Motion Picture Crew Films GM&O Train

Motion pictures of GM&O trains were made last month by members of Universal-International Studios New York staff, who are now in the process of filming a 20-minute short on American railroads.

The picture, which is planned for release in the Fall, is to be entitled "Thundering Rails." Director Arthur Cohen, who wrote and directs the picture, has recently completed his tour of the various railroads which will appear in the film.

The GM&O sequences were made at Sildell, La., and in Canal Yards at New Orleans.

Two GM&O trains were filmed. The New Orleans "Rebel," first streamlined in the South, and a GM&O freight train.

Railroad Program Resumes Winter Broadcast Schedule

Beginning Monday, October 2, the operettas and musical comedies presented on the Railroad Hour will be heard each Monday evening over the National Broadcasting Company network. Sponsored by the Association of American Railroads, the program will be broadcast at 7:00 p.m. CST.

In its first year on the air, the Railroad Hour quickly established itself as one of the top-rated programs of its kind, winning acclaim of listeners and critics alike. At times, the program has attained a higher audience measurement than other comparable shows that have been broadcast from ten to fifteen years.

Blue Mountain Sunday School Class Meets In G. M & O. Depot

Quietly the men filed into the small waiting room and took their seats, waiting for the teacher to come. Some read the railroad posters on the wall, while others chatted with their neighbors. It was Sunday morning, and the Men's Bible Class was holding its regular meeting in the GM&O Depot at Blue Mountain, Mississippi.

For More Than 20 Years

For more than 20 years the men of Union and Tippah Counties have come to worship in the little gray railroad station and to hear the words of wisdom which pour from the lips of their renowned teacher, a man who has been blind from childhood.

(Continued on Page 2)

Trenton Chamber Thanks GM&O Officials

A delegation representing the Trenton, Tenn., Chamber of Commerce complimented GM&O RR officials, including President L. B. Tigrett, at a dinner in Jackson recently and spokesmen took occasion to thank the officials for the excellent service rendered Trenton and the co-operation shown the Chamber of Commerce.

They were complimentary of Division Supt. W. H. Forelines and William Hahn, division freight traffic manager, both of whom were guests.

H. O. Wolfe Honored By Purchasing Group

Purchasing Agent H. O. Wolfe has been named Chairman of the Southern Purchasing Group, Association of American Railroads, according to an announcement by W. J. Farrell, Executive Vice Chairman of Division 6, AAR.

Mr. Wolfe has been with the GM&O for thirty-one years. He began his railroad career in the storage department in Bloomington, moving from there to Chicago. He has been in Mobile since 1947.

Gulf Transport Announces Eleven Safety Awards

Eleven Gulf Transport Bus and Truck Operators became eligible for the safety awards during the month of August, according to an announcement by Vice President J. I. Gillikin.

The award winners included:

- Five Year Award — Bus Operators Earl Chapman and Woodrow Cox.
- Two Year Award — Truck Operator O. F. Harmon and Bus Operator Wilb Haberman and C. Weinhoff.
Tuscaloosa News Endorses
President I. B. Tigrett
As “Dixie’s Man Of Year”

(The following editorial appeared in the August 21 Tuscaloosa News, which in addition to several civic clubs in Tuscaloosa, has gone on record as endorsing President Tigrett as the “South’s Man of the Year.”)

“The magazine Dixie Business, published in Atlanta, conducts an annual election of a ‘Man of the Year’ in the South.

“This year President I. B. Tigrett of the GM&O Railroad is among the 59 Southern leaders who have been nominated. We understand that selection will be made on the basis of written endorsements received by the magazine from Southern people who wish to vote for one nominee or another.

“In our opinion, there could be no happier choice than that of Mr. Tigrett. He not only is a successful railroad president but he is representative of the dynamic, aggressive — but at the same time, fair and square — business leaders whose success is the finest evidence that real opportunity springs from the American system.

“Mr. Tigrett is close to Tuscaloosa. His railroad is one of three serving this community and that brings him here often on business. But the fact that he married a Tuscaloosa girl gives him an even closer tie to our community. He has many warm friends here who look forward to his visits with pleasant anticipation.

“Mr. Tigrett has been among the top men in the development of the South. He is deserving of this honor and if it should come to him, Tuscaloosa itself would share in the glory because we can certainly claim Ike Tigrett as a neighbor and friend.

Blue Mountain Sunday School
(Continued from Page 1)

“A strange place to worship,” some people have said. But not so to David E. Guyton, who explained that none of Jesus’ great sermons was preached in a church. He says that there was “the one from a boat, the one on the Mount, and all the others.” And he quietly adds; “To me, religion is everything and everywhere. A fellow can worship God as he works... as he prays... he doesn’t have to go into church to do that.”

In his audience each Sunday are strong, wholesome men from all walks of life. They come from the plantations and the little four-acre farms... from the lumber mills and the cotton gins... and

from the stores and offices of the neighboring towns of New Albany and Ripley.

Informal Meetings

Some are without coats, others have on no ties. A few even chew tobacco during the class. Doubtless some of the group have not attended a real church in a long time, but they will trudge down the hill beside the railroad tracks to listen enraptured to God’s disciple in dark glasses.

Always he starts off with a short summary of world affairs of the day. And somehow his talks just naturally gravitate into the words of God and of his teachings. A learned man is David Guyton, for he never accepted his affliction as a handicap. He holds a degree from Columbia University and is the only male to ever graduate in regular session from Blue Mountain College, a school for Baptist Women.

Accidentally blinded at the age of twelve, he went through his early school days accompanied by his sister, Pearl, who helped him with his work. At Columbia, he and Dr. Lawrence T. Lowrey, now President of Blue Mountain College, studied and worked together.

Heads History Department

As Head of the Department of History and Economics at Blue Mountain College, Mr. Guyton has a Reader selected from the Senior Class. This young lady reads all books and periodicals to him; helps him with his class papers and in general acts as his eyes while in school. This is an honored position and there is a great deal of rivalry among classmates for the job.

In addition to his school he also finds time to serve as President of the Blue Mountain Bank, to act as correspondent for several large daily newspapers in his territory and to lecture about the country. Although these speaking engagements call him hundreds of miles away, he hasn’t failed to make a college class in 24 years of teaching.

And Sunday morning always finds him beside the big black stove which warms “Rebel” passengers in Winter, standing head erect and looking at each one of his congregation as he delivers his “homey” sermon. The Bible Class is actually a part of the Blue Mountain Baptist Church, although it has been held in the GM&O Station for more than 20 years.

SP President Explains Effect of Diesels

In a recent statement concerning the effect of dieselization on American railroads and railroad employees, A. T. Mercer, President of the Southern Pacific, said “The diesels provide a means of meeting competition and helping keep costs down and therefore rates down. Only by doing this can we continue to attract enough traffic to provide steady jobs for the majority of our people. Already the trucks are taking away the jobs of thousands of railroad men. We must cut our costs to the point where we can compete with the trucks to back that traffic and keep more people on the job.”

Gulf Transport Operator Complimented By Charter Group

Bus Operator Leonard Clark was complimented on his “kind and courteous service,” following a charter trip by the Women’s Guild of the St. John’s Evangelical and Reformed Church of Macon, Ill.

Mr. Clark, who is on a regular Gulf Transport run out of Waterloo, Illinois, has been with the company since November 16, 1947.

Hostess Complimented

Hostess Virginia McKnight has been complimented by Sales Manager Oliver Bobe of the Perfection Manufacturing Company of St. Louis.

Mr. Bobe praised Miss McKnight for her courtesy and excellent performance of her duties.

Chicago Passenger Praises Ann Rutledge Hospitality

September 7, 1949.

Dear Sir:

This will be my first experience in lauding a railroad.

It’s unusual too, in so far as I have been traveling for many years; without having been smiled at, spoken courteously to, or enjoyed the excellent hospitality on your run from Chicago to Springfield on the Anne Rutledge.

Your service—and especially your crew—are a credit to your road. I commend you most highly.

Most sincerely,

David G. Opfinger
Chicago, Ill.
GM&O Special Agent Outlines
Plans For Casey Jones Stamp

Special Agent D. D. Crocker, Jackson, Tern., is sponsoring a movement for the issue of a special stamp commemorating the fiftieth anniversary of the death of the famed engineer Casey Jones.

According to Mr. Crocker, this would be the first stamp honoring a railroad engineer and would be "symbolic of the spirit, the determination, the loyalty and will of our railroad workers today."

Casey Jones, legendary figure of American railroading, began his rail career on the GM&O in 1890, later joining the Illinois Central. In 1900, he met his death in a wreck at Vaughn, Miss. The commemorative stamp is planned for 1950, the fiftieth anniversary of the accident.

Mr. Crocker, who sponsors the issue of a special stamp, is widely known in philatelic circles. A veteran employee of the GM&O, he is also one of the leaders in stamp clubs throughout the territory.

Riding The Rebel

Shortly after the initial run of the "Little Rebel" in 1935, Mr. Guyton wrote the following poem, which was published in 25 newspapers and magazines throughout the country. (See story on Page 2.)

"Riding on the Rebel,
Golly! ain't it grand?
Our Railroad found it
Out in fairyland.
Pretty as a picture
Goodness, how she glides!
Like a train in heaven,
So The Rebel rides.
Truly, til you try it,
Vivid words are vain.
Paradise awaits you.
On this wonder-train.

Peak of transportation,
Weather to your taste,
Crowded with every comfort,
Every flaw effaced.
Food for those who hunger,
Bridge for beau and belle,
Downy beds for slumber,
Every service swell.
Tested by tradition,
Travel turned to bliss,
Riding on the Rebel's
Like a lover's kiss.
Books for those who crave them,
Newspapers for those who write,
Not a need neglected,
Either day or night.
What a charming hostess!
Gracious to each guest,
What a crew of trainmen!
Everybody best.
Riding on the Rebel,
Golly! ain't it grand?
The G. M. & O. Railroad
Turns life to fairyland.

Little Misses Enjoy
First Train Ride

Reprinted from the Bowling Green, Mo. TIMES of August 8, 1949.

Crowded into twenty-four minutes and a distance of eleven miles two lovely little Bowling Green girls experienced a thrill, on a sunny August afternoon in the year of 1949, that they will long remember.

Having often seen trains passing through and marveling at the fact that they ran on two pieces of iron nailed to the ground, Sharon LeAnn Betts, five-year old daughter of Mr. and Mrs. Alfred L. Betts, and Joyce Jeanne Wood, also five, daughter of Mr. and Mrs. William Wood, Jr., wanted to ride on a train, as they had never before had that pleasure.

Accompanied by their mothers, who were afraid their daughters might get lost, and probably wanted a train ride themselves, Sharon and Joyce boarded east-bound G. M. & O. diesel-powered passenger train No. 20 Thursday afternoon, August 29th for the trip from Bowling Green to Louisiana.

Tearing down through the farm lands and over high trestles at the dizzy speed of approximately 33 miles per hour the iron monster soon arrived in our sister city on the mighty Missouri, but our heroines did not want to get off—they wanted to proceed further on their first train ride, but finally, with the promise of an ice cream cone they left the train to continue on its way to the Atlantic seaboard.

Mr. Wood met the group at Louisiana and they returned home in a mere automobile, not nearly so much fun as a train.

Anyway it was Sharon's and Joyce's first train ride — and they liked it.
Farm Families Hold Second Annual Reunion

Meeting for the second time since their tour of the Deep South, winners of the Farm Family Award Tour entertained members of the GM&O family at a basket picnic at Lincoln Park in Springfield. Nearly 70 award winners and their families attended.

Returning home on the Rebel, the Farm Families who were chosen as the outstanding farm couples in their respective counties, none of whom had been acquainted before the trip, voted to hold an annual reunion so that old friendships could be renewed. At the reunion last year, Mr. E. W. Lowery, Sherman, Ill., was elected Chairman for the 1949 meeting.

Following the lunch, a brief meeting was held, during which GM&O guests expressed their appreciation for the event and plans for next year’s event were discussed.

The meeting was called to order by Chairman Lowery, who used a magnolia gavel presented to the group by Prairie Farmer Staffer Arthur Page.

Among the members of the GM&O family who attended the event were Director of Agriculture & Forestry S. A. Robert, Mrs. Robert, General Agricultural Agent and Mrs. A. F. Stephens, Assistant General Passenger Agent and Mrs. N. J. Souders and Superintendent of Hostess Service Vera Elvert.

1900 Alton Advertisement Offers “Harvest Tickets”

Howard E. Jenkins, Chester, Pa., has mailed in a clipping from an early 1900 magazine. The advertisement, which appeared in the “Philistine,” reads as follows:

“The Chicago & Alton Railroad carried President Lincoln to be inaugurated in 1861. It is America’s most popular road today, and runs fast trains daily between Chicago, St. Louis and Kansas City.

“Harvest round trip tickets at low prices to Western towns, and season tickets to California.”

(Left) Superintendent of Hostess Service Vera Elvert escorts four of the younger members of the group through the serving lines. (Lower Left) Chairman Lowery aids a youthful guest in the selection of the proper flavors of ice cream. (Lower Right) Left to right: Mrs. Robert, Mr. Robert, Assistant General Passenger Agent Neil Souders, Mrs. A. F. Stephens and Mrs. Souders as they try chicken from the many heaping platters.
Woodland Winners Named In Tuscaloosa County

Twelve 4-H club competitors in the 1946 Tuscaloosa County Woodlands Improvement Contest, sponsored by the Tuscaloosa Kiwanis club and the GM&O, received cash awards at a special luncheon last month.

Principal speaker at the “Achievement Day Round-Up,” which was held at the picnic grounds of the Gulf States Paper Mill, was General Agricultural Agent Paul W. Rose. Mr. Rose told Kiwanians and their guests that the 1949 forestry program in Tuscaloosa County had set a pattern for growing trees, boys, men and communities which could be followed to great advantage by many other communities.

Mr. Rose pointed out that joining of hands by a railroad, civic club, a government agency and the fathers of the contestants to encourage the boys toward community progress was of much greater significance than the actual growing of more trees.

More than 55 Tuscaloosa County youths participated in the contest, each of whom had a sponsor from the membership of the Kiwanis Club.

The GM&O sponsors similar contests in the counties it serves in Mississippi and Tennessee, for both white and negro youth.

Jesse James Hold-Up Victim Describes Experiences At Famed “Blue-Cut” Robbery

(The following article, describing a hold-up on The Alton and believed to be the last train robbery of the James brothers, was written by Lil Johnson, of the Salina, Kans. Journal.)

“I was held up by Jesse James.” That is the opening of an exciting anecdote of his youth by Dr. O. D. Walker, 700 South Santa Fe.

As Dr. Walker tells the story, one is carried back to the days when the James boys and their gang of highwaymen terrorized the central west — when an order to “put ‘em up or we’ll blow your head off,” meant just that.

It was on Sept. 7, 1861, that Dr. Walker and a young friend, Noah Stuckart of Ottawa, traveling on a Chicago-Alton train toward Kansas City, met up with James and his gang.

The train was stopped at Blue Cut about three miles east of Independence, Mo., for the hold-up. Dr. Walker heard voices outside the train. He doesn’t remember whether it was his own head or that of his friend that brought the command, “get your head inside if you don’t want it shot off,” but he does remember jumping back and letting the train chair down as far as he could get it to escape bullets.

In a matter of seconds the conductor was at the front of their car. “We are being held up by the James boys,” he said solemnly.

There was a chance that the highwaymen would be satisfied with a large shipment in the express car, the conductor told his passengers.

They weren’t. The shipment was small and Dr. Walker and his fellow passengers tensely awaited the robbers. A huge giant in the seat behind Dr. Walker’s jumped to his feet and shouted “I’ll shoot the head off the first man who sticks his head through that door.”

“We silenced him just as the door flew open and one of the robbers said, “Put up your hands.”

“We obeyed, of course,” the doctor says.

There were three robbers in the car. Jesse James, Bob Ford and another man. One carried a repeater rifle and two heavily armed men held an open sack. “Their guns looked as big as cannons,” Dr. Walker remarks.

Women were not to be molested one of the robbers surprisingly announced. As surprising, perhaps was the woman who had the temerity to argue. “Do you think it right to take money away from the men?”

“We are not exactly Sunday school superintendents,” the robber remarked.

(Continued on Page 9)
Upon his transfer from Chicago to St. Louis and his promotion to Assistant Passenger Traffic Manager, Bert Weaver was honored at a dinner given by various travel and transportation organizations of the Windy City.

Besides dinner, festivities included entertainment by radio and stage personalities and presentation of a special going-away gift check to the Weavers.

Travel and transportation organizations participating in the dinner included the Chicago Passenger Club, City Passenger Agents Association, Skal Club (Chicago Chapter), General Agents Association, Bon Vivants and Chicago Women's Travel Club.

Shown in the accompanying photo are R. B. Weaver (right) as he accepts the gift from Earl B. Padrick. Mr. Padrick is Chairman of the Trans-Continental & Western Passenger Associations, Chicago.

Joliet Paper Praises Deceased GM&O Agent

The NEWS regrets to learn of the death of Agent Einar Levine, Joliet, who passed away on August 21. Mr. Levine had been in the service of the GM&O for many years, having served as agent at Joliet for the past nine years.

The HERALD NEWS of Joliet published the following editorial tribute to Mr. Lavine at his death.

"While Mr. Lavine had been in Joliet only since 1940 he had won the hearts of all thru his courteous and efficient operation of the Union Station. Being station agent is a full time job, it has many tasks and problems. He met them all with cheerfulness and efficiency and did everything he could to lighten the travelers burden.

"His suggestions brought many needed improvements to the station and he constantly sought others for the comfort and convenience of the travelers. During the war time he and his efficient staff made a marvelous record in caring for the needs of military personnel and their relatives.

"Mr. Lavine had been in the railroad business for most of the 51 years of his life. He came here from Bloomington in 1940 and made a mark in service which won him a place in the hearts of all."

Commendations...

Engineer C. M. Graham, Meridian, for his assistance in repairing and refilling the radiator on Train No. 6. Despite the fact that Mr. Graham was deadheading on this train, he changed clothes and assisted the crew, thus expediting the dispatch of this train.

Mr. Graham has been with the GM&O since January 10, 1918, when he came into the service as a fireman. He was promoted to engineer in 1942 and has held that position since then.

Railroad Costs And Freight Rates

On September 1, two important developments took place in the railroad industry. On that day, the new freight rate increase recently authorized by the Interstate Commerce Commission became effective, and the 40-hour week with 48 hours pay for approximately one million non-operating employees went into effect.

It was estimated by the President's Emergency Board which recommended the 40-hour week that the shorter work week will cost the railroads approximately $450,000,000 a year. According to estimates of the Interstate Commerce Commission, the freight rate increase will produce about $293,000,000 annually. In other words, the revenues which the railroads will receive from the new freight rates will cover only 55 per cent of the new costs resulting from the 40-hour week for non-operating employees.

Whenever you hear or read anything about the new railroad freight rates, you might keep the above facts in mind. You might also keep in mind that railroad freight rates since 1929 have increased only 57 per cent, while the prices of goods generally have gone up 100 per cent. Moreover, the wages which railroads pay their employees have risen 108 per cent. Payroll taxes have jumped about 90 per cent, and the unit prices of fuel, materials and supplies have increased 100 per cent.

On almost any basis that can be devised, railroad transportation charges today are relatively a lesser factor in over-all production and distribution costs than in any prewar year. No other industry has made a greater contribution toward helping to keep prices down than have the railroads.

WILLIAM T. FARICY,
President, Association of American Railroads
"Showplace of Bloomington" Claimed
For G., M. & O. Amateur Landscapers

(The following story, which appeared in the Bloomington Pantagraph, describes the adjoining homes of two members of the GM&O family. Story and photos are by Talbert Kelley.)

Beautiful landscaping surrounding your home doesn't require a large amount of money, but what it does require is probably harder to part with, in the opinion of Floyd Millinger, Normal.

"What you need," said Mr. Millinger, "is lots of spare time, lots of sweat, and continuous hard work."

But the results are well worth the time, sweat and labor, he said. Agreeing with this is his son, Leo Millinger, who lives next door to his father.

Because of the landscaping artistry of this father and son team, their homes are becoming showplaces of a sort. "I guess word has got out that we have put a little extra work in around here," said the elder Millinger. "Cars drive up quite often and people sit and look at our lawns."

Both On Railroad

Both of the Millingers work for the GM&O railroad, the father as an engineer and the son as a brakeman. They did most of the construction on the two houses themselves, completing them in 1943.

But their work doesn't stop with mowing the green lawns and trimming the blue spruce trees, evergreen and hedges; they also grow peaches, cherries, strawberries, apples, grapes, tomatoes, flowers and 67 different varieties of roses.

"The roses are my favorites," the elder Millinger said. "I lost a lot of them the first two years I tried to grow them. I started out wrong by taking a lot of bad advice. When I finally got around to experimenting for myself and quit listening to other people, I began to get some good results."

Tellis System

Here is how Mr. Millinger preserves his roses through the winter: "I mound the dirt up around the base of the rose stem as high as possible in a funnel shape. This keeps moisture from getting to the rose. Roses don't like wet feet."

However, he continued, many people believe they do. "They practically drown the rose bush with water." Other suggestions offered by Mr. Millinger are: Spray every 10 days ("I use Black Leaf 40."), remove the buds as soon as the petals begin to fall ("this keeps the sap from going out through the dead bud"), and keep the rose bush well cultivated.

The backyards of the father and son were planned with the idea of accommodating both families. In the younger Millinger's family are Mrs. Millinger and their son, Richard, 10, and their daughter Judy, 5. Their backyard is comparatively free of chairs and other lawn ornaments.

"That's because there is a lot of room for the kids to play croquet and lawn tennis," Leo Millinger explained. "But when we want to have a family gathering and sit and visit, we do it in Dad's backyard where there are chairs and tables."

Although the senior Mr. Millinger's lot is only 95x114 feet, he grows enough fruit and vegetables to last them all year when they are canned. Despite this, however, the Millingers' lawns do not look cluttered. There are large areas of rolling green lawn that has the smoothness of a golf green.

Mow Lawns Often

The lawns are mowed about every four days. 'Lawns don't really have to be cut this often," Leo Millinger said. 'I'm doing it to keep the water grass down." Water grass, he explained, is undesirable because it smothers the blue grass.

The Millingers' landscaping may be nearly perfect, but they aren't content to sit back now and merely trim and snip as the occasion demands. They have plans. The senior Millinger told of his biggest project for next year this way:

"I'm going to build an Indian tepee made of Willow trees. I'll plant them in a circle and then pull them together at the top and tie them. I'll cut out an archway for a door, of course, and do you think it won't be cool in there in the hot summer?"

Waterloo Conductor Retires
After 20 Years Service

Conductor S. L. Jones, Waterloo, who made his last trip on April 18th, has retired from the service, according to an announcement by Superintendent J. C. Miller, Murphysboro, Ill.

Mr. Jones entered the service as a Brakeman in 1918 and was promoted to Conductor in 1942.
Along the Line

The NEWS regrets to learn of the death of Agent H. N. Anderson, Armstrong, Mo., who passed away on September 9. Mr. Anderson, 62, entered the service in 1907 and had been Agent at Armstrong for more than 20 years.

Miss Miriam Moore became the bride of Clerk Benito Camill, Jr., Freight Receipts Department, Mobile, on August 16.

The NEWS wishes to extend sympathy to Traveling Auditor Joe N. Bailey and his family on the death of his wife, who passed away August 29. Mrs. Bailey was employed in the Local Freight Office, Mobile.

Miss Pat Tucker became the bride of Leslie Stinson. Both are employed in the Freight Receipts Department.

Mr. and Mrs. Raymond Callaway are the parents of a boy, Earl Raymond, born August 12. Mrs. Callaway is a comptometer operator in the accounting department.

Mrs. Martin Hager (formerly Hostess Betty Jones) has recently moved to Walsh, Colorado.

Miss Dorothy Langham became the bride of B. A. Carlin, Jr., on September 2. Miss Langham is a clerk in the Passenger Receipts Department.

Miss Rose Davidaic Boddy became the bride of Mr. Joseph Fleetwood Smith on September 3. Miss Boddy is employed by Gulf Transport in Mobile.

Veiled Prophet Ball Attracts Thousands To St. Louis

Each year countless tourists visit St. Louis to view the annual parade of the “Veiled Prophet,” which marks the beginning of the social season in that city.

The parade, and the ball on the following night, sponsored by a secret organization of St. Louis outstanding leaders, have remained uninterrupted since 1878, except for the years during the two World Wars. An estimated 500,000 persons view the 20-float parade of giant electrical displays each year, and approximately 10,000 attend the ball.

The parade, which takes nine months to build, traverses a 7-mile route through the city, and will take place on October 11.

Unusual “Bridge Testers” Prove Span’s Safety

According to a little known anecdote when the Brooklyn Bridge was about ready for opening, some 66 years ago, several individuals expressed serious concern to Colonel Roebling as to the span’s strength. To allay their fears, Colonel Roebling obtained from P. T. Barnum, three of the showman’s huge circus elephants. It is a well-known fact that elephants, through instinct, will cross nothing until they are certain it is safe. The great beasts were led to the bridge entrance. The lead elephant stepped gingerly upon the bridge floor, hesitated briefly, and then plodded slowly across, followed by the other two.

—Roebling News

As a part of the GM&O modernization program, the Freight House at Alton, Ill., has been renovated. Completely refinished on the interior, the exterior of the building is improved by the addition of glass brick windows. Employees in the freight house regard it as one of the finest on the line. Photo was submitted by L. C. Fitzgerald, Alton.
Jesse James  
(Continued from Page 5)

Dr. Walker's friend who was then a high school youth, had fished a $5 bill from its hiding place in his shoe. Dr. Walker tried to dissuade him. "You're just a kid and they won't disturb you," he told him. Then he managed to get the bill on the floor and kick it under a spittoon.

Into the robbers' sack went a Russian leather billfold of Dr. Walker's. It contained little money, but it was particularly prized. The Salina man often has regretted that he did not apply for its return when he heard later that a Russian leather billfold and other items were advertised as having been found in a nearby woods.

Even in the midst of a train robbery there are amusing incidents. The big guy with the big mouth was singled out by the robbers! "He not only has his hands up but is standing, hit him just a little harder," the chief said. He was relieved of watch, money, ring, diamond stick pin. And the gun which he had flashed so mightily proved to be about the same small caliber as his nerve, Dr. Walker concludes.

Dr. Walker says he believes that besides the three rather medium sized masked highwaymen who worked their car, there were two other men in the party. Frank James apparently held a gun over the engineer.

The Blue Cut robbery was the last train robbery by the James boys. Dr. Walker says. The band's chief, Jesse James later fell when Bob Ford shot him through the head.

The whole episode ended when the two boys went to the Kansas City union station, then in the Bottoms. Dr. Walker received a $4 rebate on his ticket. He pocketed three silver dollars and threw away a paper bill he recalls.

Just 50 years later, Dr. Walker was to be reminded of the whole episode. On the door of an office in the National Bank of America where he also had offices was the name of Cooper and Stickert, Ottawa, a firm here to top off the Brookville road. Stepping in, Dr. Walker found that he was not wrong in believing that Stickert had a connection with his old time experience.

Introducing himself to the firm member of that name, Dr. Walker learned that he was the son of Noah Stickert and that "I was raised on that bed-time story all my life. Dad said he wasn't a bit scared." So I told him the whole story, Dr. Walker concludes.

How Well Do You Know Your G&M&O

Do you recognize the G&M&O town shown above. This community, shown as the Rebel prepares to depart for the north, is located in the oil section of Mississippi, and is a county seat.

This picture, looking to the north, was made in the late afternoon. The station is shown at the right.

The town is named for the fact that manufacturing plants in the community have produced more industrial products than any other town in the county.

The territory, this month is Washington's. It's location is:

Don't Strike Out

In life, as in baseball, it's the number of times you reach home safely that counts.

Many railroad employees have spent nearly all their working years in railroad service. They are used to the operating rules, coupled with applied common sense. Following train orders literally and obeying signals soon become fixed habits. The same thing can be said about refraining from going between moving cars, kicking drawheads, and stepping on the ball of rails.

Another habit, easily cultivated, is that of carefully boarding and alighting from engines and cars. There are right and wrong ways, yet mishaps occur because men persist in disregarding the safe way.

One of the most important factors in the operation of railways is rule observance. It will make a better showing than all the safety committee meetings in the world.

PLAY IT SAFE OR YOU'LL BE OUT.  
From "Railroad Safety."  
N.S.C. News Letter.
"the Public
is the only critic
whose opinion
is worth anything at all"

—MARK TWAIN

Your Comments
help guide our railroad

. . . MAY WE HAVE MORE OF THEM?

The words that Samuel Clemens (Mark Twain) wrote in 1870 could well be applied to our business. Today more than ever before we solicit the suggestions of our customers, for we are aware that many mutual problems will arise or have arisen as the result of the five-day business week to be instituted September 1 by the Nation's railroads under procedures prescribed by the Railway Labor Act.

While the public has always been generous in its commendation of our railroad, we know that we are far from perfect. Somebody has told us that everybody makes mistakes and certainly a railroad is no exception.

A mistake that goes unreported may also go uncorrected — and it could even re-occur. This is why our invitation for suggestions and criticisms is just as earnest as our appreciation for any compliments.

Won't you give us the benefit of your opinions . . . and help us to improve? For that we are always striving.

Gulf, Mobile & Ohio

Reproduction of an advertisement which appeared in on-line newspapers during the month of August.