GM&O-Frisco Merger

On August 5 President Tigrett of the St. Louis-San Francisco Railroad issued a joint announcement to the press that "the officers of the Frisco and of the GM&O are making study of possible benefits to be gained in consolidation of the two properties."

At this writing there have been no additional developments.

Air Conditioned Buses Put In Service By G. T.

Gulf Transport has received six new air conditioned buses which are now serving on the Mobile-Jackson, Tenn., line.

The new General Motors buses are diesel-powered and will seat 37 passengers.

These buses are the first air conditioned models which the highway subsidiary has received since the war.

Added primarily to improve service on the line between the two terminal points, Jackson, Tenn., and Mobile, these new streamlined models will furnish connections to Memphis and all major off line points in the territory served by the highway subsidiary.
THE MAIL TRAIN

Tupelo, Miss.,

Dear Mr. Tigrett:

Before coming to Tupelo many years ago, the writer was employed by a railroad in a capacity which required a good deal of traveling. In addition to this, he operated a large gravel pit that created dealings with railroad personnel, etc. Naturally, any train travels that I have made since then caused me to observe transportation methods, equipment, etc.

First, the trains which you operate run on time and one could set his or her watch by them; second, the coaches are clean and comfortable; third, the road-bed is smooth and the crew moving the locomotives know how to handle the equipment; and last, but not least, the train crew who come in contact with the traveling public are very courteous and understanding.

On the return trip, I happened to get acquainted with Conductor G. R. Baker and Baggage Man R. A. Fitch, who had charge of your Rebel train from Cairo south, night of July 23nd. Their willingness to politely answer all questions, assist with the baggage, etc., was something that made an impression on me.

GM&O tried to build up the territory which it so ably serves, as is evidenced right here in Tupelo. It has helped in locating plants and cooperated in better marketing of our agricultural products. In this manner you have truly become a part of this community.

Again I say that I enjoyed my trip over your line and do wish you continued success.

Respectfully yours,
M. H. Gunner,

Nashville, Tenn.
July 18, 1947.

Mr. L. C. Woodard,
Conductor, GM&O R.R.
Jackson, Tenn.

Just a few words of appreciation for the nice courtesies shown me and my family while riding on your train from Jackson, Tennessee, to Philadelphia, Miss. The trip was most pleasant and enjoyable and a great deal of this credit goes to you and your flagman in regard to the courtesies and thoughtfulness in making all conveniences available.

Yours truly,
E. C. Payne,

Mr. W. B. Clooney, Agent,
Bloomington, Illinois.

On several occasions I have tried to express to you and to your associates in the ticket office at the station my very deep appreciation for the many courtesies which you have all extended to Mrs. Stevenson, to me, and to our son Mac.

Nothing has seemed too much trouble for any of you and all efforts in our behalf have been so cheerfully given that we have never once been made to feel our requests were in any way an imposition or that we were requesting favors.

There does not seem to be anything I can say which would in any way approach our gratitude and I fully realize this note of thanks is just another feeble effort on my part. Please express to your associates our grateful thanks and appreciation and please know, all of you, that the day may come when in some more appropriate manner I can say, “Thank you very much”.

Sincerely yours,
E. M. Stevenson,
Kansas City, Missouri.

Mr. F. S. Dean,
General Agent,
Jackson, Miss.

We want to thank you for the excellent way you worked with our representative there, Mr. Bruce Gibbons, in handling the carload of grain feed which had become hot in transit and which you handled with such promptness and efficiency in your warehouse there.

You saved us considerable money, time and grief, and it is the result of acts of accommodation such as this that has made your railroad what it is today.

Please accept our thanks for what you have done.

Very truly yours,
Staley Milling Company,
(s) Thomas W. Staley.
C. M. House Honored By Mechanical Employees

C. M. House, who became General Superintendent of Motive Power and Car Equipment for the combined system on June 1, has behind him a record of more than thirty years experience with railroad mechanical equipment, having started as apprentice in the Shop and Engineering Department of the American Car & Foundry Company at the age of 14.

During his career, Mr. House has held positions of Draftsman, General Car Foreman, Car Knocker, Passenger Car Designer and Superintendent of Motive Power and Equipment for the Alton.

Known and liked by all the personnel he supervises, he has many tokens of the friendship and appreciation which were presented to him by members of his department. At a recent ceremony in Bloomington, marking Mr. House’s transfer to Mobile, personnel of the Mechanical Department presented him with a brief case and watch and a beautiful set of table silver.

Mr. House’s record and esteem are best shown by this quotation from a speech by P. J. Watson, Jr., at a meeting of the Car Department Association of St. Louis:

“He did have opportunity, and he took advantage of his opportunities, It never occurred to him that he was overworked or that he was entitled to anything which he had not honestly earned. (He is) one who is held in the highest respect by those whom he supervises, by those to whom he reports, and by officers and employees of other railroads and businesses with whom he meets.”

Gulf Transport Announces Changes In Personnel

A recent bulletin issued by Gulf Transport announces the following appointments in the Operating Department:

Mr. T. R. Scruggs, Mechanical Research Engineer, Mobile; Mr. W. A. Dinian, Superintendent of Maintenance, Mobile; Mr. H. G. Wilson, Superintendent of Operations, Lines South, Mobile, and Mr. D. A. Dubois, Superintendent of Operations, Lines North, Waterloo, Ill.

Machinist Froelich Retires After 50 Years Service

Machinist August Froelich, Glenn, Illinois, retired on July 31, after 50 years of service. Born in Germany, the machinist came to Chicago as a child. He began his railroad career with the Chicago, Alton and St. Louis Railroad in 1896 as a snow shoveler, and was promoted to machinist in 1902, at the Brighton Park roundhouse. In writing of his retirement, Cab Carpenter R. A. McKay said:

“He has been one of the most personable of men, liked and respected by all. His beaming smile will be sorely missed.”

Webster Grove, Mo., will be the scene of the wedding of Chief Hostess Dorothy Davis and J. M. Flenske on September 9, 1947.
MANUFACTURER'S RECORD EDITORIAL
LAUDS GM&O - ALTON MERGER

In an editorial, reprinted by the Mobile Register, the Manufacturer's Record says:

"The consolidation of the Gulf, Mobile & Ohio Railroad and the Alton Railroad is a merger of advantage to both territories previously served separately by these roads.

"Under the competent management of I. B. Tigrett of Jackson, Tenn., its president, the Gulf, Mobile & Ohio was developed from a small road less than fifty miles in length to a trunk line extending from Mobile to St. Louis.

"With the acquisition of the Alton . . . there is now an integrated system of almost 3000 miles of track reaching from Mobile to Chicago.

"Undoubtedly a new vista is before the Southern territory to which Mr. Tigrett has devoted his life, and it may be taken for granted that under his guidance the work to be carried on will be in good hands."

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The Rebel passes the "last of the woodburners" on the Alabama & Western at Vinegar Bend, Alabama. This illustration is from the forthcoming book, "Mixed Train Daily" by Lucius Beebe.

The new volume, which will be released September 15, outlines the present day status of America's short-line railroads. Inset shows the author in his "research" costume. Most of the book's 300 photographs were taken by C. M. Clegg, Jr.

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Commendations

Operator C. Lindner, South Joliet, has been credited with five merit marks for his action in discovering a broken brake rigging in a passing train.

Discovery of a hot box by Operator F. W. Quimby caused his record to be credited with five merit marks by Superintendent B. V. Bodie.

Operator G. C. Askew, Humboldt, has been credited with prevention of an accident by his discovery of two hotboxes in a 97-car train.

Superintendent L. C. Spencer has written a letter of commendation to Agent R. J. Vaughn, Vinegar Bend, for his alertness in discovering and removing a tree stump from the track, thus preventing a possible derailment.

Brakeman R. W. Graham has been commended by Superintendent W. H. Forlines for his alertness in discovering dragging brake beams in two separate trains. In both cases, the trouble was corrected without incident.

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J. E. Stevens Says "Rest Years Golden"

Golden days are retirement days, says J. E. Stevens, retired master mechanic of the GM&O roundhouse with a service record of 52 years of railroading.

No more alarm clocks to go off in the wee hours of the morning for him.

"At last I'm doing the things I've always wanted to do," he said. "Like going back to my old hometown of Waycross, Ga., for the first time since I left 47 years ago.

"But you know, I was a little disappointed. Things were different from what they used to be. For instance, I found only one human being alive that I used to know. But I found tombstones for nearly all.

"No, I don't get homesick for the old work, and I am entirely satisfied (not much like the old firehorse let out to pasture). To tell the truth, the work was beginning to be a heavy drain on my strength."

Concluding the interview, he said, "I don't really miss anything about the work, unless it is the companionship of my old colleagues. But even at that, they still come to see me and we talk together."
Springfield, "City of Lincoln"
Offers Many Points Of Interest

Known throughout the nation as the final resting place of Abraham Lincoln, Springfield, capital of Illinois, is one of the most important cities in the GM&O's Northern Region.

The Illinois Capital is situated 185 miles south of Chicago, and is served by six rail systems. Its population of 107,500 is largely occupied in the fields of manufacturing, mining and governmental agencies.

In addition to the impressive tomb of Abraham Lincoln, attractions to tourists include the New Salem State Park, located a few miles outside Springfield, the recreational facilities of Lake Springfield and the Annual Illinois State Fair, which is the home of the famous Grand Circuit Harness Races.

Another place of interest in Springfield is the Vachel Lindsay home, shrine to the famous American poet, which annually draws large numbers of literary enthusiasts.

Heading the GM&O's Passenger Department is Division Passenger Agent Neil J. Souders, a director of the Chamber of Commerce and active Shriner. District Freight Traffic Manager E. H. Yarke is in charge of the Freight Department and Charles Buscher is Agent.


Lower Photos: Yardmaster H. D. Feltenstein, (Center photo) Chief Rate Clerk Sam Dorman, Steno-Clerk A. A. Zukas and Steno-Clerk G. C. Wengard, all of the Springfield Freight Office.

(Right): The Abraham Lincoln at the Capital Avenue crossing in front of the Illinois State Capitol.
The new GM&O offices in Kansas City held their formal opening last month. The offices, located in the Board of Trade Building, were decorated with flowers. This view of the offices shows the lighted color photographs of the Rebel on the left and one of the GM&O’s fast freights on the right.

Budweiser’s Times Square Sign Features
The Alton Route’s “Abraham Lincoln”

An exact model of the Abraham Lincoln, GM&O’s crack diesel passenger train is now being featured in Anheuser-Busch’s latest advertising sign on Times Square, New York.

It is estimated that more than a million people will view the sign every day, making it the largest single outdoor advertising audience in the United States.

The sign is of the five plane, three-dimensional construction of the type known as “Nat-urama,” and features the slogan “Budweiser Preferred... Wherever you go.” The sign will feature one railroad each month for a period of three years. The Abraham Lincoln is the third painted train to be so featured.

The model of the train was constructed from the blueprints of the actual train. The result is an exact duplicate in 40 gauge iron, bolt for bolt. The train is one-third actual size with an engine cab large enough to seat a man.

The sign itself is 75 by 100 feet overall and weighs 600 tons. It contains 2500 feet of fluorescent tubing and 7500 lamps. It uses enough electricity to supply the lighting needs of a city of 10,000 population.

Flashing effects and animation are regulated by a battery of astronomical clocks that automatically turn on at dusk. More than 100 technicians participated in the construction of the sign for over eight months.

R. E. Mayhall Completes 50 Years Of Service

Smiling over his completion of 50 years service with the railroad, R. Emmett (Doc) Mayhall stated, “I’ve still got 18 years to go.”

The Claims Department employee, who started his railroad career on July 17, 1897, figures that the additional 18 years will give him quite a record as the railroad’s first centenarian.

Born in New London, Mo., in 1865, “Doc” says he spent the time before going to work for the railroad “doing the things the boys up in that part of the country do.” His first railroad job was with the M&O in the Claims Office in St. Louis. In 1911 he transferred to Mobile where he has lived for the past 36 years.

Of his four children and five grandchildren, Miss Clara Mayhall is the only one who has followed a railroad career. Miss Mayhall is a Passenger Clerk in the Mobile Accounting Office.

The GM&O’s attractive new playing cards are now on sale at all on-line ticket offices. These cards, which feature crack passenger trains of the Alton Route come in both maize and blue colors.
Fame of GM&O Hostesses Draws 937 Applications

Our railroad was the first in America to institute hostess service. Its name is generally associated with this new field of business endeavor for young women. In fact, more than 937 applications for these positions have been received in the past three years, according to Superintendent of Hostess Service Vera Elvert.

After a study of the files with Chief Hostess Dorothy Davis, Mrs. Elvert reports that these applications have come from all over the country, including 28 states and 270 cities.

From these many applications new hostesses are selected on the basis of the following qualifications:

G.M. & O. hostesses must be college graduates, between the ages of 22 and 28, with a knowledge of typing and first aid, in addition to practical experience in the business world.

Hostess Jane Hutchinson and Lient. Chester M. Hart, U. S. Army, were married at Cleveland, Miss., on July 26.

GM&O Completes Remodeling Of Gulf Terminal Building

Built in 1907, the newly remodeled Gulf Terminal Building has recently undergone complete interior changes, but it still preserves the perfection of its Spanish Renaissance exterior.

The building cost $750,000 and when completed housed the Mobile and Ohio and Southern Railroads, and at the time of its completion was considered one of the outstanding buildings in Mobile. Its architecture still attracts the attention of designers who visit Mobile.

The first ticket to be sold in the new building was sold in April, 1907 by Division Passenger Agent T. P. Cumberland, then Ticket Agent. Mr. Cumberland says:

"Although the new building was being wired that morning, it wasn't equipped with electric lights and we had to use oil lamps. Since the first ticket was sold about five o'clock—long before daylight— the building was pretty dark."

In addition to the complete interior remodeling, the exterior of the building was cleaned and repaired, under plans drawn up by Fred W. Clarke, Mobile architect. The grounds were landscaped in a tropical garden effect by O. K. Williams.

The remodeling was to take care of the Transportation and Auditor of Receipts Offices. The building housed the General Accounting Offices of the M&O.
Along the Line...

Agent N. L. Cochran (retired) Covington, Louisiana recently moved to DeRidder, Louisiana. His many friends send him a "hello."

Agricultural Agent Felix Baehmin, who was stricken ill several weeks ago, has returned to his home in Covington, Louisiana, from the hospital. Hurry back, Felix, we miss you.

The NEWS regrets to learn of the death of Baggage master J. J. Fitzpatrick, Mobile, who passed away July 23. Mr. Fitzpatrick had been with the GM&O for 46 years.

This month a monument was dedicated to Casey Jones in Jackson, Tennessee. The famous engineer, christened John Luther Jones, started his railroad career as a messenger on the old M&O. The monument, sponsored by Author Lucius Beebe and Photographer Charles M. Clegg, bears the legend, "this memorial is erected in 1947 to perpetuate the legend of American railroading and the man who became its symbol of daring and romance." See Page 4.

Three telegraph operators: Garth Beal, J. H. Dean, and Clayton Bell are listed together in the Slater telephone directory, followed by Watch Inspector J. G. Bellamy, Engineer S. F. Bennett, and Conductor C. C. Bennington and F. E. Berry. All are old timers of the former Alton.

Miss LaVerne Meyer, secretary to General Agent, Passenger Department, Dan Bernard, was married to Joseph Greer on August 9. The bridal couple are now honeymooning at Lake Taneycomo in the Ozarks.

From the receipts department we learn that Miss Sara Hatch and R. R. Murphy, Jr. of Mobile were married on July 19.

Also from the same department, Auditor of Receipts Fred N. Johnson writes that Miss Marie Tomlinson and J. C. Crosby, Jr. were married August 9 in Luedeke, Miss.

C. B. Whitlow, newly-elected president of Gulf Transport Company. Mr. Whitlow has been with the GM&O for 19 years, during which time he has served in the Development, Traffic and Executive Departments. During World War II he served in the Navy with the rank of Lieutenant Commander.