Spirit Of Jesse James Rides Western Division

The spirit of Jesse James rode the Western Division of our Railroad as the shades of evening dropped on Thursday, April 14.

Two masked and mounted bands of men galloped down the tracks to "hold-up" Kansas City bound passenger train No. 9—first at Marshall and again at Sela, duplicating the nefarious robbery of a C&A (now GM&O) train by members of the James gang in 1879.

But it was all in fun. The way a playful citizenry chose to say goodbye to the last passenger train over one of the earliest rail routes westward to Independence and Kansas City.

Interested Populace

All along the 462-mile run between Bloomington and Kansas City an interested populace turned out at stations to bid the two motor cars—one in each direction—farewell on the final trip. There were also many who rode for short distances. Among them were rail fans, one from as far away as New York City. Young children, too, with their teachers took the opportunity for a last train ride—for many their first. Historic minded residents and veteran railroad employees were also aboard from time to time. In fact, so crowded was the little train at intervals that Conductors had trouble collecting fares.

About such a swan-song the Kansas City Star reported, "Never in its long years of history was the train given so much attention: seldom were the seats of its coaches so well filled. Had they been, the railroad undoubtedly would have kept it instead of sending it into

(Continued on page 2, col. 3)
(Continued from page 1, col. 3)
The report said the retirement and survivor benefits were divided among 824,000 persons, and the unemployment and sickness benefits were divided among 120,000 persons.

President Brock was named civilian chairman of the Armed Forces Week observance to be held in Mobile this year. Shown above are senior officers of the various military groups who appointed Mr. Brock to the chairmanship. They are from left to right, Capt. E. W. Huckle, Marine Corps; Cmndr. W. E. Pratt, Coast Guard; Maj. Gen. C. J. Gaskin, Navy. Gen. Callahan is military chairman for the observance.

Freight Claim Prevention Meeting Held in Kansas City Local Agency

The campaign to prevent loss and damage to freight on our railroad is an endless one. And it is a mighty important one, too. Last year freight claim payments amounted to $904,505 — money we badly needed to run our railroad. And damaged freight means lost friends, too.

Groups like this one at Kansas City meet regularly all over the railroad in the interest of perfect shipping and are directed by W. R. Bar, third from left on the first row below.

First Row (bottom) Left to Right
J. C. Miller, Supt.
R. T. Kingman, Agent
W. R. Barr, Rules Examiner
Andy Selph, CC to Supt.
N. G. Baker, Bill Clerk
L. L. Lapp, Assistant Vice President

Second Row:
H. C. Lillibridge, Caller
E. S. Scarbo, Switchman

Tom McDuffie, Switchman
Wm. Adams, Switchman
C. L. Raynor, CC to Agent
F. P. Halula, Clerk
C. L. Fizer, Switchman
G. E. Peck, Chief Yard Clerk
J. L. Tonnell, Switchman
J. R. Brown, Switchman
R. L. Young, Switchman
F. B. McKenzie, Yard Engineer

Third Row:
M. G. H. Scarbo, Gen. Yardmst.
H. L. Ross, Jr., Yardmaster
C. O. Yates, Yard Engineer
Wayne Cabr, Yard Clerk
H. J. Rocker, Accountant
B. G. Cabr, Yard Fireman
D. J. Brown, Switchman
J. Davis, Switchman
J. L. Kolst, Claim Clerk
E. O. Reece, Switchman
Spirit Of Jesse James Rides Western Division

(Cont'd. from page 1, Col. 2)

oblivion with the blessings of state authorities.

The hectic day was highlighted in the late afternoon as the Westbound train neared the end of its Kansas City run. At Slater about 100 celebrators from Marshall boarded the train, costumed in the era of the 1880's and their pockets heavy with bogus bills.

They were prepared for the flurry of gun shots that greeted them when the train pulled into their home town, after the eleven mile run from Slater. But they were spellbound at the size of the crowd that lined the tracks, perched atop nearby cars and milled about the train. In fact, so successful was the turn-out under the direction of Chamber of Commerce Secretary Hayob that the "hold-up" gang never did get to the iron express box labeled in chalk, "Wells Fargo Express."

Law and Order Prevail

But law and order finally prevailed and unlike the James robbers who escaped on fast horses in the yester-years of the train, the modern day "desperadoes" were captured by Saline County Sheriff Paul Piper.

At Oak Grove another large and enthusiastic crowd boarded the little train ready for the second hold-up down the line at Selsa. Bon-fires lighted the wayside flag stop and again the masked men endeavored to get their mounts alongside the train for a realistic replica of the original robbery at the same site in 1879.

Here's how a newspaperman saw the scene at Selsa.

There were 8,000 persons here tonight, some of whom had parked and walked three miles to the scene. A hundred passengers jammed the train's single coach, spilling over into the baggage car. It was so crowded Gordon Vanden- venter, as Frank James, couldn't get aboard the train to rob it.

Difficult to Rob

The passengers had to leave the train to be robbed. Then there was trouble telling costumed victims from the spectators in the darkness. Jesse James (Bill Gabriel, Grain Valley) collected the loot in a mail bag. Then Frank hollered:

"Let's split up and meet back at the rendezvous."

"The 15 members of the Jackson County sheriff's posse galloped off a bout 50 yards into the darkness before their escape was cut off by spectators and a hopeless tangle of motor cars.

The train clattered on into Kansas City. The fun was over—conversation still hung among the few remaining passengers. Another era had ended on the colorful Western Division of the Gulf, Mobile and Ohio.

And They Were There

The last ticket for the final run from Bloomington was bought by retired Bloomington dispatcher, E. D. Lakis, who could have used the pass he had in his pocket.

A rail fan group from Champaign, Illinois brought their own folding chairs so they could ride the platform on the next to last westward trip.

Retired Conductor H. W. Crowder, 84, who made his last run on No. 9 before leaving the service in 1944, was aboard the final trip for sentimental reasons.

G. P. Fishbeck was the Conductor leaving Roodhouse. Riding with him was Retired Freight Conductor J. B. Davis. The two made the same trip working together 52 years ago.

H. H. Rawlings, who also got on at Roodhouse, had a timetable his father used on the division dated 1888.

Kansas City Telephone Operator Dosha Brown took the day off to ride the last run in from Slater.

In an editorial the Mexico Evening Ledger this to say about Conductor Rube Markwell who is retiring after 61 years. "To ride with men like Rube Markwell was a treat. They made you feel as if you were a guest and made travel pleasant."

"Western history is one of my hobbies," said Robert Browne, a member of the Kansas City Chapter of the Railroad Historical Society. He is credited with the idea of re-enacting the Selsa hold-up of train No. 9, conceived as he walked home from church. Members of the society and the Sheriff's posse quickly became interested. Also active in planning was Howard Adams of Blue Springs.
GM&O Attorney Jack Edwards was general chairman of the third annual America's Junior Miss Pageant at Mobile. With him are two of the 43 fine young girls from throughout the nation who entered the contest—sponsored by the Mobile Jaycees. The girls here are Miss Peggy Wood (left) of Jackson, Tenn., and Miss Janis Mehornay of Kansas City. Pageant winner was Miss Maureen Sullivan of New Haven, Conn. One of the awards is a $5,000 scholarship.

For his overall direction of pageant activities, Mr. Edwards was awarded the coveted M. O. Beale civic scroll by the Mobile Press.

Rode Top Over River

"Once in your blood, railroading is hard to get rid of. It is with deep regret that I have to quit." These are the sentiments of Engineer J. H. Petty of Jackson, Tennessee upon his retirement recently.

Down to bid him good-bye on his last run were from left, Superintendent G. R. Kelly; Master Mechanic G. M. Duck and J. P. Hancock, Road Foreman of Engines.

After 47 years of service here are some of the veteran engineer's observations.

"I will never forget my first trip as a fireman—went out on the local between Jackson and Union City. In those days local work was hard work. Brakeman handled everything from a five gallon can to bales of cotton.

You were lucky to get over the road in anything under 12 to 14 hours... railroading was more hazardous... it was required back then to ride on top of all trains through all towns and over Cairo Bridge... I will give credit where credit is due. I don't think there is another railroader in the United States whose officials are any nicer people to work for than officials of the Gulf Mobile and Ohio."

Two Checks

There was a large crowd in the Frascati yards to say good-bye to Engineer W. R. "Shorty" Dufure (center) when he stepped from his switch engine recently to retire. As Superintendent "Ike" Herrington (right) handed the veteran Mobile engineer his last pay-check, Engineer A. J. Allerton (left) handed him another check from the other side. It was a "vacation" present from friends represented by Mr. Allerton, who is Local Chairman, B of LE, Laurel.

"Shorty", whose service dates back to the early 1920's will visit with relatives in Nashville, New Orleans and Orlando before settling down to a life of ease at home.
When People Dreaded
A 'Horseless Carriage'

A national magazine recalls a 1912 Ne-
braska law which specified that "autos
running on country roads at night must
send up a skyrocket every 100 yards, wait
eight minutes for the road ahead to clear,
then proceed with caution, blowing the
horn and shooting roman candles."

That was in the early days of the
"horseless carriage" but there are some
moronic motorists—including a few in
Mississippi—who irresponsible driving
habits make that old Nebraska law seem
attractive as a safety measure.

Those old timers may have been rough
on drivers but at least they recognized
the potential danger of automobiles. For
all their wisdom and enlightenment, moderns
too often lose sight of that danger. Our
great traffic toll provides the point.

From an Editorial.

Mr. U. S. Train Porter

"You can elect Jim Sanders 'Mr. U. S.
Train Porter,'" a passenger who had been
riding with him wrote recently in casting
his vote. The compliment was especially
welcome because the GM&O passenger,
Mr. J. H. Buhlinger of Oak Park, Illinois,
has traveled in 46 states during his sales
experience.

Now retired Mr. Buhlinger said, "What
impressed me was his unflagging, genuine
courtesy . . . I know his secret . . . he is
christian-minded to know all of us are
put on this earth for some kind of ser-
tice to fellowmen—only Jim practices it."

Good Neighbor

Thanks to Mayor Ralph Lawler of Trent-
ton, Tennessee and his co-operative fire
and police departments who were on hand
to meet one of our Southbound freight
trains recently after a fire had been re-
ported seen in the train. However, when
the train reached Trenton the faulty car
had already been discovered and set out.

"Our sincere thanks for the interest and
good neighborly attention," Superintendent
Kelly wrote Mayor Lawler.

Auditor

(Continued from page 1, col. 2)

Auditor of Disbursements and "Chet"
became auditor of misc. accti. The new
Auditor of Disbursements began work-
ing for the NOGN (now GM&O) in
1927, after three years with the L&N.
His first job with the Company was in
the Mechanical Department of the NO-
GN (Now GM&O) at Bogalusa. He held
various clerical positions in the account-
ing department at Mobile prior to be-
coming Chief Clerk in 1940, and auditor
of misc. accti. in 1958.

Trains Get Public Attention In Parting
They Never Had During Their Life-time

Although they were so little used in
their life-time, Trains Nos. 9 and 10 were
well remembered in their parting. Pictures
show how the territory said good-bye to
the final runs on April 14. (See stories on
page 1 and 2). From left to right above:
Part of the crowd at Marshall; For many
their first train ride; costumed for the oc-
casion; Selsa "bad men" await train.

Ovals at right, top to bottom: Blooming-
ton ticket Agt., Clooney and Cond. Fen-
ton; Car Inspect. Woll, Yard Cik., Neal
and Crew Dispatcher Heffer; Jacksonville
Agent Lewis and Cirk. Dee.

Directly below: Glasgow Agent Farrell,
his two children and Baggage man Crump.