FOUR ACCOUNTING DEPARTMENT OFFICERS WIN PROMOTIONS

Four promotions in the Accounting Department were announced last month by Vice-President and Comptroller R. E. DeNeef.

T. C. Schley was made Assistant to Vice-President and will continue to supervise the accounting in connection with Capital Expenditure; J. S. Gibson was made Deputy Comptroller; L. A. DeOnellis Assistant to Comptroller and L. W. Swann, Auditor of Subsidiary Lines.

T. C. SCHLEY

Mr. Schley first entered the service of the G. M. & N. Railroad in January 1912. During the first World War, he left the service of the railroad to accept employment with the Chickasaw Shipbuilding Company, returning to the Railroad in 1921 as a Valuation Clerk in the Disbursement Department. Since that time he has held various positions in the Accounting Department, until March, 1941 when he was made Auditor of Capital Expenditures, which position he has held until his recent promotion on June 15, 1946 to Assistant to Vice President R. E. DeNeef.

J. S. GIBSON

Mr. Gibson first entered the service of the former G. M. & N. in September, 1906. In February 1919, Mr. Gibson also joined the forces of the Chickasaw Shipbuilding Company, but returned to the Railroad in January, 1920. Since that time Mr. Gibson has held various supervisory positions in the Accounting Department, having been Valuation Accountant, Auditor of Receipts, Auditor of Capital Expenditures, General Accountant, Auditor of Disbursements, and in September, 1940, was appointed Assistant Comptroller, which position he has held.

(Continued on Page 7)

ROLL ON REBEL

Waving pine trees in the background, the Rebel heads northward just a mile or two past the old Whistler shops. She's got a long ways to go, ... and in a short time ... for bright and early in the morning (7:55 A.M.) she must pull into Union Station at St. Louis, with 648 miles beneath her wheels.

She travels the most direct route between Mobile and St. Louis and has convenient connections to Chicago and all mid-western points at this northern terminus. The Alton's famous Abraham Lincoln leaves at 8:58 A.M. making a perfect trip to Chicago.

— 1 —
From the... *President's Office*

I have always felt that our employees were entitled to as much factual information about this Railroad as the officials.

Whatever data, therefore, we may publish from time to time is furnished only to enlighten our readers, and not to criticize our employees.

* I.B.T. *

The Interstate Commerce Commission authorized, effective July 1, 1946, an interim freight rate increase which averages, on the whole for our lines, 4.8%.

We think it is important that our employees and others who are interested know just what this rate increase means to us—both the GM&O and the Alton.

If it had been in effect during the first five months of 1946, it would have added to the revenues of both lines approximately $1,000,000, which is only one-third of the total cost of the final wage award for the same period, without regard to higher cost of material and fuel.

The total net loss of the two lines for the first five months of 1946, on the basis of the new consolidated capitalization, was $1,700,000.

It is evident, therefore, that the rate increase was unjustly inadequate. If higher pay was necessary for the good of employees, it follows that higher rates are necessary for the good of the railroads. In the long run, railroads and their employees are affected by many of the same economic influences.

The railroads are pressing their request for a further rate increase. It is a matter of common interest—a matter in which our employees might well join hands and pull with Management.

* * * * *

After the miners were given their last pay increase, the OPA authorized higher coal prices effective May 13, 1946.

On the basis of coal consumed during the first five months of this year, the price increases would have cost the GM&O and the Alton together during that period approximately $100,000 or $20,000 per month.

* * * * *

This Company has had in recent months an unusual number of applications for jobs. Most of them were from veterans with particular training and experience in Diesel engines, some being the sons of old and valued employees. We wish we could furnish work for all of them.

But when traffic was declining at the time of the last wage award, and it became essential that expenses be reduced, we furloughed a large group of regular employees. There are still out of work some 1,500 people from the Alton and the GM&O together.

We take in just so much money which can be used for wages and those who gain more pay for themselves do so, generally speaking, at the expense of those who are deprived of their jobs.

As costs rise and to keep ahead of competition, we find here and there that it is necessary in the long run to establish a new method or to invest in a new machine which will enable, for instance, one man to do the work of two. Except for progress in this direction, no railroad could maintain its solvency and usefulness.

It is a matter of regret to us, both that we cannot add new men to our forces and that we cannot retain all of those who have heretofore been employed.

* * * * *

In July, 1945 our Company abandoned its East St. Louis passenger station and inaugurated service into Union Station in St. Louis. While we knew the cost would be higher, we felt justified in making the change because of the added convenience and because of the advertising value of such an arrangement.

In May, 1946 the expense of the Union Station operation was $7,900 more than the expense of operating trains into East St. Louis and buses from there to Greyhound Terminal in St. Louis last May. This is $200 per day.

At the same time, passenger traffic has declined somewhat, and passenger revenues at East St. Louis and St. Louis together were less in May, 1946 than in May last year.

* * * * *

**OLE MAN RIVER**

From the Washington Avenue Station in St. Louis you can see the broad and muddy Mississippi as it flows beneath Eads Bridge, the first crossing of the River. The Depot is on the bridge itself, at the St. Louis side, and with three levels is available to passengers boarding trains using the bridge, the high-line (in picture) and catchin' cabs at the street level. Alton trains to Chicago use the tracks in the picture and many passengers board and leave The Rebel at Washington Avenue making connections here with The Alton and other Roads rather than going on into Union Station.

The Rebel goes into the tunnel under the streets of St. Louis when leaving Washington Avenue and it takes nine minutes between Washington Avenue and Union Station.
NEW ORLEANS AGENCY
ACCOUNTANT DECORATED

From New Orleans Times

One of the three New Orleans war heroes to be decorated in ceremonies Thursday night at The Roosevelt will be ex-Chief Yeoman Leon Joseph Hupin, 1127 Galzinie street, credited with shooting down 14 Japanese planes in action off Okinawa last year. He will receive the Bronze Star.

Now an accountant with the Gulf, Mobile and Ohio Railroad in Agent Kaufmann’s office, Hupin’s story reads like a Hollywood version of a war episode.

He downed the 14 planes in an hour and 27 minutes, during which time four Kamikaze suicide, planes and two 500-pound bombs hit his ship. He was pointer on the main battery director of the destroyer USS Evans, aside from being chief yeoman of the ship. When the firing was over, he had to make out the official reports about the fighting. “That was the tough part of it,” he said Tuesday.

Hupin’s ship, which was referred to as the “Fighting Bob,” was so badly damaged that he says, “I still don’t know how we stayed afloat. Of the 310 men aboard, 59 were casualties,” and the New Orleans man added that “by all the rules of damage control, the ship should have been on the bottom.”

Hupin went into the navy May 8, 1942, and was discharged January 41, 1946. He participated in the Casablanca and Sicily invasions aboard the destroyer USS Quick and then was transferred to the Evans and the Pacific zone of operations.

He wears the Asiatic-Pacific ribbon with five stars, the European ribbon with two stars, Good Conduct medal, American Defense ribbon, the Victory ribbon and Philippine Liberation ribbon with star.

RIGHT STARS...\nWRONG FIELD

The Jackson, Tennessee Rebels called on four star GM&O athletes from the Executive Department recently to officially inaugurate the opening of the baseball season.

However, when Mr. Tigrett took a caddy to the pitcher’s box with him and Bob Stevenson went to bat with a five-wood during pre-game hitting and fielding practice, Manager Tober Bailey announced there had been a mistake in ground rules and that the guests would be saved for the Labor Day Tournament at the Jackson Golf and Country Club.

Culver White and Bransford Whitlow, other members of the quartet, complained vigorously to the umpire that bleacher fans talked when they were trying to bat.

In order to get on with the game, Mr. Tigrett was asked to pitch the first ball with Bob catching.

HOSTESS’ NOTE, DROPPED FROM TRAIN, SAVES LIFE OF FISHERMAN

As train No. 1 was crossing Lake Pontchartrain recently, there was a bad storm and the lake was extremely rough. (The Rebel crosses the lake on a six-mile long trestle.) Hostess Virginia Montgomery was in the sleeping car talking with several passengers when she noticed a capsized boat tied to a buoy. There was a fisherman clinging desperately to his boat and he could not reach the bridge.

Trainmaster Robert Paterson, of Jackson, Miss., suggested that the hostess write some notes and he would throw them at the draw keeper. The crew also did the same as they had seen the man, too. The last note was thrown to the section men at the end of the bridge who went immediately to his rescue.

Two weeks later the hostess heard at Bogalusa that the last note was found and that the fisherman was about to give up when help reached him. The train crew was not aware that they had helped two fishermen. The second lost his boat trying to reach the first man and the rescue squad found him clinging to the bridge.

MOBILE DOCKS MANAGER RETIRES AFTER 58 YEARS OF SERVICE...

In 1888 the United States Government did its first work in deepening the ship channel between the City of Mobile and the Gulf of Mexico, some thirty miles apart; and a few steamships came up to the wharfs in Mobile, instead of getting cotton sent down the bay on barges and ship timbers floated down in rafts.

This was about the time that Docks Manager W. E. Kennedy took his first railroad job. He was office boy for the Mobile and Birmingham Railroad, a part of the Southern.

Retiring After 58 Years

Now, fifty-eight years later, he is retiring after a lifetime of effort directed towards the development of the Port of Mobile and the advancement of GM&O as an Export and Import carrying line.

As Chairman of the Port of Mobile Pan-American Committee, he expects to still “keep in close touch” with waterfront activities and to indulge in a little fishing, “a sport he was pretty fond of” and which he is “terribly behind in” due to the past five years of wartime shipping activity.

Rather short and stocky and with grey hair, Mr. Kennedy looks twenty years younger than his seventy-six years. Fondest memories are of the two twenty dollar goldpieces he got every month from the M&O pay car and of his various experiences in promoting Mobile as a seaport.

As Local Agent, Foreign Freight Agent and Assistant Freight Traffic Manager, all at Mobile, Mr. Kennedy followed the development of G M & O waterfront facilities from the early days when the Railroad contracted and chartered for steamship service to Cuba, Mexico, Central America, South America and European Countries.

Mobile Boat Won Prominence

It was a Mobile ship, The Kitty, he relates that was the first vessel into Havana after the Spanish flag was hauled down and the Stars and Stripes hoisted over Moro Castle.

While all of Mr. Kennedy’s friends are hoping he will enjoy the rest he so well deserves, they know that just a regular as the bar pilots, satchels in hand, climb aboard the steamers outbound from Mobile River berths, there will be a familiar figure standing on the wharf eagerly watching the load limit and gauging the tonnage aboard.
TOUR PARTIES USE REBELS TO SEE HISTORIC SOUTHERN SPOTS

For eight consecutive weeks tour parties sponsored by the Mark Travel Bureau of St. Louis will be on our Rebels for the going and returning parts of a seven-day fun trip to New Orleans and Mobile.

Each Sunday groups of approximately twenty Mid-westerners Board the New Orleans Rebel at St. Louis and after spending three days in this famous old City come to Mobile for two days of site-seeing. They return each Saturday on the Rebel out of Mobile.

Our Passenger Department co-operates with the Mark Agency in seeing that the visitors have an enjoyable time and while in Mobile, Gulf Transport buses are used for the trip about the City and to beautiful Bellingrath Gardens.

RAILROADS GET ½ CENT, AIRLINES SEVEN CENTS FOR CARRYING LETTER

We admit we've complained often about the little railroads get for hauling mail against the much the airplanes get for a like job. Unless our statistician is gone entirely insane there are the pre-war figures: The railroads got one-fifth of a cent for hauling a first class letter, the airplanes not only got all of the 6 cents you paid for an airmail letter but an additional penny besides from the Government. In other words, we got one-fifteenth of what you paid when we hauled your 3-cent letter, the airplanes get 116% when they carried your 6-cent airmail. Point right, Mcgee. And here is how it figures when Uncle Sam's entire mail load for a year is studied. In 1947 the railroads handled 403 million pounds of first class mail or more than 92% of the total and were paid $21 millions for the job, or less than 43% of the total payments. The airplanes handled only 34 million pounds of mail, about 7% of the total, and were paid $28 millions or 57% of what Uncle Sam paid. In other words we hauled 14 times more first-class mail than the planes did and they got $7 million more than we received. You figure it out. We quit.

—Railroad Cooperative League of Michigan.

"FROGS" AT RIVES WEIGHED A TON

From J. T. RUBLE
Sec. Clay Co. Chamber of Commerce, West Point, Miss.

My first view of a railroad was at the age of six, at Rives, Tenn. and it was the old Mobile & Ohio tracks, in 1879.

My grandfather and my father went over to Rives occasionally with a team and wagon to haul freight to Troy, Tenn., a distance of about eight miles on the winding, narrow dirt roads of that day and time.

They told me that there were "frogs" over at Rives that weighed a ton each. Since I had never seen anything larger than the yard toad frogs and creek bullfrogs they had my curiosity up and my faith in their veracity lowered to such a point that I persuaded them to let me accompany them on their next trip to Rives with the wagon.

They consented and on a cold frosty morning they yanked me out of bed before daylight and started for Rives.

When they arrived at the railroad yards they walked me down the track to a sidetrack and showed me the "frog" that weighed a ton.

About the first "public work" I tackled when nearly grown, was at Bruce switch and Kenton, trying to load as much as eight thousand feet of hardwood lumber into those dinky little 28 ft. 30,000 lb. capacity M & O freight cars. Now we stow away twenty thousand feet in those big 41 ft. cars of 100,000 lbs. capacity without any trouble.

One of my neighbors at Pulaski, Tenn. was a squirrel hunter by the name of "Red Fox" Hoover. He made his living hunting squirrels in Obion River bottoms the year around, selling them daily to the Mark O. R. R. Hotel at Rives at 10 cents each. His goal was 25 per day, and if he came out of the bottoms with only 23 he always had an apology or an alibi,—two of 'em lodger in a forked limb or it was too windy for squirrels today.

My grandfather was a Rebel, with the old "Avalanche Co. from Troy, Tenn. 1861-65. My father was a Rebel, with forest's Scouts 1861-65.
I have always been a "Rebel Route" fan, since 1879.

TREASURE HOUSE IS TOURIST ATTRACTION, TOO

Another interesting spot near Mobile is the Treasure House about which Cornelius Vanderbilt had the following to say in his New York Post column "Vagabonding with Vanderbilt."

"Here amid a quaintity of antiques are some really worthwhile pieces. There is a Chippendale dining room table nine feet across which seats 18. Only four of its kind were ever built. There are four Aubusson tapestries which are said to have hung originally in Fontainebleau at the time of Napoleon. They are the only colored tapestries ever made by this house and they represent four of Charles Perrault's fairy tales written in 1697, and contain more than 10,000 bits of tinted thread."

The Treasure House is the home of Mrs. Locke Brown and contains rare pieces of art from Castles and Palaces of Europe. They are not for sale, but are on exhibition.
THREE INTERESTING RAILROAD VIEWS AT JACKSON, TENNESSEE: Left, The Post Office and a corner of the Court House square as seen from a window in the Executive Offices. Center: The Station buildings looking north from in front of the Freight House with Train No. 11 about to leave for Meridian. Right: Newly erected icing facilities with a capacity of 75 cars. Perishables from the Louisiana Division and from Mobile get fast handling here as they move northward.

BACK FROM ARMED FORCES
James R. Gilbert, Jr., is being welcomed back to the Traffic Department (Tariff Section) after 2½ years in the Navy.

MARY ELLEN PERRY
 Vergil Perry, Washington District Freight Agent, is the father of a seven-pound baby girl (Mary Ellen) born on June 12. It's his third.

YOU'RE SAFER ON TRAINS
Home accidents killed 32,000 in 1944 and train accidents 246 while the railroads were moving “a lot of G. I.'s back and forth.” Ray Murphy, general counsel of the Association of Casualty and Surety Executives, said to show “you are safer on a train than in your own home.”

WELL KNOWN CENTERVILLE AGENT PASSES AWAY
Agent Oliver Oakley was happiest when he was doing something for someone else, smoothing out some transportation problem for a fellow citizen and unselfishly serving the public as the Gulf, Mobile and Ohio Railroad in Centerville, Alabama.

For 43 years he has been right in the same office every day. He never took a vacation, and missed few days from his work. His life revolved around the trains and the trainmen, many of them his life-long friends, and the tick of the telegraph instrument told him a special story of business and commerce over the far-flung reaches of the nation.

Sixty-six years of age, he passed away at his office in the Station Friday, June 14th, and as his son, Editor of the Centerville paper said, “had my father any preference as to where he wanted to die, we are sure he would have wanted to die in the job.”

As Vice-President and General Manager Brock said, “he was considered one of our finest agents and a valuable friend. His long and faithful service with this Company was a matter of pride to us all.”

Agent Oakley was known and admired by all who knew him. He passed away in his office on June 14th.

PASSENGER OFFICE IS OPENED IN MONTGOMERY
(From Montgomery Journal)

For Montgomery’s future, one of the most important recent events was the consolidation of the Gulf, Mobile and Ohio Railroad with the Chicago and Alton.

That the officials of the consolidated railroads see the importance is already indicated, not only for freight traffic, but for passenger service. It has just recently been announced that through sleeping car service has been established between Montgomery and St. Louis where direct connections are made for the fast run to Chicago or to Kansas City.

A. L. Jackson, of Chicago, general passenger agent of the Alton has been in Montgomery this week calling on business men and getting acquainted and bringing the news of the opening of a G&M&O passenger traffic office in Montgomery which will be in charge of Jas. H. Stevenson as traveling passenger agent.

As the railroads swing back into their normal function with the end of the war’s disorganization and upsets we can expect to hear more and more of the doings of the lively bunch of young men and women who constitute the personnel of the G&M&O and Alton systems.

Mr. Stevenson was with the Sixth Marines in the South-west Pacific and is the brother of Bob Stevenson.

NO SWEETER MUSIC TO CUSTOMER’S EAR

Learn your customer’s name as quickly as possible. Repeat it as frequently as your sales talk will permit. There is no sweeter music to the customer’s ears.—From Sell.
COMPETITION AT TUSCALOOSA...

Division Freight Traffic Manager C. H. Dege and Assistant Vice-President T. T. Martin hold annual passes on this Railroad, operated by the National Southern Products Corporation of Tuscaloosa, Ala.

And when these GM&O deadheads are not taking up "revenue" space, officials of National Southern have the school children of the City as their passenger guests each evening after working hours at the plant.

The Railroad operates over 200 feet of track in front of National Southern Products' building and parallels our line.

A PAGE FROM THE PAST

An article in the University of Alabama Library, written in 1946 shortly after an engineer's survey had been made to project the route of the M&O Railroad, was called to our attention by Professor Albert Le-Pawsky.

The article says in part, "This will be the longest railroad in the United States under a single charter. Great as is its length, however, the general surface of the country is so singularly adapted to its favorable construction, that the route need vary little from an air line connecting the termini, (Mobile and Columbus, Ky.) The absence of large streams, (the longest bridge required being over Olton River, in the State of Tennessee, about 180 feet span) the freedom from all obstacles in the way of heavy rock, excavations, as shown by the reconnaissance of Mr. Truax—the abundance of suitable timber—the light grade, which is either level, or descending towards the Gulf, in the direction of heavy freights—these are characteristics which are seldom found united, but which exist here. From these facts, it may well be doubted

RECEIPTS DEPARTMENT

Chester J. Corston who has been with the company for the past 26 years retired from active service June 15, 1946.

Mr. Corston was formerly employed by the L&N R. R. and started to work for the "Old M & O" as a member of the Rate Department in June 1920.

He was presented with a beautiful watch by his friends in the Receipts Department, who wish him the best of luck and happiness.

-F. N. Johnson, Auditor Receipts

whether a railroad of considerable length could be built between any other two points in the United States at as small a cost per mile, or one capable of transporting freight and passengers at as cheap a rate with profit to the stockholder.

RAILROAD TRAVEL OFFERS THESE ADVANTAGES

What about Passenger competition from air lines, the bus and private automobiles in this period of post-war travel enthusiasm? Vice-President R. E. Barr of the Illinois Central lists these advantages for the Railroads in a recent article in American Car and Foundry Company's book, Wheels. (Incidentally, our New Orleans Rebel, was ACF's first streamliner.)

"Railwise, it has been proved that fast, streamlined trains attract; that they build up business even in the face of other competition: Train service which is good, modern, clean, efficient, and courteous has these further advantages:

1. Commodious, comfortable and air conditioned accommodations with plenty of room to move about.
2. Unexcelled dining service in an atmosphere as pleasant as in the finest restaurant.
3. Beautifully appointed lounge, club and observation cars which provide excellent opportunities to fraternize in congenial surroundings.
4. Adequate toilet facilities.
5. An opportunity to see the country, which does not always occur by air.
7. Convenient location of terminals in large cities with good, quick taxicab service to hotels.
8. Stewardesses-nurses on principal trains helpful to women with children.
9. Good, clean, comfortable beds providing the maximum in rest.
10. Efficient and courteous attendants.
11. A pricing that will be as economical as that of any other competitive service.

PROMOTIONS

(Continued from Page 1)

until his recent appointment as Deputy Comptroller in the Accounting Department.

L. A. DeORNELLAS

Mr. DeOrnellas started his Railroad Career with the M&O Railroad in August, 1915. He has held various supervisory positions with that railroad, having been Chief Clerk to the Vice President, Asst. Auditor, Auditor, and in 1940 at the time of the merger of the GM&O-M&O, he was appointed Auditor of Miscellaneous Accounts. On June 15, 1946, Mr. DeOrnellas was appointed Assistant to Comptroller, Accounting Department.

L. W. SWANN

Mr. Swann entered the service of the GM&O Railroad in October, 1930, as a messenger. He has held various positions in the Accounting Department, and in August, 1937, was promoted to Auditor of Gulf Transport Company, which position he has held until his recent appointment as Auditor of Subsidiary Lines, on June 15, 1946.
COMMERCIAL AGENT'S SON EDITS COLLEGE PAPER
From BIRMINGHAM NEWS

William B. (Bill) Mayes, of Birmingham, senior in journalism at the University of Alabama, has been named by the Board of Publications as Summer editor of The Crimson-White, student weekly newspaper. Mayes, whose parents (His dad, Commercial Agent Bill Mayes, Birmingham) reside at 1412 Roseland Drive, is an ex-Army Air Forces pilot.

Holder of the Distinguished Flying Cross, the Bronze Air Medal with three clusters and the Purple Heart with one cluster, he served with the 73rd Bombardment Wing, 20th Air Forces Command in the Pacific. He was captain, bombardier and radar operator and worked in the squadron public relations office.

Before entering the Service, Mayes had worked as part-time sports writer for the International News Service, had been managing editor of The Crimson-White and had been on the staff of the Bama Radio Network. A Sigma Chi, he is married to the former Carolyn Mason, of Tallassee.

GM&O REFORESTATION PROJECT IS GROWING

Following an address before the Jackson, Tennessee Rotary Club by Development Director S. A. Robert in which he announced the Railroad would furnish 100,000 seedling pines and sponsor a tree-growing program by the youth of Madison County, The Club adopted the proposal and laid plans for the reforestation project.

The project is a typical one fostered by our Railroad in other sections of the territory to encourage the development of timber resources and to insure raw material for the growing number of industries dependent upon timber for operation.

In Mr. Robert’s talk he outlined the advantages to farmers in “cultivating” wooded sections of their land and presented examples of actual cash returns from planned reforestation practices.

Mr. Robert’s program has the endorsement of the big users of timber in the territory.

TROUBLE SHOOTERS

WHEN THERE’S TROUBLE, you can count on this gang to get things straightened out in a hurry. Railroad men who like to do the impossible, they are: Supervisor C. A. Jeafcoate of Union; Supervisor R. G. Wharton of Laurel; Assistant Chief Engineer Spencer Spokes; General Roadmaster James Corban of Bogalusa; Chief Engineer W. W. Greiner and Roadmaster W. M. Carmichael, Laurel.

AND WHEN IT’S CO-OPERATION that is needed from the train service personnel just call on Superintendent J. H. Currie and Assistant Trainmaster S. G. Thomason of Jackson, Miss.

THESE TWO "OLD-TIMER'S" experience adds up to 81 years, most of it in the bridge and wrecker gangs and here you have M. P. "Red" Panel and J. M. Adair. "Red" has 36 years of service and Adair 45.