Directors Meet In Mobile;
All Officers Re-Elected

All officers of the Company were re-elected at the annual meeting of the Board of Directors held in the General Offices in Mobile last Month.

The Directors’ meeting followed a general stockholders meeting at which General A. C. Goodyear, Chairman of the Board of Gaylord Container Corporation, St. Louis, was re-elected Chairman of the Board of the GM&O.

Other directors named by the stockholders were:

William H. Bixby, partner, G. H. Walker & Company, St. Louis; Willard R. Cox, president, Coca-Cola Bottling Company, St. Louis; F. M. Mayfield, president, Scruggs-Vanderhart-Barney, St. Louis; A. Boyd Campbell, president, Mississippi School Supply, Jackson, Mississippi.

I. B. Tigrett, President, GM&O; Culver White, Vice-President; H. A. Pharr, Executive Vice-President; First National Bank, Mobile; F. M. Hicks, Executive Vice-President, GM&O; J. F. McRae, President Merchants National Bank, Mobile.

J. N. Flowers, vice-president, GM&O; Jackson, Mississippi; Herbert J. Lorber, president; Rollins Burdick Hunter Company, Chicago; Charles B. Stout, president, Dixie Portland Flour Company, Memphis; Eugene Holland, president, Masonite Corporation, Chicago, and William J. Rushton, president, Protective Life Insurance Company, Birmingham.

Corporate officers which the company re-elected are as follows:

I. B. Tigrett, President; F. M. Hicks, Executive Vice-President; W. Culver White, Vice-President, Finance; S. A. Dobbs, Vice-President; J. N. Flowers, Vice-President, Law; R. E. DeNeefe, Vice-President and Comptroller.

G. P. Brock, Vice-President and General Manager; L. A. Tibor, Vice-President, Traffic; H. E. Warren, Vice-President, Purchasing And Stores; T. T. Martin, Vice-President, Industrial Relations; W. J. Wall, Treasurer, and Kenneth D. Horton, Secretary.
SPEEDING ON ITS WAY TO THE GULF is one of the Alton Route's newest freights, consisting of two-unit freight diesel and forty new box cars. The shipment was a solid train load of one commodity for export.

RAILROAD YMCA CELEBRATES SEVENTY-FIFTH ANNIVERSARY

The Railroad YMCA celebrated its 75th anniversary on April 20 as a salute "to those men who first launched a Christian crusade along the steel-ribbed highways of travel."

Founded in 1872 in a corner of the Union Station at Cleveland, Ohio, the "Y" has grown from one-room to 181 branches all over the nation. Today the Railroad YMCA lists 125,000 registered members and serves an additional 250,000 railroadmen on a non-membership basis.

G. W. Lee Celebrates Birthday

CAR and WRECKER FOREMAN G. W. Lee, Louisville, recently celebrated his 74th birthday at his home, with members of the family attending. Among the many greetings and presents was a special greeting from Vice-President and General Manager G. P. Brock.

Lee has been with the GM&O for 34 years at both Louisville and Laurel. The above photo, which was taken immediately following the dinner, shows Mr. and Mrs. Lee with their children and grandchildren in the living room of their home.

SMOOTH RIDE

Train Inspector Roscoe Maschger, Springfield, sent his glasses on a solo train ride with surprising results.

While repairing a leak in the hose of the Abraham Lincoln, Maschger laid his glasses on the bottom step of one of the coaches. Just as he finished his work, the train—with his glasses—pulled out.

Maschger informed the next stop, Lincoln, and when the train pulled in, the Lincoln agent reported the glasses had arrived undamaged.

The glasses left at 10:48 and were returned at 2:06 the same day, covering a total distance of 38 miles. Maschger says that the moral of this story is: "The Alton Route rides pretty smooth."

Commendations

Conductor A. Vordy, Bloomington, has been commended by Superintendent B. V. Bodie, for his "watchfulness and prompt action" in discovering a broken track when going out on Train 23 and reporting the same to the dispatcher. Vordy’s record has been credited with five merit marks.

Brakeman C. R. Steele, Tolson, and Brakeman G. C. Croft, East St. Louis, have both been commended by Superintendent J. R. Connerly, Brakeman Steele received his commendation for his "good service and attention to duty" in closing and reporting an open car of merchandise, while Brakeman Croft has received ten merit marks for his discovery of a dragging brake beam on a car in Train No. 33.

Operator E. Carlberg, Dwight, and Towerman W. Linder and C. Linder, Joliet, have been commended by Superintendent B. V. Bodie for their valuable services in assisting dispatcher in the recent siege of bad weather on the Northern end of the line. According to Bodie’s letter, the movement of all trains was greatly expedited by these three men in the recent snowstorm which caused us to lose practically all our wires.

Section Foreman William Kuehnel, Jerseyville, Illinois, has been awarded five merit marks by Superintendent G. C. Brown for discovering a loose air cylinder on a car in Train 90 and stopping the train before the drum could work loose, thus averting a possible accident.

Operator E. T. Yarke, Pontiac, has been cited by Superintendent Bodie for his watchfulness which resulted in the discovery of a piece of loose iron on a car in Train 82 as it passed his station. Yarke’s action enabled the train crew to fasten the landing mat back into place and handle the car into destination.

Superintendent B. V. Bodie has commended a full crew for their "untiring efforts and assistance in keeping our line open ... during the high water on April 8." Members of the crew who were credited with five merit marks are:

Conductor J. E. McDonald, Engineer C. Anderson, Brakeman W. D. Curtis, Jr., Brakeman L. E. Hilt, and Fireman J. W. Sturgeon, all of Joliet.

(Continued on Page 3)
MECHANICAL FORCE
HONORS J. E. STEVENS

April 19, Tuscaloosa was the scene of a celebration honoring retiring Master Mechanic J. E. Stevens, Southern Division.

Henry Smith of the Boiler Making Department made the presentation speech while Miss Marion Watson, Chief Clerk of the Mechanical Department, and Mrs. Ruby Malone of the Stores Department, presented the gifts, a wrist watch and a solid gold tie clasp appropriately engraved.

Mr. Stevens began his career as apprentice machinist in Waycross, Georgia, for the Plant System (now a part of the ACL) in December, 1895. After completion of his apprenticeship, he came to work for the M&O at Tuscaloosa in January, 1900. In 1906 he was named Roundhouse Foreman.

In 1912 he was moved to Meridian as Assistant General Foreman, and in 1918 he returned to Tuscaloosa as Master Mechanic, Montgomery division. In 1918 the Mobile division and the Montgomery division were consolidated and he was made Master Mechanic over both divisions with headquarters in Meridian.

The News wishes Mr. Stevens the best of luck in his retirement, part of which we understand will be spent in visiting his children and grandchildren. Mrs. Stevens' son, H. P. Stevens, is with the Company as General Foreman in Tuscaloosa.

Succeeding Stevens as Master Mechanic is J. B. Rogers, formerly Master Mechanic, Bogalusa, Louisiana Division.

COMMENDATIONS
(Continued from Page 2)

Superintendent L. C. Spencer, Meridian, recently commended Conductor E. M. Mays of the same city for his close inspection of Train 29, which revealed 30 inches of broken flange on one car. For his diligence Mays' record has been credited with fifteen merit marks.

Operator R. Vermillion, Dwight, Illinois, has been commended by Superintendent B. V. Bodie of Bloomington for his prompt action in signalling the crew of No. 92 when he noticed sparks flying from one of the cars.

FORLINES ADDRESSES VOCATIONAL GROUP

As a special feature of Corinth High School's Vocational Guidance program was the exhibition of one of the GM&O's new two-unit 3,000 HP freight locomotives. Superintendent W. H. Forlines, Jackson, Tennessee, was guest speaker at the program and addressed members of the senior class on "Railway Transportation as a Career."

The program, which was sponsored by the Corinth Rotary Club, was highlighted by a luncheon on the school grounds, with leading Corinth businessmen in attendance.

GULF TRANSPORT ADDS 790 HIGHWAY MILES

Seven hundred and ninety miles of highway operation were added to the fast-expanding Gulf Transport freight service last month when the GM&O's highway subsidiary acquired the franchise of the Dunbar Trucking Company.

According to Vice-President (Operations) A. G. Johnson, this extended mileage will give Gulf Transport 3947 highway miles, reaching from the Gulf Coast to Chicago. The new addition parallels the Alton line in Illinois from East St. Louis to Chicago, and will serve to supplement train movements in that territory.

Mechanical Force at Tuscaloosa

MECHANICAL DEPARTMENT personnel in Tuscaloosa gathered to honor retiring Master Mechanic J. E. Stevens, a veteran of 52 years of railroading, of which 42 years have been continuous with the GM&O.

As a part of the ceremony Stevens was presented with a wrist watch and a solid gold tie clasp.

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R. I. Bell Is 'Sky Pilot Of The Rails'

About twelve years ago Reverend R. I. Bell was passing through Pensacola en route to a new church in a nearby Florida City. Entering a restaurant he was approached by a hobo for a hand-out.

Rev. Bell invited the young wayfarer in for a meal with him and over the Coffee learned that if the youth had had "just one friend at home" he would have still been there. "What we need," the boy told Rev. Bell is a "friend like you."

The pastor never got to his new congregation, but instead dedicated his life to the hobo jungles and the men who ride the rods. He's known all over American Railroads as The Sky Pilot of the Rails and has traveled 150,000 miles preaching the Gospel of friendliness to the thousands of wanderers who follow the high iron.

He has only been harmed twice. Once a beligerent hobo beat him up. Again he was held up, but when he offered to share his last fifty cents with the youthful robber and ended up by taking him to his room for a bath and much needed rest, they became fast friends.

Reverend Bell has a bachelor's and a doctor's degree in divinity, but "he was never happy until he became Sky Pilot of the Rails".

Below is his Annual Report to President Tigrett on his 1946 activities on the GM&O:

"Friendship Week of 1946 has come and gone with the years, and a New Year opens with the making of new friends. So here with is my 9th annual report to you and the other officials of the Road of Friendly Service, the GM&O.

"I have traveled 993 miles over your lines, spending 55 days speaking to 39 groups in churches, schools, lunch room clubs and in shop meetings. I have also contacted 76 persons riding your trains who were lonesome or had some trouble and had to talk to some one about it. I am doing more of this kind of work and the little souvenirs I get from your publicity dept. in Mobile helps me to get acquainted. I could use more literature about the GM&O to good advantage. Out of these personal contacts, one home has been established and two families reunited. One of these families asked me to adopt their little girl, the child of a former marriage. Mrs. Bell is not well enough to take that responsibility so I found a home for her in the home of a friend in Jackson.

"I believe that next summer will bring an increase of hobo travel over all lines and I pray that God will arrange for me to carry on my work as long as health and strength will permit. God still answers prayer but the answer must come through friends like yourself who have made much of this work possible. In the mail yesterday came a letter from an old man who will not live much longer, who heard me speak at the First Baptist Church and is asking me to visit his son in Pascagoula, Miss. I enter 1947 with the same determination to answer every call for spiritual help that comes my way and I know that the Great Train Dispatcher will keep the lines open for me to do His will. With grateful thanks for all your kindness in the past I hope I shall have the privilege of being a Chaplain on your lines again this year."

Chicago News Travel Show Exhibit . . . . .

ALL ABOARD for Dixie. Rebel observation car with colored travel scenes in the windows.

THE REBEL QUARTET from Alamo, Tennessee sang spirituals. City Passenger Agent H. C. Cromwell, Assistant General Passenger Agent R. B. Weaver, Superintendent of Hostesses Mrs. Vera Elvert and the hostess in town for the day (in this case, Miss Franks Robbins) helped ably with the display.
Gulf Transport's Salesman By Mail

The charter service of Gulf Transport is rapidly developing into an important phase of the operation, and a direct mail approach to prospective organizations resulted in some nice business.

About six weeks ago the Passenger Department decided to try direct mail solicitation to increase the charter service, and Traffic Representative J. H. Bachar drafted a letter and mailed it to 97 prospects.

"The response has been terrific," Vice-President (Traffic) Phil Geil said. "For already we have received more than 20 replies and each day's mail brings more requests for the service."

More graphic demonstration of the pulling power of Bachar's letters is seen when he compares the present number of charters with past months.

"In March, at the height of the Azalea season, we carried 18 charters with a total of 22 buses. Based on present bookings we expect to carry approximately 30 movements in about 50 buses this month," Bachar said.
THE MAIL TRAIN

Vinegar Bend, Alabama.

Mr. I. B. Tigrett,

While reading the March 1st issue of the Saturday Evening Post, much to my surprise there appeared a whole page of a town site, that town being none other than Vinegar Bend. Much more to my surprise I recognized part of my family.

At the time the picture was taken I was acting agent for my father, Mr. Conerly, who was ill at the time. That accounts for my little girl of ten holding my little boy of six months, a brother-in-law (the man with boots on) and myself being in the picture.

The old negro with the ox cart is one of those old faithful servants, Pap Jordan as he is known. He was so happy when I showed him his picture. He was much pleased when I gave him an issue of the magazine to keep.

After having read the wonderful article about you, Mr. Tigrett, I too, like Pap, was most pleased that I was in the picture.

With best wishes for the future progress of the Rebel Route and personal regards, I am,

Respectfully,

Mrs. L. E. Rockwell.

(The following letter to Director Boyd Campbell, Jackson, Mississippi, gives an interesting picture of Mr. Opie's impression of the GM&O).

Dear Boyd:

That's a grand and very interesting story of "The Hesitant Hero of Jackson", and the sort of progressive building program which would challenge the interest and imagination of any forward-looking person.

Is it really true that the North and South today would quibble at names like the Rebel, Abraham Lincoln, and Ann Rutledge? I would think that with smart publicity, good will, and friendliness, along with smart railroadng which the GM&O has proved it knows, would really make an asset in blending the North and South into friendliness (The Friendly Road from the Great Lakes to the Gulf) through establishing the "Yankee" or "Yankee Clipper" as a running mate to the "Rebel" and the "Robert E. Lee", as a companion to the "Abraham Lincoln".

"Great Lakes to Gulf" or something along this line, embodying the powerful South to North and North to South idea, is a natural for a name embodying the road's route.

Sincerely,

WEBER COSTELLO Co.
Chicago Heights, Ill.
Earle F. Opie, Gen. Mgr.

Dear Sir,

I submit herewith an original slogan which I unreservedly believe has unique exploitation possibilities. The slogan speaks for itself, obviating any elaboration.

The slogan: "As Hospitable as the South It Serves" Don't you agree with me that this slogan epitomizes the feeling travelers have toward your GM&O ("Gumbo") railroad?

Incidentally, my reference to your road as the "Gumbo" line is, I assure you, no offense. Being an avid fan of the American railroads I have my own "pet" names for the various lines and "Gumbo" (a contraction, so to speak, of the full name) is my nickname for yours.

Very truly yours,

Mr. G. E. Hora.

"JERSEY DAY" FEATURED AT TUPELO FESTIVAL

Tupelo, one of the most progressive Southern towns on the GM&O was the scene of one of the South's most impressive "Jersey Days" on April 24.

Star of the show was "Clencee's Boy", 16-month-old Jersey bull imported from the Isle of Jersey at a cost of $2,000. This bull was turned over to the Tupelo Area Artificial Insemination Association at the close of the day.

Another feature of the show was the sale of 20 imported heifers which were imported by Ronald Broe of the Meridale Farms of New York. These heifers were sold to leading dairymen of the Lee county area at an average price of $1,000 each.

The GM&O was ably represented at the celebration by Director of Forestry and Agriculture S. A. Robert, who is widely known along the line for his support in developing the natural resources of the various States.

ROUNDHOUSE AT JACKSON, TENNESSEE, is one of the busy mechanical centers on the Line. The table turns a diesel switch locomotive as one of the old "Iron Horses" awaits its turn. Watching quietly from the side lines are two of the new diesels. The yards are shown in the background.
ALL ABOARD GM&O

(The following poem is an excerpt from “All Aboard for the GM&O”, a mimeographed booklet written by Claim Investigator E. L. Heath, of the Alton’s Chicago office.

So, now let’s hail our new Chief
The one and only
ROBERT E. DENEHFE

They say a boss he is a real fellow
But tough and just and on the square
So all you gals and boys, beware
He has a big job in hand
To make our railroad the best in the land
So let’s put both shoulders to the wheel
And let him know just how we feel
With a stout heart let’s do our work
To make our lines the best on earth

To our Southern friends and large and small
Let’s say “How you All”.
We will be with you to a man
On the Rebel and Alton Line
To keep them rolling in and out on time
As the whistle blows from North to South

Let’s pay the claims and route the freight
To make our Railroad strong and great
So he can say to each and every one
Gals and Boys, it’s a job well done.

THE FIELD TRIALS held at West Point, Mississippi are “still going strong” according to Nash Buckingham, Memphis, and Bill Brown, Editor of the American Field. Buckingham forwarded the above photo, which was taken at the First National Field trials in 1896. With the photo was an ad by the old M&O offering “rates” to participants and free transportation in the baggage car for the dogs.

WE TAKE THE BITTER WITH THE SWEET

Dear Mr. Tigrett:

I heard a fundamentalist preacher say over the radio yesterday that a guy named Lucifer, who was first vice-president to the Almighty, got himself and one third of the angels kicked out of heaven, and that he descended into the lower regions to prepare torture chambers for a human race which had not yet been created. I’ve just made a round trip to Chicago on the Alton Line. I am quite sure that Lucifer—whom the fundamentalist preacher accused of being the originator of all sin with which mankind has been plagued, has never been able to invent any torture chambers that were half-way equal to the coaches on this Alton train.

The train departing from St. Louis at 11:55 a. m. April 16th was so cold that the passengers were half frozen by the time it reached Springfield, Ill. At that point the conductor reported that steam had been shut off at the engine. But it was on the return trip leaving Chicago at 11:45 the 18th that the passengers really enjoyed five hours of unadulterated hell, served up to them in Lucifer’s best style. The car itself must have been a product of some railroad resurrection. It was heated to a degree which I am sure Lucifer has been unable to match, even with the aid of his angels! In the first place there was no ventilation in the car. The train employees shut off newer and better cars from the St. Louis passengers by a gate, and herded them into this inferno. Complaints to employees merely brought the reply that they had reported similar conditions on nearly every trip, with no results.

The condition of the car was a disgrace to the Alton system. The floor of the washroom was covered with water nearly an inch in depth, and was filthy beyond description. There were not even paper towels. I’ve ridden in trains over most sections of the United States, but I’ve never experienced so much discomfort, even in the old days when you were blinded by the cinders blowing in through open windows.

I am quite sure that you do not wish to have the fine reputation of the Alton railroad impaired by such service. The Alton has always been favored by St. Louis-Chicago passengers. Consequently, I am reporting the facts to you for such corrections as you might wish to have made.

Yours very truly
Geo. W. Eads.
St. Louis, Missouri.

Dear Mr. Eads:

Thank you very much for telling us about the poor service which we rendered on the Alton trains between St. Louis and Chicago.

We are trying mighty hard to improve conditions in every way on the Alton.

Investors in Alton securities have lost one hundred million dollars during the last thirty-five years and the Railroad’s equipment has seriously deteriorated to such an extent that we have to pay millions of dollars for new passenger coaches, engines and freight cars. Some of the passenger coaches we have received and others are in process of construction.

We hope you will try us once more. We have a big job to do and we need your cooperation.

Cordially yours,
I. B. TIGRETT
Along the Line...

Commercial Agent J. Milton May, New Orleans, has endeared himself to the thousands of Opera fans in the Crescent City through his work as “Transportation Man.” May, who assumes responsibility for transporting scenery, costumes, and incidentals to and from the Opera House, is a member of the board of directors and is treasurer of the New Orleans Opera House Association.

One ardent reader of the News is Mrs. Claudia Vick, cashier at Meridian. Mrs. Vick, who has been employed by the Company since 1919, keeps a scrapbook of clippings about her many friends with the Company. In the photo Mrs. Vick and Mrs. Harriet Parker, secretary to Superintendent L. C. Spence, are seen looking at the book of clippings in the living room of Mrs. Vick’s home.

Back on the line for the first time since his retirement in September 1941 was J. M. Freeland, former baggage master. Freeland boarded the Rebel in Mobile this month to go to St. Louis for a medical check-up. Since his retirement, Freeland has become well-known in Mobile for his azaleas and camellia plants.

Neil J. Souders, Springfield, is attracting wide attention as “casting director” of the Ansar Shrine Temple’s “play.” The “play,” advertised by typical theatre posters, is a convention trip to Atlantic City, and as “casting director” Souders is handling the train reservations.

Cargo Clerk L. C. Fitzgerald, Alton, sends this photo as the first taken after diesel power came to Alton. Fitzgerald says, “The town of Alton was glad to see diesels because of the smoke and the noise. The Alton trains go right through the business district.”

Among the new Alton arrivals is Mrs. Letha McMahon, known as “Mackie” by her two grandsons, Johnnie and Jimmie O’Connor of Chicago. Mrs. McMahon is with the Accounting Department.

Larry Engel, son of Commercial Agent Tony Engel, Atlanta, recently received an award as the Outstanding Cadet of Tech High School. Larry is a Cadet in the ROTC.

Philip Sargent, Accounting Department, retired March 15 to enter business with his brother-in-law F. C. Harford. The photo at the left, which was taken by Edwin M. Cox, shows Sargent seated at the desk and chair which was presented to him by his friends in the Accounting Department. The new firm, of which Sargent is assistant manager, is known as “Master Cleaners.”

The News regrets to learn of the death of Clifton Sears, Montgomery, veteran conductor of the Railroad for more than 30 years. Sears died at Reform, Alabama, while on duty. He is survived by his widow and two sons.

Coe Prather Hawkins, retired GM&O employee at Jackson, Tennessee, died at the home of his son, Joe W. Hawkins, on April 26. He is survived by his son and three daughters. At the time of his death Hawkins was 75 years old.

Newest addition to the GM&O Hostess staff is Miss Frances Taylor, who joined the Company in March. Miss Taylor is a graduate of the Missouri University School of Journalism, and served in Europe as a Red Cross Field Worker before joining the GM&O. Prior to her overseas service she was employed in the advertising department of Montgomery Ward.

President Tigrett will officiate at the 22nd renewal of the Tennessee State Golf Tournament to be held at the Jackson Country Club July 30-August 2. Mr. Tigrett was elected president of the golfer’s association at a recent meeting.

We learn from the Receipts Department that Miss Dorothy Lee Williams wed Harold Pierce on March 15, and that Miss Delores Rutz was married to William J. Puckett on April 5.

Newest returned veteran is Lawrence C. Smith of the Traffic Section. A former Sergeant in the Engineers, Smith returned to the GM&O on April 11.