the Chicago Court, the case will go before the Interstate Commerce Commission for a poll of Alton bondholders. The Alton bondholders have already signified their approval of the reorganization proceedings. Following the poll by the Interstate Commerce Commission, the case will be returned to the Chicago Court for such final steps as are necessary to put the plan into effect.

TO OUR EMPLOYEES:

During the first three months of this year we handled more tonnage than we did in the same period in 1945—a war year.

We had twice as much gross revenues in the first three months in 1946 as we had in the same period in 1940, yet we had net earnings in 1940 and had a net loss in 1946 after applying the last wage award.

Actually, taking the combined figures of the Alton and the GM &O, we lost more than a half million dollars. This means that out of our three months’ operation we not only earned nothing to pay dividends or to pay debts or to finance new equipment or to make other improvements—but we did worse than that—we lost more than five hundred thousand dollars.

During my long years as President of this Company we have never had a parallel situation. On numerous occasions we have lost money when traffic was light, but to find ourselves straining our plant and equipment to handle peak traffic which results in an operating loss is not only discouraging but alarming.

In 1940 the average compensation of each employee of this Railroad was $1,692. By 1945 this had risen to $2,550 per employee. The recent wage award, plus payroll taxes borne by this Company, will increase the payroll average cost to over $3,000 per year for each and every employee. Yet representatives of our employees are even now threatening new demands for increased wages.

In contrast the Common Stockholders of this Company have never received a single dividend. During the war years we used our profits to finance a program for better equipment for the future, and for other improvements.

Please let me say to you that in so far as the Management is concerned we are going to try to live up to our obligations to our stockholders who have furnished the money to make the Railroad possible. We had planned a program of improvements and expansion. We had planned to add another passenger train between Meridian and Mobile involving additional expense and increased employment. These and other steps will be abandoned. I would feel myself lacking in candor and frankness if I did not say to you that in so far as we can possibly do so we shall curtail and diminish expenses wherever it is possible and whenever it may be necessary to do so.

I. B. TIGRETT, President.
EXECUTIVE GENERAL AGENT NAMED FOR MISSISSIPPI

President Tigrett announces the appointment of Mr. Fred W. Johnson as Executive General Agent at Jackson, Miss.

Mr. Johnson, who recently served almost three years in the United States Navy, has spent most of his business career in Jackson, Miss., having been connected with the Southern United Ice Company.

Mr. Johnson will represent our Executive Department in the state of Mississippi, and at the same time will represent the interest of the state of Mississippi in our Company. The two are closely related. Approximately fifty percent of our mileage is located within the State and approximately sixty percent of our taxes (excepting federal taxes) are paid there.

HE'S TALKING ABOUT YOUR PAY CHECK

E. G. Plowman, v.p.—traffic, U. S. Steel Corp. told the passenger traffic men of the Railroads at a recent meeting that: "The treatment they (the shippers) get in buying tickets and traveling on trains has a definite influence on how they route the freight traffic which they control." Mr. Plowman also cited the immediate rehabilitation of dining car service, and the need for some special allotment of sleeping car space to meet the last minute needs of busy executives, as two very necessary steps in the creation of post war passenger traffic.

WHERE IS ALL THE MONEY COMING FROM

A GM&O employee wrote the following on April 11:

"I know that I am a rather insignificant part of the GM&O, but I've been here almost twenty-one years so can't help but feel that a part of it is mine.

"I suppose that I would be considered a pessimist because I don't go around with a broad grin on my face at the prospect of having more money to spend, but I can't help but wonder where all of that money is coming from. Certainly I need money, and the increase which I receive will, I believe, start my bank account back up to some degree, instead of gradually down as it has been going since my daughter has been in college, but I would much rather see the railroad prosper to the point where I can finish out my life working for it and being proud of it.

"Maybe this will explain the apparent lack of enthusiasm at the news I received concerning my wages being increased."

IT'S A UNIQUE PRODUCT & CERTAINLY SALEABLE

"Is there a real market for railroad passenger service? Is it a market worth cultivating? Is it worth going after? People are going to travel and if we have a way that we can make them like to travel on the railroads, lots of them are going to travel on the railroads. What have we to advertise? What have we to offer in competition with other forms of transportation? We have the railroad passenger train, a unique vehicle. There is nothing else like it and can't be anything else like it. It gives spaciousness, comfort and safety to a degree that is not even approached elsewhere. With the new cars that are coming on the market, a man will be able to begin a train trip with the privacy and comfort of an individual room with the opportunity to satisfy his gregarious instinct of getting up and walking in an adjoining club car."—Robert S. Henry, Asso. American Railroads.

SUPERVISOR'S SON WINS COVETED ARMY MEDAL

For his part as commanding general of an infantry division that helped re-capture the Philippines, Maj. Gen. William H. Arnold, son of the well known Supervisor L. C. Arnold of Mobile, has been awarded the Distinguished Service Medal. The citation reads: "As commanding general of the American Division from February to October, 1945, Gen. Arnold directed the capture of a large number of strongly-held islands in the south Philippines (including) Burin, Tiaco, Burias and Samar and—participated in the liberation of Bohol and Negros.

The general, a West Point graduate, is now chairman of the War Department returnee advisory board here. We are proud for you L. C. Arnold.
A NAME GEOGRAPHICALLY FULFILLED
CAPITAL NATIONAL BANK
Jackson, Miss.

Dear Mr. Tigrett:

I thank you ever so much for sending me a copy of the Sixth Annual Report of Gulf, Mobile & Ohio Railroad Company.

This statement, and especially the map on the cover page, brings back memories of the long ago. Well do I remember how in the old days we used to dream and wish for the time when we could build into Jackson, Tennessee. We figured that if we could only get a line to Jackson we could get out of the mud and our troubles would be over. At least we could get over “Williams Hill” without a derailment. Mobile, Jackson and Kansas City was then the name, but there was no Jackson or Kansas City and frankly no Mobile, because Frascati was the terminal and a risky old Cedar Street electric car had to be resorted to in order to reach Mobile proper unless one cared to disembark at Government Street, which, I remember, was then either outside or very close to the City limits.

As time passed the name became New Orleans, Mobile and Chicago, but there was no New Orleans, no Chicago, and only the suburbs of Mobile. But we still had hope, hope of the sort that “springs eternal in the human breast.” Then came the Gulf, Mobile and Northern, a name not quite so ambitious but at least a bit more descriptive of what we actually represented. But with this new birth came something we had never possessed throughout the long years of travail, a management with vision, courage, integrity and determination. That, more than anything else, is to me a living evidence of the firm foundation upon which this property rests.

And so today we have the Gulf, Mobile & Ohio, and when I look at the map on the cover page of your Report and actually see “Mobile, Jackson and Kansas City” and “New Orleans, Mobile and Chicago”, all linked together by the rails of a powerful system that had its beginning back in the days of heartaches and disappointments, in which I played an humble part, it is as a dream come true. Mr. Churchill mentioned blood and sweat and tears as being the price of success in the war effort, and well might this same thing be said of those whose unfliring efforts

GM&O - ALTON DEPARTMENT HEADS
DISCUSS MATTERS OF MUTUAL IMPORTANCE

Recently Executives and Department Heads of The GM&O and The Alton met in St. Louis to discuss matters of mutual importance in the operation of the two Railroads.

Attending the meeting were, seated, from left to right:

H. E. Warren, Vice-President, Purchases and Stores (GM&O); Armstrong Chin, Chief Executive Officer (Alton); F. M. Hicks, Executive Vice-President (GM&O); R. E. Stevenson, Assistant to the President (GM&O); J. B. Tigrett, President (GM&O); E. D. Scruggs, Consulting Engineer (GM&O); S. A. Williams, Freight Traffic Manager (Alton); L. A. Tiber, Vice-President, Traffic (GM&O); G. P. Brock, Vice-President and General Manager (GM&O); Culver White, Vice-President (GM&O).

Standing from left to right: A. Grant, Superintendent of Transportation (Alton); C. E. Lanham, Superintendent of Transportation (GM&O); Berney Sheridan, Publicity Director (GM&O); Fred W. Johnson, Executive General Agent (GM&O); C. M. Huse, Superintendent of Motive Power and Equipment (Alton); James Williams, Treasurer (Alton); P. D. Dorman, Executive General Agent (GM&O); R. A. Pearce, Passenger Traffic Manager (Alton); S. A. Dobbs, Vice-President (GM&O) and H. O. Wolfe, Purchasing Agent (Alton).

IMAGINATION

“The Greatest single force in business is IMAGINATION. Neither enterprise, nor thrift, nor industry, nor sagacity, nor courage, nor all of these invaluable qualities combined, can supply the place left vacant by lack of imagination.

“IT wasn’t a knowledge of buying and bookkeeping that inspired the great merchandising ideas produced by such men as John Wanamaker, Marshall Field, Charles Walgreen, E. M. Statler, Theodore Vail, and Harry Gordon Selfridge.”

From—Advertising & Selling

TWO GM&O TRAFFIC MEN
ATTEND RAIL INSTITUTE

Charles F. Groom, Freight Traffic Manager, Solicitation and Service and J. I. Gillikin, Manager Merchandise Traffic, attended the recent Rail Transportation Institute of the American University, Washington, D. C. There were 37 men, representing 13 American and one Canadian Railroad who attended the month-long classes.

The unique, intensive four weeks course was designed to give junior railroad executives, representing all railroad departments, a comprehensive understanding of all fields of railroad problems and policies, as well as an understanding of the problems of other modes of transportation. In addition to the coordinating course given by Professor Homberg, professor of transportation and an international transportation authority, other subjects were presented by outstanding experts from the Association of American Railroads, transportation agencies, manufacturing concerns, and government agencies. Field trips were made to Union Station, Potomac Yard, Baltimore and Ohio Mont Clare Shop, Southern Railway Diesel Shop, Baltimore Harbor, Washington National Airport, and Railway Express Agency.
ACCOUNTING DEPARTMENT REPORTERS
SEND NEWS TO MEN STILL IN SERVICE

"Jottings from Mr. DeNeefe's eighteenth monthly letter to men of his department in the Service.

F. N. Johnson, Auditor of Receipts, on a recent trip to Chicago had his grip stolen. Never located it. Johnson claims it contained a couple of absolutely new suits, dozen shirts that had never been worn, Rayon pajamas, and a multitude of socks, silk handkerchiefs, etc. An actual inventory would, we believe, show the following:

1 Suit purchased in 1924
His other shirt
Set of Military Hair Brushes given to him during World War I)
1 Comb (nearly toothless)
1 Tooth Brush, Practically worn out)

ETHEL O'CONNOR OF VICE PRESIDENT AND COMPTROLLER'S OFFICE:

Carnival is now over, and the official opening of the Azalea Trail took place several Sundays ago. Miss May Beth Gullatt, a maid in the 1946 Carnival Court, was selected as "Queen of the Azalea Trail."

Mr. Armstrong Chinn, Chief Executive Officer of the Alton Railroad, was a recent visitor to our office.

Mr. H. L. Stunts, Comptroller of the Alton Railroad, who paid us a visit last summer, has been quite ill with pneumonia. He is much better now, and we hope he will soon be well again.

The Receipts Department lost two of its old employees during the month of February. Mr. Peter Burke Ford passed away on February 24, 1946 and Mr. Vivian Gaines on February 5, 1946.

A recent bride in the Receipts Department was Miss Joyce McKenna, who was married to Roy Atchison.

I know that you have always heard of the boss that sat in the office with his hat on—well, Isabelle Pope, of Traffic Department, has established a new custom when she came to work the other day and calmly sat in the office with her hat on until someone called the fact to her attention. She claims she was so absorbed in her work that she just forgot it. What do you think?

"IKE" McCLEERY OF RECEIPTS DEPARTMENT:

(Reported from his Sickbed)

Lt. Francis J. Andrews, brother of Henry Andrews, was recently awarded the Silver Star for gallantry in action in France. He was notified that a second citation of Silver Star would be made in the near future for heroic action in Germany. Francis wears the European Ribbons, three Battle Stars, Purple Heart and Oak Leaf Cluster.

JOHN PLATT OF RECEIPTS DEPARTMENT:

Virgil Russell was in the office to see us the other day. He is just back from Tokyo and was on his way to see his girl friend, who lives in North Carolina. They tell me she is a redhead and very attractive and that Virgil may bring her back home with him.

Jimmie Lyons, Doug Carter and Churchwell are back on the job and seem to be very happy to be home again.

ANTOINETTE BURGOYNE OF RECEIPTS DEPARTMENT:

Webb Reece has just received his discharge and was in "civvies". He plans to come back to work in about a month. He served in the Army Air Corps for 32 months, and was stationed in the States at twelve different camps. While stationed in Pennsylvania, he served as Radio Operator in the Army Airway Communication System. He is happy to be home for good, and is anxious to get back with the "old GM&O Gang" again. We, too, welcome him home.

We enjoyed seeing Herman Probst, who is a captain in the Army Air Corps. He is now enjoying his terminal leave, and will soon be back with us.

KAY CALVERT OF GENERAL ACCOUNTS:

Albert Dixon, formerly of Valuation Department, has recently been discharged from the Merchant Marines. He paid us a visit at the office and told us many tales of Manila. He expects to be back to work with us on April Fool's Day—no foolin'.

Maida Toones and Delphine McMillan will leave Saturday for New York City. Look out, New York, here they come! For the past two weeks they have been counting the days and scheming for dimes, dollars, dresses and dates. However, it is rumored that they are well lined-up with the "Navy", so their efforts have not gone unrewarded.

ENTERING ARMED FORCES

NAME—Autrey W. Moseley
OCCUPATION—Sorter
LOCATION—Mobile, Alabama
NAME—Paul J. Larsen
OCCUPATION—Car Repr. Hlpr.
LOCATION—E. St. Louis, III.
NAME—Tommie Jones
OCCUPATION—Car Helper
LOCATION—Frascati Shops
NAME—Larry Bisk
OCCUPATION—Mach. Appr.
LOCATION—Jackson, Tenn.
R. E. DeNeefe,
JUDGE REVERSES MISSISSIPPI COMMISSION
ON G. T. APPLICATION DENIAL

Early this month Hinds County Circuit Court Judge Hugh Gillespie reversed the decision of the Mississippi Public Service Commission handed down last January, in which that body denied Gulf Transport Company, the Railroad’s bus and truck subsidiary, the right to use certain highways to get its passengers into the state capital at Jackson.

Judge Gillespie in his order, overruling the Commission, said that there was a great need for this service to the capital city and that our new routes, operating with closed doors, would not “materially hurt either the services or revenues” of Southern Bus Lines, which also operates over these highways and which bitterly fought Gulf Transport’s application.

The Court said that its findings in the case coincided with those of Public Service Commissioner Omer J. Bullen, of the Northern District of Mississippi, who had disagreed with Commissioners Morgan and Casteel and voted in favor of the granting of the rights. He supported his action by filing a written dissenting opinion.

Southern Bus Lines has filed notice of appeal to the Mississippi Supreme Court.

MAP SHOWS ROUTES SOUGHT
IN MISSISSIPPI BUS CASE

The dotted lines in the map show the routes by which Gulf Transport would afford its passengers in northeast and southeast Mississippi a single line service to and from the state capital at Jackson.

Passengers from north of Philadelphia going to Jackson would be routed from Philadelphia via Carthage and Forest, and from points south of Bay Springs would be routed through Raleigh and Brandon.

Should the Supreme Court uphold the recent Circuit Court ruling giving us the right to operate over these dotted highways, residents in this territory would have the advantages of a single route to the state capital similar to those now enjoyed by residents along other major Mississippi highways, and many of the discomforts which arises when travelers must use two different lines in making a trip, would be eliminated.

The routes between Philadelphia and Carthage, between Forest and Jackson and Raleigh and Brandon are to be operated with closed doors, that is, our buses are not to pick up or discharge passengers in this territory, but only to use the highway for the convenience of its passengers.

J. L. GOULD RETIRES;
GLOVER NEW CHIEF

One of the real oldtimers on the Louisiana Division, Chief Dispatcher J. L. Gould retired on April 14 after fifty-six years of railroad service.

For many years with the NOGN RR, in various operating capacities, he has been with is Company since 1907.

George W. Glover, Dispatcher at Bogalusa, has been made Chief Dispatcher and will succeed Mr. Gould.

Mr. Glover started with this Company in 1912 as a messenger, serving as call boy, extra telegraph operator and dispatcher before being elevated to his new position.

We all wish Mr. Gould much happiness in his retirement and hope that he will find time to do the many things which the daily urgency of business has prohibited.

NEW GM&O RAIL MERGER
TO AID JACKSON

Jackson, (Miss.) Clarion Ledger

The proposed acquisition of the Chicago & Alton railroad by the Gulf, Mobile & Ohio, should be of personal and civic interest to many Jacksonians. The merger, if accomplished, would make Jackson an important point on a new 3,000-mile rail link between the Great Lakes and the Gulf of Mexico.

GM&O stockholders voted approval of acquisition of the Alton road this week. The proposal had earlier received the approval of the Interstate Commerce Commission and a Federal judge in Chicago. It is expected to be approval by the Alton railroad stockholders. And it will create a new major rail system linking Chicago, Kansas City, St. Louis, Mobile and New Orleans.
WHISTLIN' AL LIKES NEW DIESELS, ALL BUT MELODY OF HORN

By JIMMY WARD
Jackson, (Miss.) Daily News

Al Boykin is changing his tune. It's another post-war project.

Having made himself famous by the characteristic tune he plays on the whistle while driving steam locomotives for the past 40 years on the Gulf, Mobile and Ohio Railroad, Al Boykin is now an engineer aboard one of the GM&O's new diesels which has a coarse-sounding horn instead of the old steam whistle which made him famous. Al Boykin likes the diesels but had rather have a steam whistle to blow. He gets a kick out of it, he says. The days of the steam engine on the GM&O are numbered for the railroad has received four of the new diesel engines and is scheduled to receive 60 more within the next year.

Residents along the Alabama Division of the GM&O may still recognize Boykin's approach for he says he won't change his style.

The horn on the diesel can be blown by hand or by foot, but as far as Mr. Boykin is concerned, they can take the "foot gadget" out.

Stepping from the cab of the new 1500 diesel which he'd driven to Jackson from Louisville, his home town, Al Boykin expressed his complete approval of the new equipment with the exception, of course, of the whistle.

PRAISES MECHANISM

"If I'd been driving these engines all this time instead of the steam engines, I believe I would lengthen my life by 25 years. All the mechanism on the diesels is inside while you have to get out in the rain and snow to care for the steam locomotive," he said.

"What's the top speed of the new diesel?" he was asked.

"That's something we won't discuss," he answered with a twinkle in his eye, while lighting a large cigar.

His whistle is a rhythmic flow of alternating long and shorts blasts, terminating by a lengthy jerk on the cord.

ENGINEER AL BOYKIN

as he nears an intersection with a highway. That series of sounds plays a little tune which for four decades has been synonymous with railroading generally and a steam whistle specifically all along the GM&O.

Kids and grownups alike acknowledge the tune with a wave for the smiling engineer. Many of these people know Al Boykin only by that familiar signal.

SECOND OLDEST ENGINEER

Second oldest engineer on the Alabama Division, Al Boykin started on the GM&O on July 10, 1906, but he railroaded for several years before that.

"I started at the yards in Meridian when just a chap—working for 10 cents an hour," he said, "I don't remember exactly when I did start railroadng but I was just a kid. Been engineering for 45 years."

His kindness for children who wave him on his way almost got him into trouble.

"There's a young crippled boy and an attractive girl living near Ludlow who wave at me every day. I started throwing them candy, gum and papers—felt sorry for that little fellow and wanted to do something for him," he said.

"But one day, they help up a paper sack on the end of a pole. It was filled with peanuts and pecans," he related. Boykin took the package home and his wife discovered a note within, written in a feminine hand. It read:

"We enjoy hearing you blow the whistle, please blow it for my little brother."

"Had to do some explaining to the wife about that note," he smiled.

MARCH 24 EVENTFUL DAY FOR GEORGE TURNER

(From Press Register)

March 24, 1946, is one Sunday George Colar Turner of Mobile never will forget. For that day not only did he retire from 30 years of service with the Gulf, Mobile & Ohio Railroad, but he also celebrated his sixty-fifth birthday.

Turner, at the time of his retirement, an engine repairman in the roundhouse, worked with the railroad when it was first called the M&JK—Mobile, Jackson & Kansas City—and was an employee when the name was changed to GM&N and more recently to GM&O.

Except for little more than four years spent farming in Sullipita, Ala., Turner had never worked at anything except railroading.

Engineer Al Boykin

Also down to view the new Diesel were Grace Statham, daughter of Hugh Statham (train personnel Jackson) and Lucille Seal, daughter of Louis Seal of the Mechanical Department. Miss Statham liked the neat appearance of the cab.

attractive girl living near Ludlow who wave at me every day. I started throwing them candy, gum and papers—felt sorry for that little fellow and wanted to do something for him," he said.

"But one day, they help up a paper sack on the end of a pole. It was filled with peanuts and pecans," he related. Boykin took the package home and his wife discovered a note within, written in a feminine hand. It read:

"We enjoy hearing you blow the whistle, please blow it for my little brother."

"Had to do some explaining to the wife about that note," he smiled.

DOESN'T FEAR CATTLE

Mr. Boykin explained that although he loves to blow the whistle, there are times when it's best not to.

"That's when cattle are on the tracks. If you blow the whistle, they get excited and won't get off."

That reminded him of a story.

"Once at Bethel, just 3 miles south of Newton, a pony got on the track and started running down the road. I just couldn't get rid of that pony any way. It just kept dead ahead. We stopped the train; the pony stopped. A trainman got off and tried to run him off; the pony outran the man. You know, we chased that pony all the way to Louin, 20 miles away, before he finally swerved off the tracks from in front of the engine," Mr. Boykin said.

Mr. Boykin is 68 years old and hopes to "put in another 40 years on the GM&O." His full name is Albert Luther Boykin but he's known as "Al" by the tune he plays on a steam whistle.
NEW ATTORNEY AT MOBILE

Effective March 15, Mr. Prime F. Osborn of Montgomery and Greensboro, Alabama, and formerly an assistant attorney general of the State of Alabama, was appointed an Attorney of the GM &O with headquarters at Mobile. The announcement was made by D. S. Wright, Assistant General Counsel and the News joins in welcoming Mr. Osborn to the Railroad family.

CHIEF EXLEY RETIRES; TO LIVE IN MIAMI

The next time you see a picture of “Chief”, it will be with tropical palms and the blue water of the Gulf as a background—for L. P. O. Exley has retired at his own request after forty-six years of railroad service, over thirty of them with this Company, to live in Miami, Fla.

An energetic, individualistic railroad engineer, he has improvised and invented many Maintenance of Way short-cuts and improvements which have generally been adopted by the industry.

No job has been too long, or the work too hard during the years which he has been with this Company, and Mr. Exley’s endeavors will long remain a part of this property.

We can only wish him much happiness and also that he will visit us from time to time.

CHIEF ENGINEER W. W. GREINER

W. W. Greiner, Engineer of Maintenance of Way, has been appointed Chief Engineer with headquarters in Mobile to succeed L. P. O. Exley who has retired at his own request after 46 years of railroad service.

Announcement of the appointment of Mr. Greiner was made by Vice-President and General Manager G. P. Brook, effective April 1.

The new Chief Engineer has had wide railroad experience. He worked in various capacities in both the Maintenance of Way and Operating Departments of the Southern Railroad and during the war saw service with the 707th Railway Grand Division in practically all of the occupied countries. At the time of his release from the service he was a full Colonel and Commanding Officer of the 707th. He came to the GM&O last January as Engineer of Maintenance of Way.

Mr. Greiner graduated from Virginia Military Academy and worked on a Southern labor-gang while a student there. He was in turn an Assistant Track Supervisor, a Track Superintendent, and Roadmaster for the Southern before transferring to the Operating side as an Assistant Trainmaster, and was Trainmaster at Birmingham in 1942 when he left the Southern to enter the service.

He was on the War Department General Staff in Washington prior to his assignment to the 707th. As General Superintendent he handled affairs of the Railway Grand Division in England and was with it, the first Railroad unit over the Normandie Beachhead. He saw service in Antwerp, Belgium; Holland and Luxembourg and as Executive Officer at Frankfurt had charge of all railway operations in Germany, Austria and Czechoslovakia.

Mr. Greiner is married and has one son Billy, 15 years of age, and will make his home in Mobile.
NEW INGALLS ENGINE ON LINE

Undergoing tests on the GM&O this month is this 1500-horsepower Ingalls Diesel Locomotive. Built by the Locomotive Division of the Ingalls Shipbuilding Corporation at Passa-geula, it is the first diesel freight engine ever to be manufactured in the South. Featured in the design is the construction of the cab which permits easy visibility to the rear of the train, and making it adaptable for all types of road and yard service, the builders say.

PROMOTION

Mr. and Mrs. W. H. Rains of 17 Cardinal Drive, Mobile, have received word that their son, William M. (Bill) Rains, Ensign in the U.S.N.R., has been promoted to Lt. (jg.).

1,150 NEW CARS ORDERED FOR SHIPPERS

To meet the unusually heavy needs of our patrons for all types of equipment for loading, 1,150 new all-steel freight cars are being purchased by GM&O.

The order will consist of:
1,000 FIFTY-TON BOX CARS
100 AUTOMOBILE CARS
50 SEVENTY-TON COVERED HOPPER CARS.

MILTON D. ROBERTS, Sr.

It was with deep regret that we learned of the death recently of retired Section Foreman Milton D. Roberts, Sr., of Roberts, Miss. Well known on the Railroad, where he worked for 33 years prior to his retirement, Mr. Roberts had many friends and we extend to his son, M. D., Jr., Section Foreman at Ovett, our deepest sympathy.

GM&O INFLUENCES RHODE ISLAND HEN

A Rhode Island Hen owned by Richard C. Cummings, negro, must have been laying just as a Mobile GM&O freight went rolling by his poultry house on Spring Hill Ave., just west of the tracks.

Because when Richard examined the egg Saturday, there were the three letters, "G," "M," and "O," clearly raised on the shell.

—Press Register.

THE MAIL TRAIN

We'll Make It Three . . .

March 27, 1946

The Rebel Route News,
FIRST. Thanks for the Rebel News. I always enjoy it.
NEXT. Article in March 15th issue states that only two passenger trains with feminine appellations.

In this neck of the woods I occasionally ride the S.A.L. "SUN QUEEN." How do you classify that one? Sounds "feminine" to me.

Let's make it three feminine.

N. E. Smith.

History Scores Hit . . .

Brillion, Wisc.
March 18th, 1946.

I am glad to get your Rebel News. Your last issue tells of Abe Lincoln and Douglas on the Railroad. It alone is worth your News.

Yours very truly,
Rev. Wendell Bennett.

True Southern Hospitality . . .

Dear Editor:
Thank you very much for your splendid little paper.

I am much pleased with the cordial relations between GM&O employees and the traveling public. (True Southern hospitality).

Please retain my name on your mailing list.

Yours sincerely,
Arthur Taylor, Toledo, Ohio.

One For Mailing List . . .

BEEMAN & BOGUE
New York 5, N. Y.
March 6, 1946

The Rebel Route News,
Thank you very much for putting me on the mailing list of your interesting publication. I hope I may continue to receive copies as they are published.

Very truly yours,
William D. Carr.

COND. STEPHENS MAKES A FRIEND

Olive Branch, Ill.
March 9th, 1946.

Supt. GM&O R. R.,
I wish to express my appreciation and thanks to your Company for the fine service rendered by your road, and especially to Conductor Stephens and his crew as I think they should be commended for their fine service rendered to my son-in-Law (Mr. John Milliken) of Pontiac, Mich., who made the trip from Murphysboro to St. Louis with only day coach ticket. He had a broken back and in a cast at the time.

Yours very respectfully,
Rev. H. S. Smith,
Olive Branch, Ill.

DRIVER BRYAN COMMENDED

BLUE MOUNTAIN COLLEGE
Blue Mountain, Mississippi
Mr. Daniel A. Dubois, Gen. Supt., Gulf Transport Company,

When I returned to my office yesterday, I found that you had come by the College, and I was disappointed that I missed you.

We have only the highest commendation for the service rendered by your company to our operetta troupe last week, and especially we appreciate the splendid attentions of Mr. Bryan. Our entire party became enthusiastic about him and we should like to have him with us again when we make another trip.

Sincerely yours,
Lawrence T. Lowery.

It was a wet day at Tuscaloosa, but this trio was busily keeping thing moving over around the center of operations. They are J. W. Dickey and Nat Gaston, Telephone and Telegraph and F. M. Elliott of the Storehouse Division.

The boys at the Columbus Agency turned out the other day for a snap-shot. They are Bottom Row: S. R. Bandy and Agent P. D. Williams. Center Row: J. B. Weaver, T. C. Sneed and C. D. Lock. Top Row: Elmo Chevis, Wash Brown and John Macen.