HARMON APPOINTED NEW FREIGHT AGENT AT JACKSON, MISS.

Agent William Langley is retiring at Jackson, Mississippi, and well-known Montie Harmon of Mr. Langley's force has been selected to succeed him. Mr. Langley has been railroading for the past 47 years, 20 of them with GM&O, and has well earned a rest from the transportation activity which generates around Mississippi's industrial hub, Jackson.

Announcement of the changes at the Capital City Agency was made by General Agent F. S. Dean, who also appointed A. D. Burkhauler, formerly clerk in the office, as Chief Clerk to assume duties of Mr. Harmon.

Montie is well known in Jackson where his winning personality and eagerness to serve the public has made him many friends. He is a charter member of the Optimist Club, a Mason, member of Scottish Rite and a Shriner. He graduated from Central High in Jackson.

Mr. Burkhauler came to Jackson five years ago from Franklinton, Louisiana, and has been working in the Jackson Agency since.

Friends of Bill Langley will miss seeing him around the Freight House, but know that he will be very happy enjoying the recreations which a busy railroad man can never find the time for. He plans to spend most of his time on his farm near Jackson where he has built a beautiful lake and intends to open a subdivision on his property adjoining his home.

MONTICELLO COLLEGE GIRLS ARRIVE ABOARD ABRAHAM LINCOLN AFTER HOLIDAY

The photograph shows Monticello College girls arriving at Godfrey, Ill., for the start of the 109th year of the historic institution.

For years, at the beginning of each semester, it has been the custom of the Alton Railroad to furnish an extra car to accommodate girls arriving from the South and Southwest. On these occasions the Abraham Lincoln, St. Louis-Chicago express, makes a special stop.

A historical note that may be of interest to Gulf, Mobile and Ohio people concerns Captain Benjamin Godfrey, who founded the school as Monticello Female Seminary in 1838. Between 1845 and 1850 he promoted and built the Springfield and Alton Railroad, now a section of the Alton Railroad. In gratitude the people of Alton presented Captain Godfrey with a handsome silver pitcher.

GM&O LETTERING ON CAR SHOWS IN TRUMAN PICTURE

St. Louisans Barnard (Passenger) and Laurence (Commissary) called the Publicity Department's attention to a recent front-page picture spread in the St. Louis Globe Democrat which, while featuring President Truman making a platform speech, prominently showed a Gulf, Mobile and Ohio car in the background.

Why, of course, the Publicity Department is responsible. We pushed the car right in focus of the camera.
NEW PASSENGER EQUIPMENT
FOR GULF TRANSPORT COMPANY

Albert Johnson called the other day from Gulf Transport Operations. "We have one of the new cars in," he said, "and she's all in the new cream and green colors." (Buses to you, but cars to the guys who roll them.) "Maybe we ought to get a picture," he suggested.

And so within the hour we had one on the outskirts of Mobile for a special News preview. This was one of seven delivered, and fifteen more coaches of two other types are on order and expected within the next sixty days.

Phil Geil who handles the passenger traffic end of Gulf Transport is enthusiastic over the new coaches. "They will be more comfortable than anything yet," he said, explaining that seats are wider and spaced farther apart for additional leg room. Most of the new equipment is built for air conditioning and installation will be as promptly as is possible, he said.

GULF DRIVER GETS LOST PURSE HOME

It was all in the day's work for Gulf Transport Driver Odell Thompson who found a purse containing a large sum of money on the floor of his Southbound Bus; but to the Normal, Illinois lady who discovered the loss after leaving the Coach at Cairo, it was anything but routine business.

The passenger first learned that she had lost her purse when she reached the home of her sister in Cairo. Calling the Bus Station she failed to locate it. After a second call, upon advice from the Station Manager, she talked to Driver Thompson at Union City.

He had found the purse and the next day, on his return trip, he handed it to the grateful passenger at the Cairo Depot.

In a letter to Gulf Transport Officials at Mobile, she expressed her appreciation and praise of Driver Thompson's efforts. Her letter was made a part of his efficiency record.

ALERT TRAINMEN FIGHT FIRE ON BRIDGE

Conductor C. A. Draper, Roodhouse, and Engineer F. C. Carlson, Bloomington are being commended for their efforts in extinguishing a blaze on a bridge near Minier recently.

When on train 28, October 5, 1946, they discovered fire on Bridge D.1425 and promptly procured extinguishers from the train and water from fire barrels provided on the trestle and made every effort possible to extinguish the blaze. Later they took immediate steps to notify the Sectionmen and Officers of the hazardous condition of the bridge as a result of the fire.

"Your cooperation in extinguishing the flames on this bridge is highly appreciated by the Management and five (5) merits are being placed on your respective records," G. C. Brown, Slater Superintendent, wrote the two men.
THE STOCKHOLDERS AND THE EMPLOYEE

THE STOCKHOLDER
West View Farm,
Broad Run, Virginia,
Oct. 10, 1946.

Gulf, Mobile & Ohio Railroad,
Mobile, Alabama.

Gentlemen:

I received the Rebel Route News,
and it sounds as if you have a wonderful business, and I am writing to ask why you passed your dividend in July, and if you will continue to pass it.

I have very little and no means of support except what I get from my dividends on my stock. Of course, the stock has gone down terribly, but if you are going to continue to pass the dividend I will have to sell the stock and put it into something that does pay a dividend. I will be pleased if you will let me hear from you on this subject.

You brag on what you contribute to the group insurance for your employees. I think that is good, but I also think something is due to the stockholders. Your employees at least are getting their salaries while we are getting nothing from the money we have invested in your company.

Sincerely,
(Miss) Effie V. Smith.

MANAGEMENT
Jackson, Tenn.,
October 17, 1946.

Dear Miss Smith:

Your letter, which has just reached my desk, effectively presents a story which we have been endeavoring to tell, and I am taking the liberty of publishing it in our paper. Certainly the railroad stockholder has not received a fair return on his investment.

I think on the whole we have good, loyal employees and I have taken much pride in them. Yet, I do not see how the railroads can continue to survive the treatment accorded them by the employee-labor organizations and the public.

The failure to make money and pay dividends at a time when business is good is not peculiar to us. It is a national problem resulting from a governmental policy which encourages increased costs and withholds adequate rates.

We are hopeful that the Interstate Commerce Commission will grant some relief in the matter of rates before the end of the year. This, together with our operating results through December, will determine the decision of our Directors with reference to a dividend this year.

Respectfully yours,
(s) L. B. Tigrett.

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SOME PROVISIONS OF CROSSER BILL
ALMOST RIDICULOUS

"Some provisions of the Crosser Bill are almost ridiculous in their application. For example, a man goes to work for a railroad for the first time in January, 1947. During the month he works enough to earn as much as a hundred and fifty dollars. He then voluntarily leaves railroad employment to take a job in another industry or to go in business for himself. In January, 1949, twenty-three months later, he suffers an occupational injury in his new job or, for that matter, he falls down the steps at his home or is hurt in a street brawl, or is disabled in any other way. Under these circumstances, no matter what the cause or nature of his injury, he would be entitled to collect disability benefits for a period of twenty-six weeks from the fund provided by railroad taxes.

"Another case: A woman employed on a railroad during the one month of January, 1947, earns as much as a hundred and fifty dollars. She then quits her work to marry. Upon becoming pregnant as late as January, 1949, two years after leaving railroad employment, she would be entitled, under the provisions of the Crosser Bill, to claim pregnancy and maternity benefits on account of a child to be born as late as the end of August, 1949, or more than two and a half years after the termination of her railroad employment."

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VETERAN ENGINEER SUCCUMBS

Friends of retired engineer John F. Wilson of East St. Louis will regret to learn of his death last month while a patient at Missouri Pacific Hospital.

Sixty-nine years of age he had been an employe of GM&O for 45 years between 1895 and 1940 when he retired. He is survived by his widow, three daughters, a brother and a sister and five grandchildren. The News extends its sympathy.

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STOCK CERTIFICATE
1848 STYLE

Flagman Coleman found this old M&O Stock Certificate dated 1848, recently when workmen demolished a part of The Terminal Station at Mobile. The Station and the office floors above, was for many years the accounting office of The M&O and is now being re-done to accommodate several departments which have been increased in size due to The Alton unification.

Note the Charter information on the four edges and the fancy passenger train.
Both the Gulf, Mobile and Ohio and The Alton have been awarded Certificates of Achievement by the United States Navy for the manner in which they handled the transportation of naval personnel.

Awards were made to President J. B. Tigrett on behalf of GM&O and to Mr. Armstrong Chinn, (above) Chief Executive Officer of The Alton, for the latter road.

In the citation Admiral Louis Denfeld praised the "endeavor" and "great wisdom" of the two railroad men in assisting in the transportation of "more than seven million Naval personnel to points within the United States."

He said that at that time "approximately 25,000 persons a day taxed the facilities of American railroads as the Navy struggled to fulfill the commitments of world wide warfare."

During the demobilization period from August 14, 1945 to August 31, 1946, while the Navy returned more than 3,000,000 men and women to civilian life, "the travel of Navy personnel reached stupendous proportions," Admiral Denfeld said and declared that "these people were able to return promptly to their homes, just as they had met their ships and taken their leaves, due to the untiring devotion, sure knowledge and patriotism" of the Railroad men and their colleagues.

All employees can be justly proud of the citation which they helped to earn.

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**PASSES EXTENDED**

Annual passes issued by this Company for the two year period 1945-1946 will be extended up to and including December 31, 1947. Vice-President and General Manager Brock announced Nov. 1.

He asked that passes in the hands of persons who are no longer entitled to use them be returned for cancellation.

After the acquisition of the properties of The Alton Railroad and until a new system-wide pass can be instituted, GM&O passes will not be good on the Lines of the former Alton, and vice-versa, Mr. Brock said.

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**WORD FROM ALTO PASS AGENT WHO RETIRED IN 1939**

The News had a nice letter from R. T. Chapman of Alto Pass. Mr. Chapman is a retired Telegraph Operator and Station Agent of the GM&O, having retired as Agent at the Pass in 1939. He is a member of the GM&O Veterans Club and writes "I am still interested in the progress and success of the GM&O and what is going on up and down the line."
HIGHLIGHTS OF MR. TIGRETT'S ADDRESS
BEFORE ROTARY CLUB OF NEW ORLEANS

The following are excerpts from a recent address made by President I. B. Tigrett before the Rotary Club of New Orleans.

"With the present Governmental policy, which orders increased expenses and withholds adequate rate increases, a majority of the railroads are headed not only for declining efficiency but for bankruptcy—and this in a period when the volume of business is good. But we are still relying on American justice and American judgment. We have a wholesome respect for the loyalty and common sense of our employees. We are confident that we will find a way out.

"Abraham Lincoln was serving his only term in Congress when the Alton had its beginning and afterwards he was connected with it as attorney. He was brought back to Springfield, Illinois, his last resting place, on an Alton train in an Alton sleeping car which was the first sleeping car built in the United States. The Alton, by the way, built the first steel bridge, as well as the first sleeping car and the first dining car. The first main line Diesel passenger locomotive, which was built in 1925, was used to pull the Alton's crack train, the Abraham Lincoln.

"During the last 35 years its (The Alton's) history has been one of financial reverses. A notable peculiarity is that it went into bankruptcy in 1922 when business was good and again in 1941 when business was good.

"We feel that we have purchased the Alton Railroad on terms which are reasonable and fair to the owners of both properties.

"Summarizing our situation, the completed system, consisting of almost three thousand miles of track, will include properties owned by almost fifty scattered companies back through the years. Our financial structure will, we feel, be relatively sound. Our fixed interest debt will be comparatively low. As a matter of fact, from the standpoint of ratio of fixed charges to gross revenues, there will, I think, be only three railroads who will have a better rating.

"Equipment will be comparatively new. We are receiving this year or have on order for delivery in the early part of next year nearly twenty-six million dollars of new freight cars, passenger cars and Diesel locomotives.

"In East St. Louis we have been able to provide—after extended negotiations with the Terminal Railroad of St. Louis—trackage establishing a direct physical connection between the GM&D and Alton properties which will probably save the combined company three hundred thousand dollars per year and will save several hours on through carload shipments. In Chicago, we hope to reduce expenses approximately five hundred thousand dollars annually through terminal operation changes, and there are four other economies in process involving many thousands of dollars.

"We now have in service one hundred and forty-seven Diesel units. By the middle of 1947 we will have almost two hundred Diesel units which will displace twice that many steam locomotives."
Gus Wahl (Purchasing) has quite a reputation as a fisherman in Mobile, and that covers a lot of territory in a land of both salt and fresh water streams, and in an organization which boasts of quite a few expert advocates of the casting rod. To name just a few of the top flingerers, we might mention J. W. Hanlein (Disbursement); L. T. Tacen, (Stores Accounting); O. L. McMillan, (Tax Accounting); Claiborne Schley, (Accounting); L. A. Talor and E. B. De Villiers, (Traffic).

But Gus is a student of the game fish. He knows when they are going to bite and just what bait they will bite under certain conditions of tide and weather. He been at it since he was fifteen years old, he says, and prefers to paint and arrange his own lures.

For many years he based his fishing operations from his camp on Powl River, but just recently he has moved headquarters to his garage in Mobile where he can get going...and in a hurry...to any of a number of habitats within a radius of fifty miles from home.

And what is the largest green trout (bass) he has ever caught? A seven and one-quarter pounder and if you want to know how big a one that is, Gus explains that it’s the kind that you put your fist in its mouth and still have lots of room around the edges.

Yes, comes Saturday afternoon and The Champ will be off and away. Where to, you Mobilians ask? Well, that’s another story.

CHIEFS LIKE HANDLING
ON ALTON RAILROAD

A resolution of appreciation has been tendered The Alton Railroad Passenger Department by the International Association of Chiefs of Police for cooperation on a special convention train to and from Mexico City recently.
JUNIOR SAFETY COMMITTEE MAN WRITES WORK PLEDGE FOR DAD

Jack Fitzgerald is a member of our Junior Safety Council at Okolona, Mississippi. He wrote the following pledge for his Dad to sign, about which Vice-President and General Manager Brock wrote Jack and said, "I imagine your Dad has signed the pledge in connection with you, mainly for your interest in the matter. It is very inspiring."

I PLEDGE MYSELF

To think always of my own safety and of the safety of my fellowmen.

To keep my eyes open for unsafe conditions and to take proper measures for their remedy.

To keep the machinery I work with and the tools I work with in good order.

To wear goggles whenever there is a chance for eye injury.

To attend at once to the most trivial injuries that I may sustain whether in the plant or in the home.

To be helpful to my fellowman, especially to the new man. To show him how his work can be done properly and safely.

To be orderly in my habits.

To lead a clean life physically and morally.

To keep my temper.

To make allowances for the "other man's weakness."

To consider the day lost in which I failed to improve myself or my home or my work.

To be cheerful, hopeful, useful, careful.

To be a loyal employe.

To be a loyal citizen of the United States of America.

—Jack Lyon Fitzgerald.

MAKING LAMPS IS MURPHYSBORO SIGNAL MAN'S HOBBY

(From Murphysboro Independent)

Although employed in a full time capacity by the Gulf, Mobile & Ohio railroad, today's Folk's Worth Knowing candidate finds time to pursue his favorite hobby of making and repairing lamps.

His particular specialty is converting old gas lamps to extremely attractive electric ones and a visit to his home at 1809 Walnut will prove to anyone that he knows what he's doing.

Cortez works as a communications expert for the GM&O railroad, taking care of maintenance and repair on all train dispatching equipment in this area. He has recently been promoted to install equipment all the way from Chicago to Mobile.

The Fowler home on Walnut Street is a wonderland of beautiful lamps, some bringing handsome prices when offered for sale. Although he does not make or repair lamps on a business scale, Cortez does cash in on his hobby to a small extent by doing repair work on a limited basis. But like most other hobbyists, his proceeds go right back into his hobby.

He takes special delight in "scouring" in the junk pile to come up with parts for his lamps. Using several "trade secrets", he can make beautiful lamps out of seemingly useless junk.

In 1940 he married Maxine Serda at Pensacola, Florida, and obtained a partner in his hobby as well as a wife. As Cortez matches plain lamps shades with painted bowls, Maxine proceeds to paint the shades to match exactly the bowls. Cortez takes as much pride in his wife's work as he does in his own.

The Fowlers have one son, Cortez Earl Fowler.

—ISELIN FOREMAN'S SON MAKING NAME IN ARMY

E. G. Weber of the Iselin force, writes and encloses a clipping about Master Sergeant Ernest E. McKinney whom he says is "the son of our friend E. E. McKinney, Blacksmith Foreman of Iselin Shops."

The clipping from the Jackson, Tennessee Sun says:

Master Sergeant Ernest E. McKinney is now stationed at the Orly Terminal of the European Air Transport Service, the organization which provides air transportation for all U. S. Military agencies in the European Theater.

It is a second tour of overseas duty for Sgt. McKinney, who first came to the European Theater and the 8th Air Force in September, 1942, to remain until October, 1944.

As Flight Chief with the Maintenance Department, he is in charge of the maintenance for a flight of C-47's used on the air routes connecting Paris to the main cities in Europe.
WORLD'S LARGEST CAMERA PHOTOGRAPHED ALTON’S NEW TRAIN IN 1900

Fifteen photographic experts and a boy accompanied the big camera

Not so long ago The Editor was in Division Passenger Agent Souder’s office in the Springfield Station. On the wall was an old picture of The Alton Limited, and on a brass plate beneath was an inscription saying that the picture was made by The World’s Largest Camera.

Investigating, we asked Passenger Traffic Manager R. A. Pearce for an explanation and he dug back in his files and sent us a copy of Railroad Magazine which told how a special “20-FOOT” long camera was built to take a full-side view of The Alton Limited, America’s newest and finest train in 1900, and how the giant eight by four and a half foot plate was later exhibited at the Paris Exposition.

Writing about the camera incident Paul V. D. Hoysradt said the following in Railroad Magazine:

The bright steel bands of the Chicago & Alton stretched then, as they do today, in uncompromising tangent across the Illinois prairie. Over them, daily, flashed the original Alton Limited, at that time but six months old. Chicagoans called her the world’s most handsome train, and regardless of the merits of their claim, the fact remains that never before in the history of car-building had an equipment order demanded such symmetry of design.

Two six-unit trains were involved; equipment for each consisting of a mail car, a combination baggage-car and smoker, two parlor-car cars, a diner, and a Pullman parlor-observation car. Despite their varied services, all were to be fitted with uniform six-wheeled trucks, identical cross-sectional contours, roof-sills rising to the precise height of the tender’s water tank deck, and elevestories conforming to the curve and clearance of the engine-cab roof.

When the completed trains were lined up for inspection at the Pullman plant, late in November, 1899, their sleek, polished flanks reflected beams of satisfaction on all sides. George J. Charlton, dynamic passenger traffic manager of The Alton, was particularly enthusiastic.

“Boys,” he said, “we’ve got to have a picture of this job.”

Someone suggested a conventional

earbuilder’s photo, but Charlton brushed the notion aside.

“When you’re paying for the world’s finest train,” he opined, “you can’t do it justice on a postcard.”

Large direct-print photographs were no novelty in that day, some negatives measuring as much as three by four feet. George R. Lawrence, the C&A’s official photographer, advised producing a picture from two or three matched plates of that size. The P.T. M., however, was still not satisfied. The splices would show, he complained, and besides, composites always produced a marked distortion of perspective.

Lawrence then countered with a plan for a camera, the like of which has never before or since been equalled. Of the folding-bellows type, it called for an extended length of twenty feet, and a plate-holder capable of receiving a four-and-one-half-foot by eight-foot negative.

How long would it take to build this colossus of kodaks? Lawrence refused to commit himself, but The Alton gave him the highball notwithstanding, and two and one-half months later he announced the mechanism ready for delivery.

In its way, this camera was quite as remarkable as the new Alton Limited. The focusing screens were as large as sliding doors and the plateholder, alone, weighed nearly 500 pounds. Forty gallons of cement attached the rubberized bellows of the camera to laminations of whitewood which stiffened each fold. Every section had its own supporting carriage; the wheels riding on steel tracks which, in turn, were secured to a base of natural cherry. Two leashes, the largest ever produced under Carl Zeiss patents, had been ground in Chicago. One was a wide-angle affair, of five and one-half foot equivalent focus. The other, a telescopic rectilinear job (ten foot equivalent focus) was intended specifically for the panoramic train shot.

Several months elapsed before the weather became sufficiently mild to insure easy conveyance and operation of the 1400-pound super rail camera.

Then, early one morning, an immense padded van drove up to the C&A’s Chicago station and from it the gaunt black box was loaded onto a flatcar and hauled off southward by switcher 157. Fifteen photographic experts and a small unidentified boy comprised the location crew. They picked the then unpopulated neighborhood of Brighton Park as an advantageous point from

(Continued on Page 8)
MARRIED 50 YEARS NOV. 25

Mr. and Mrs. W. O. Butler will celebrate their golden anniversary in the land of sunshine, for the well-known passenger train Conductor who retired from active service in 1938 is living in Orlando, Florida.

Down for just a visit, Mr. and Mrs. Butler decided to make Orlando their home and purchased the residence where they now reside. Mr. Butler began his railroad career on September 27, 1904 going to work for the Company in train service. The line was then under construction. He is well known, having served as a passenger conductor on The Rebel for many years.

He says he lives in the heart of the citrus belt and likes the mild winters and "plenty of sunshine." Congratulations to Mr. and Mrs. Butler on their approaching anniversary.

MR. ROBERT CONDUCTS CLASSES IN FORESTRY CONSERVATION

Here's a typical forestry field trip as arranged by S. A. Robert who has charge of Agricultural and Forestry Development for our Railroad. This particular group is composed of Pinson (Tennessee) 4-H Club members together with Mr. Robert (center foreground with hat) and S. B. Shively, Extension Forester of the State (extreme right).

GM&O is sponsoring forestry conservation contests throughout its territory in an effort to awaken farmers to the importance of timber as a cash crop and to preserve and increase the territory's woodlands. On the tours, 4-H club boys and participants learn the importance of the vital points stressed in the contest.