RAILROADS LAG AMONG INDUSTRIES PURCHASING WAR BONDS—LET’S GO!

A Drive has been in progress on the Railroad to increase the purchases of War Bonds.

In order that the Railroad as a unit might be credited with all purchases which its employees are making, it is desirable that these purchases be made through Payroll deductions.

Where the employee prefers to buy direct, it is most important that the War Bond Committee be advised of the amounts so purchased.

The Bond record which Railroad employees have made for the country as a whole has not been good. For instance, there are listed below in the order in which they performed under the Payroll Savings Plan in September, 1942, twelve large Manufacturing and Utility Industries:

(Continued on Page 3)

G. M. & O. TO FURNISH SEED FOR REBEL HOME GARDENS

Coincident with the new rationing program and the many declarations by our leaders that food is one of the most vital weapons in this war, our Railroad asks all of us to spade up our yards and flower beds and plant Rebel Food Gardens at once.

Because of the seriousness of the situation and the need to do something now with regard to both conserving the nation’s food supply and at the same time protecting the health of our employees engaged in a vital war industry, the railroad will furnish necessary seed for the Rebel Home Gardens and our Agriculture Department will supervise planting.

Packet of seeds will be sent to employees who fill out and send in the form found on Page 4 of this issue. The amount of seed furnished is sufficient to plant backyard gardens up to 30 by 50 feet. If you are not an experienced gardener (and most of us aren’t), our Agriculture Department will give you expert advice during the various stages of planting and harvesting and has arranged for experienced Garden Advisors in most of our Line communities. See insert page for list of these gardeners... and page 4 for first planting table.

MAY BECOME PRICELESS

Each small garden will become a fertile reservoir of fresh foods which may even become priceless, according to Director of Agriculture S. A. Robert, who has worked out a gardening schedule designed to produce the maximum amount of food in the smallest possible space. Emphasis should be placed on

GM&O GIRLS—A WAVE AND A WAAC

Miss Rosemary McCown, left, hostess on The Rebels for the past three years, and Miss Elma E. (Billie) Lord, Accounting Department stenographer, this month become the first women in the Gulf, Mobile and Ohio Railroad organization to join their country’s fighting forces. Miss McCown has joined the Women Appointed for Volunteer Emergency Service (WAVES), while Miss Lord has joined the Women’s Army Auxiliary Corps (WAACS). Miss McCown has been a hostess for the past three years, and Chief Hostess for the past few months, and Miss Lord has been employed by GM&O and one of its predecessor roads since 1930. Both are eager to “get in the fight.” Miss McCown is awaiting orders, while Miss Lord will report to Daytona Beach, Fla., Jan. 27.

Fill Out Garden Questionnaire on Page 4

— 1 —
REBEL HOME GARDEN
(Continued from Page 1)

high protein content foods to displace meats, which are becoming scarcer and scarcer.

Among the many advantages to be derived from growing a Rebel Food Garden, perhaps the standout one is that neither the fresh vegetables harvested from such a garden nor the ones canned will be counted against your ration cards. In other words, you will have that much more to eat, or you will have to make fewer purchases at the stores, thus conserving those stocks for war uses and saving your money, too.

Institution of the Home Garden program over the entire Rebel Route system comes as a patriotic move in the wake of the recent speech by Food Administrator Wickard, who says that food is a "most powerful" weapon in itself, stating that during the ensuing year we will need a quarter of all the foods we produce for our fighting forces and our allies. He also points out that the fewer cans of vegetables we buy the more tin and steel we save and thus the more tanks we will have to crush the enemy. The amount of steel needed to go into canned foods for civilians this year will be enough to make 22,000 tanks, he says.

Rationing will make food a stronger weapon for winning the war, adds Mr. Wickard, who, incidentally, traveled on our Railroad in October to inaugurate the nation-wide Food Harvest program.

A pertinent question these days is, will we have sensible food rationing now, or selective starvation, as is the order in most of the Axis conquered nations, later?

Without delving into the complications of calories and their values, suffice it to say that home gardens, which are easy to plant and bear bountifully in practically all of the Rebel Route territory, will keep many of us from pulling in our belts as additional and more stringent rationing regulations are put into effect.

GARDEN FOR YOUR OWN SAKE

Although Mr. Wickard has assured the American public that its diet will not be substandard, he has warned that "everyone will not get as much of every kind of food as he or she wants. There may not be as much pleasure in eating..."

By growing our own fresh vegetables at home we can assure ourselves of enough of the better things to eat and at the same time help in the food conservation program, which, by the way, is being extended even to our dining car service on the Rebels. Gardening is looked upon as recreation by many GM&O people who have gardened for years.

The time has come. Let’s all get out and dig. We’ve been digging deeply into our pockets to make bond purchases which have stepped up war production. Now it’s our turn to apply some real physical effort, for health’s sake, and for our Country.

The seeds you sow and cultivate now will help keep us free, healthy and strong. (More garden news, page 4 & 5).

Statement of Individual Earnings Due March 1

Statements showing exactly how much each GM&O and Gulf Transport employee earned during 1942, for income tax computing purposes, will be issued on or about March 1, according to Disbursements Auditor A. M. Yost. In past years, there have been numerous inquiries as to when and where such information was available. The statements will be sent out with the pay checks.

SIGNS OF THE TIMES—"Not here—She joined the WAVES," notation on returned Rebel Route News.
RAILROADS LAG AMONG INDUSTRIES
PURCHASING WAR BONDS—LET’S GO!
(Continued from Page 1)

<table>
<thead>
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<th>Percent of Participating Employees’ Pay Deducted</th>
<th>Percent of Aggregate Payroll Deducted</th>
<th>Percent of Employees Participating</th>
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<tr>
<td>1. Shipbuilding</td>
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<td>1. Telephone and Telegraph</td>
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<td>2. Electrical Manufacture</td>
<td>2. Automotive</td>
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<td>7. Telegraph and Phone</td>
<td>7. Machinery</td>
<td>7. Steel and Iron</td>
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</tbody>
</table>

Bond purchases through the Payroll Deduction Plan among certain groups of employees—the best paid—on the GM&O are surprisingly low. It is, therefore, urged that we not only increase our investments but that the Company be advised of those which are made outside the Payroll Plan so that credit may be taken and our showing improved.

Accounting Department
Employes Praised

The Annual Christmas Eve party was held by the Accounting Department in the General Office at Mobile.

A program of music, songs and recitations was rendered by Misses Church, Horgan, Marzuerite O’Connor, Madames Keegan and McGill, and Messrs. Blackman, Gaillard Cassidey, Richard DeNeefe, DeOrnellas, Platt, Pond, Seiple and Geo. Schnell.

Vice President and Comptroller DeNeefe sounding a note of praise to his associates for their diligence toward their duties, said in part—

“Nineteen hundred and forty-two has been a very busy year for us,” asserted Mr. DeNeefe. “It has been rather difficult to keep up the standard of our department. As Alice in Wonderland said: ‘We have to run to keep up with ourselves.’ You good people have adjusted yourselves to the situation nicely and have done an excellent job. I’m mighty proud of you!”

Delivering a response to Mr. DeNeefe’s talk, Johnnie Blackman said it had been a pleasure for them to “have rounded out another year under the leadership of Mr. DeNeefe.”

Well Known Traffic
Official Dies
At Mobile

Freight Traffic Manager Joseph P. McDonough succumbed on Dec. 12 following a short illness.

Familarly known as Joe McDonough among his associates, the genial Freight Traffic Manager was well known in the G M&O territory and his death was greatly mourned. Railroad officials and employees alike expressing regret at his passing.

During his approximately 44-year business career, Mr. McDonough had been employed by several transportation and other firms. He joined the M&O at East St. Louis in 1898, and prior to the first World War served in St. Louis and Kansas City. He served briefly as General Agent at Atlanta, and during the war was with the National Carbon Company of Cleveland. Prior to again entering service with the M&O in 1934, he was with the Lehigh-Valley Railroad and Munson Steamship Line. He was Foreign Freight Agent at the time of the merger, with headquarters in St. Louis. Transferred to Mobile, he was named Freight Traffic Manager after the beginning of the present war.

PAUSE AT CAIRO BUS TERMINAL—Here are three of our north end Gulf Transport bus operators, chatting before a recent change of shifts. Left to right, they are: Ernest Tyke, of Waterloo; Eddie Helmsing, of St. Louis, and LaRue Friend, of Cairo.
NINE EASY STEPS FOR MAKING YOUR REBEL FOOD GARDEN

Here is a planned garden that will give much food with the least expense and work. It is not a complete garden nor is it made for a family of any special size. Rather, it is a plan to make good use of a piece of ground 30 feet wide and 50 feet long, which can be cultivated entirely with hand tools—spade, hoe and rake. However, no plot of ground is too small. You can adapt this plan to the space you have.

1. Clean off the garden spot.
2. Spade to a depth of six inches.
3. Spread fifty pounds of what is called a vegetable mixture of commercial fertilizer evenly over the entire garden. Work this in with a hoe and rake, pulverizing the soil well so as to leave no clods.
4. Mark off the rows lengthwise of the garden.
5. If the soil is well drained plant in shallow furrows (follow directions on seed packets as to how deep to plant seed and to cover them). If drainage is poor build up ridges two inches high or more to plant the seed on.
6. Plant seed thicker than stands call for in the table and thin out later.
7. Stir the soil frequently, being careful not to work right next to the plants. Be careful to break the crust of the soil as soon as the land dries out after each rain.
8. Keep an eye out for insects. (These can be easily controlled by applying the simple remedies which are obtainable from your local seed dealer).
9. We suggest that you follow somewhat the order of planting as outlined in the adjoining table as this places the tall growing vegetables on one side of the garden where they will be less likely to shade out the lower growing vegetables.

NOTE: Planting dates will vary according to locality. Follow instructions on seed packets and consult with the local employees serving as leaders in this program.

JOIN THE PRODUCTION LINE—VICTUALS ARE VITAL!

Arrangements have been made to furnish employees free of charge at their request, packets of seed of the varieties listed below so long as our supply lasts. Seed are very scarce. We suggest that you make application promptly.

Won't you have a part in this? Check the kinds of seed wanted—call for all of them if you have the space—sign, and mail the following form to S. A. Roberts, Development Director, Jackson, Tennessee.

I will have a garden this year.

Please send me the kinds of seed checked.

( ) Turnips ( ) Pole Beans
( ) Mustard ( ) Snap Beans
( ) Tendergreens ( ) Lima Beans
( ) Lettuce ( ) Pole Lima Beans
( ) Carrots ( ) Squash
( ) Beets

NAME ____________________________________________

ADDRESS ________________________________________
WHAT MY 1942 VICTORY GARDEN MEANT TO ME... MRS. HOMER DAVIDSON

As the end of the year draws near and plans for the New Year are being made, I think back on my 1942 Victory Garden which was such a success that plans are already in the making for a better 1943 garden.

Early in March this space of 25 x 50 feet was spaded and made ready. At different intervals seeds and plants were planted, every bit of space being utilized. As one thing matured another was planted, giving me fresh vegetables throughout the season. Besides vegetables such as lettuce, mustard, tendergreens, onions, radishes, carrots, beets, beans, peas and okra, 2 bushels of Irish potatoes (which we are still using) 10 quarts kraut, 20 quarts tomatoes, 10 quarts tomato juice and 12 pints chili sauce were canned for winter use. This was the surplus above what was consumed for daily use. In the fall turnips and winter mustard were planted for winter greens and have been ample greens throughout the winter.

The cost of this garden was approximately $10. About half of this was for labor. The saving on vegetables approximately $50, a total saving of $60. The time used in making this garden was only a few hours each week. It was good physical exercise.

The pleasure I get in going out and gathering dew-fresh vegetables from my own garden is a joy and delight, and not only am I helping myself financially but I also feel that I have in a small way a part in helping relieve a serious food shortage. It is with new hope and eager anticipation that I look forward to my 1943 Victory Garden.

—Mrs. Homer Davidson.

Note: Mr. Davidson is Pipefitter at Iselin Shops.

NAME-ALIKES — Sam Jones, GM&O Agent at Union City, and Sam Jones, Governor of Louisiana.
## List of Advisors in Rebel Food Garden Program — Contact Them If You Need Helpful Garden Hints

(These persons will gladly help you with your garden problems in their respective towns. Call on them.)

<table>
<thead>
<tr>
<th>Town</th>
<th>Name</th>
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<tbody>
<tr>
<td>Mobile, Ala.</td>
<td>M. A. Graham</td>
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<td>S. Busby</td>
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<td>G. C. Turner</td>
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<td>D. B. Johnson</td>
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<td>E. J. Brignac</td>
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<td>J. P. Stewart</td>
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<td>H. W. Thompson</td>
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<td>Eugene Quarles</td>
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<td>Chas. Barrett</td>
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<td>Taylor Farmell</td>
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<td>Ben Williams (col.)</td>
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<td>A. Royal (col.)</td>
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<td>J. Hayler (col.)</td>
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<td>W. Bryant (col.)</td>
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<td>B. Bransford</td>
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<td>T. A. Fall</td>
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<td>Homer Davidson</td>
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<td>New Orleans, La.</td>
<td>H. C. Kober</td>
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<td>Chicago, Ill.</td>
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<td>Humboldt, Tenn.</td>
<td>Herbert Schilling</td>
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<td>Berkeley, Ky.</td>
<td>Guy Holder</td>
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<td>Carroll Switch, Tenn.</td>
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<td>Will Span (col.)</td>
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<td>Franklinton, La.</td>
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<td>Bogalusa, La.</td>
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<td>Chera, Miss.</td>
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<td>Laurel, Miss.</td>
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<td>J. B. Wheelis</td>
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<td>Mrs. C. M. Ellis</td>
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<td>Quitman, Miss.</td>
<td>J. L. Albright</td>
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<td>Fruitdale, Ala.</td>
<td>Mrs. C. L. Mistead</td>
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<td>W. L. Adams</td>
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<td>Deer Park, Ala.</td>
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<td>H. C. Gilmer</td>
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<td>J. F. Green</td>
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</tbody>
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**Don't Delay**

Fill Out Seed Blank Today
Bombardier Now!

Remember when T. J. Carpenter, Jr. went into the Army Air Forces a little less than a year ago? Well, he’s now 20 and a Bombardier who’ll soon be dealing out some of his bombs on the Japs or Nazis. Right now, he’s stationed at Myrtle Beach, S. C., and holds the rank of Staff Sergeant, though the picture shows him as Sgt. A former Clerk in Transportation Dept., he is the nephew of Miss Ada J. Braun of the Treasury Dept.

Gulf Transport Manager’s Son Aviation Radioman

Albert Johnson, General Manager of Gulf Transport Company, was pleased when he received the official Navy photo of his son (at left) for Christmas. The picture, showing Richard in front of a native hut in which he and other squadron members live somewhere in the Pacific, was the gift of the commanding officer of the air patrol outfit to which young Johnson belongs.

Just 19 years of age, Richard is an Aviation Radioman Second Class and after graduating from Radio school, saw service at Pearl Harbor and Pago Pago before his new assignment, somewhere in the Pacific.

BUSY TERMINAL—Cairo, Ill., where the swirling Mississippi and Ohio rivers meet, is a busy point on the Rebel Route these war days. Top photo shows two “Iron Horse”’s hard at work, while the picture at bottom offers contrast with the peaceful waters of the Ohio river.

MISS MINNIE JORDAN

General Office employees were shocked to learn of the death of Miss Minnie Jordan on Wednesday, December 23rd at her home in Mobile.

Miss Jordan had been with the Company for 36 years, all but one of them in the office of the Vice-President and General Manager. Starting with the Company as a stenographer she was Chief File Clerk at the time of her death.

The Railroad has lost a valuable employee and the General Office workers a staunch friend.

EVOLUTION — 1940, no running boards; 1941, no gear shifts; 1942, no tires; 1943, no cars.—Clipped by General Agent F. S. Dean of Jackson, Miss., who notes that “Timetables are changing, so are automobiles.”

Meet New GM&O Director

Frank M. Mayfield, Pres. of Scruggs- Vandervoort and Barney Department Store, St. Louis, who was elected a member of the Board of Directors of the Gulf, Mobile and Ohio Railroad last month.

Mrs. Flowers Mourned

Mrs. J. N. Flowers, wife of our Vice-President and General Counsel, died suddenly on Christmas day in Jackson, Miss., where the Flowers reside. On her death, Editor Frederick Sullens of the Jackson Daily News remarked:

“Christmas in many hearts and homes in Jackson was saddened by the unexpected death of Mrs. J. N. Flowers, one of the city’s most gracious and well-beloved women, and wife of one of the foremost members of the Mississippi bar. Mrs. Flowers was a devoted wife, a loving mother and a woman whose many splendid traits of Christian character endeared her to a host of friends.”

Voucher Clerk J. Milton Schnell, resigned to accept a position with the Gill Printing Company on January 1. Mr. Schnell had been with this Company for the past thirty years.
“THIS YEAR WE MUST GO FORWARD,”
MR. TIGRETT SAYS OF GARDENS

“Food is a most powerful weapon.”—Secretary of Agriculture Wickard.

The failure to supply food to our own soldiers fighting abroad and to our fighting Allies will be effectively aiding our enemies.

Furthermore, starvation among some of our Allies has reached an alarming and most pathetic stage.

Therefore, the necessity for producing food is vital.

Last year we inaugurated our gardening program. This year we must go forward.

A home garden presents another opportunity to be patriotic.

Development Director S. A. Robert will not only give any assistance, but will also furnish each employee who intends to plant them a variety packet of garden seed.

—I. B. Tigrett.

THIS GARDENER PRODUCED PLENTY

Dear Mr. Robert:

Referring to recent conversation about my garden, am giving you below summary of vegetables and amount canned.

GARDEN ABOUT 50 X 50 FEET.

Cost of seed plants and for having garden plowed and made in rows for planting, $6.

Five in my family and had plenty of vegetables in season and gave some to friends and neighbors.

48 tomato plants, 4 rows potatoes, 3 rows sweet potatoes, 2 rows pole beans, 2 rows lima beans, also mustard, turnips, carrots, green and red peppers, okra, eggplant, peas, lettuce, radishes and onions.

In addition to having plenty for family use during season, have canned and kept the following:

27 quarts green beans $ 4.98 Est. Value 15c qt.
18 pints Lima beans 2.70 " 15c pt.
30 quarts Tomatoes 4.50 " 15c qt.
4 bu. Irish potatoes 5.00 " 1.25 bu.
4 bu. Sweet potatoes 6.00 " 1.50 bu.

$23.06

Also made several quarts mixed pickles and of course used peppers and green tomatoes from the garden.

This is rough estimate of value of things raised.

Kind regards,

GM&O Employee

Memphis, Tenn.

MY SAFETY RESOLUTION FOR 1943...

Not to Have a "NATIONAL INJURY"

I am an employee of the Gulf, Mobile & Ohio Railroad.

There are several thousand of us, fighting the battle on the home front while the boys are fighting for us on foreign shores. Final victory will come to all, only through individual effort and team work.

I realize that what before the war was termed a "personal injury" has become a "National injury". What once affected only me, my family, my friends and my Railroad, now also affects my Country and its Allies.

Just a year ago, Vice President and General Manager Brock reminded us of the important part which SAFETY would play in this War, how vital and how necessary it was that we perform our work safely, and thus be able to remain on the job.

Mr. Brock says our record for 1942 shows a big improvement over the 1941 record. He is proud of this improvement and I am proud that I have helped to make it so. He thinks we can do even better during 1943. I must admit there have been times when I took a chance, I was not always on the alert, and I think I could have done better.

I resolve that I shall not be the cause of a NATIONAL INJURY during 1943.
EMPLOYEES WHO ENTERED THE ARMED SERVICES DURING DECEMBER

ACCOUNTING DEPARTMENT:
Melvin B. Wiseman, File Clerk, Mobile

BUILDING PERSONNEL:
Philip Joulxian, Mail Clerk, Mobile

TRAFFIC DEPARTMENT:
A. Porter Roberts, Jr., Clerk, Mobile
Emunani Giddens, Dining Car Porter, Mobile
Edgar Carter, Porter, Mobile

LEGAL DEPARTMENT:
Robert L. Lamden, Division Counsel, Cairo

PURCHASES & STORES DEPARTMENT:
Albert B. Allen, Storehouse Laborer, Louisville, Miss.
J. C. Hayes, Jr., Laborer, Tuscaloosa
Edward Piere, Laborer, St. Louis

OPERATING DEPARTMENT:
Ossie Pritchett, Truck, Meridian
T. G. Hancock, Agent, Ethelville, Ala.
Willie Monroe, Trucker, Corinth
Marshall Baker, Trucker, Corinth
James Jewell Hester, Fireman, Tamms, III.
Wm. Taylor Small, Jr., Caller-Bus Driver, E. St. Louis
C. H. Snyder, Jr., Clerk, Tolson, Ill.

MECHANICAL DEPARTMENT:
M. L. Petteway, Laborer, Mobile
Bishop Fornea, C. R. Appr., Bogalusa
J. T. Jones, Laborer, Bogalusa
W. Mazant, Jr., Laborer, Mobile
T. J. Trice, Laborer, Jackson, Tenn.
Shelvia Harris, Laborer, Louisville, Miss.
Zack Elliott, Laborer, Okolona, Miss.
T. J. Appleby, Jr., Mach. Appr., Tuscaloosa
Cecil Orr Boswell, BM Appr., Louisville, Miss.
Wm. Doyle Crowson, Car Rpr. Appr., Louisville, Miss.
T. L. Beatty, Car Appr., Jackson, Tenn.

ROADWAY DEPARTMENT:
Tommie Lee Gathings, Laborer, Egypt, Miss.
Hilliard Lang, Laborer, Shubuta, Miss.
R. J. Williams, Laborer, Montrose, Miss.
Vernon Andrews Ayers, Laborer, Cache, Ill.
J. E. Hammonds, Laborer, Tilton, Miss.
John Taft Fortson, Laborer, Egypt, Miss.
Jorden T. Herron, Laborer, Echu, Miss.
Mose C. Edmonds, Laborer, Louisville, Miss.
Willie Owens, Laborer, Sebastopol, Miss.
Willie Lee Crawford, Laborer, Houston, Miss.
Ned R. Jackson, Laborer, Fannin, Miss.

Milton Dowdy, Ditcher Fireman, Rives, Tenn.
Carl M. Merrill, Laborer, Rutherford, Tenn.
Arrolla Smith, Laborer, State Line, Miss.
Ralph H. Wokeman, Laborer, Percy, Ill.
Edgar Ashford, Laborer, Highpoint, Miss.
Alex Moore, Laborer, Houka, Miss.
Wm. H. Brown, Laborer, Houston, Miss.
Aaron Miller, Laborer, Louisville, Miss.
Smith Alexander, Laborer, New Albany, Miss.
Clarence M. Yarbrough, Laborer, Berkeley, Ky.
Rosevelt Johnson, Laborer, Brownfield, Miss.
Clarence Hans, Laborer, Brownfield, Miss.
Eddie Patterson, Laborer, Corinth
LeRoy Copeland, Laborer, Baldwyn, Miss.
C. D. Brown, Laborer, Wickliffe, Ky.
Eddie Ford, Jr., Laborer, Maplesville, Ala.
Walter Hill, Laborer, Crawford, Miss.
Joe Nathon Perine, Laborer, Lucedale, Miss.
W. H. Hammets, Laborer, Wickliffe, Ky.
Elbert Moore, Laborer, Okolona, Miss.
Clayton Gipson, Laborer, Meridian
Fred Johnson, Laborer, Monticello, Miss.
Earl Mitchell, Laborer, Searnooche, Miss.
Robert McConnell, Laborer, Searnooche, Miss.
Jack Hinton, Laborer, Mobile
Leroy Lindsey, Laborer, Laurel
Neville Lewis, Laborer, Chera, Miss.
John Jones, Laborer, Mayhew, Miss.
Wesley Gibson, Laborer, Mobile
Ezza McSwain, Laborer, Richon, Miss.
Donnie Sandifer, Laborer, Georgetown, Miss.
James Hennington, Laborer, Hopperville, Miss.
Ernest Brown, Laborer, Quitman, Miss.
Walter Johnnie Bridges, Laborer, Bogalusa
Clinton Gavin, Laborer, Bay Springs, Miss.
Ben Williams, Laborer, Richon, Miss.
Lewis Brown, Laborer, Noxapater, Miss.
Everett Daniels, Laborer, Noxapater, Miss.
Manuel Fears, Laborer, Rio, La.
Joe McBride, Laborer, Murphysboro
Mel Dickerson, Greenly, Laborer, Cairo
Jay Black, Laborer, Sebastapol, Miss.
Pink Robinson, Laborer, Raper, Tenn.

It's Lt. Walley Now

District Passenger Agent A. R. Walley of New Orleans donned an Army uniform during the past month, being inducted as a Second Lieutenant and assigned to the New Orleans Port of Embarkation for the present. Pinch-hitting for Lt. Walley for the duration is H. F. Hills, formerly of the Freight Traffic (Reservation) Dept.

Yocaman Emmett DeWitt, and his daughter, Patsy Jean DeWitt, 12. Emmett, formerly of our Mechanical Dept., now is in Uncle Sam's service and returned to see his old friends and family recently.

Holt Family Goes to War

The GM&O Holt family of Jackson, Tenn., as patriotic as an American flag itself, has gone to war.

Father, mother and son—all three are now serving in the country's fighting forces. Robert James Holt, Jr., 20 years old, enlisted in the Army Air Forces on Oct. 27. Shortly after, Mrs. Holt joined the Woman's Army Auxiliary Corps, and more recently Machinist Robert Jones (Beanie) Holt, Sr., decided to make a 100 per cent fighting family and joined the Navy as a Chief Petty officer.

War is nothing new to Machinist Holt, who served in the first World War for more than a year. For the span between the wars, he served as machinist for our Railroad, at Iselin shops. Lately, he has been an instructor or the Jackson Vocational school, in special courses. He will serve in the Navy with the Seabees, construction unit.

Young Bob Holt recently was listed in "Who's Who Among Students in American Universities and Colleges," his name having been submitted by Union University. He is now stationed at Denver.

Keeping up with her two fighting "boys," Mrs. Holt prepared to report to Fort Oqelthorpe, Ga., Jan 12 for final examination and induction into the WAACS.
The MAIL TRAIN

Gulf, Mobile & Ohio Railroad

Gentlemen:

Recently, my wife and I had the pleasure of riding from Mathiston, Mississippi to St. Louis, Missouri on the "Rebel Route." We had such an enjoyable trip that I felt it my duty to write you a letter and tell you that you, undoubtedly, have one of the most courteous railroad systems that I have ever seen.

We were especially impressed with Mr. Peckman and Mr. Ford. These two gentlemen are really valuable employees and I know that you must be proud of them.

We were, also, impressed with Benny. The food was exceptionally good, but was made more enjoyable by the way in which Benny served it. He is a great Porter. I merely wanted to write you a letter as a satisfied passenger. Both my wife and I know that we have never received more courteous and kind treatment on any railroad than we received on the "Rebel." The crew that you have working on this train is a crew that any railroad company would be proud of.

Edward W. Neay, President.
Wood Junior College.
Mathiston, Miss.

December 31, 1912.

Gulf, Mobile & Ohio Railroad.

Just recently the writer had the pleasure of attending the National Realtors War Conference in St. Louis with several other Mobile Realtors.

I wish to assure you of our appreciation of a most delightful trip by the "Rebel Route" and also take this opportunity to express our gratitude to Miss Louise Jones, Hostess on our trip, for courtesy shown.

We only trust we will have the pleasure again at some early date.

Yours very truly,

L. Wayne Johnson.

'Most Comfortable Trip Ever' . . .

Gulf, Mobile & Ohio R. R.

Montgomery, Ala.

Last month it was my pleasure to take a trip to St. Louis, Mo., on your road. It was a complete surprise all the way to St. Louis and back, and the most comfortable trip I have ever taken, even though in these times it seemed a little crowded. The passengers were shown courteous courtesy by those in charge, and the very gracious Hostesses were especially solicitous to the passengers' needs, and added much to the trip.

I wish to thank you for making such a nice trip possible over your road.

Very truly yours,

(Signed) Eloise V. Pattillo,
Mrs. J. Harvill Pattillo,
Montgomery, Ala.

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Likes Our Service . . .

Gulf, Mobile and Ohio Railroad,
Jackson, Tennessee.

Gentlemen:

Having just returned home, accompanied by friends, from a most enjoyable trip to New Orleans over your railroad, I wish to express my appreciation for the courteous and attention given our party by your most efficient train crew, all of which added greatly to the pleasure of the trip.

Also do I wish to thank your Mr. J. B. Carpenter for the part he played in making the travel arrangements for us which were ideal.

Wishing you much progress and success in 1913, I am

Yours very truly,

W. B. Amberg,
Attorney At Law,
Hickman, Ky.

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War Department
Office of the Chief of Transportation Service
Mobile Branch
New Orleans Port Agency
405 Van Antwerp Building
Mobile, Alabama

Dec. 31, 1912.

Gulf, Mobile & Ohio Railroad Co.,
Mobile, Alabama.

Dear Mr. Nickels:

We of the Transportation Corps of the War Department realize the tremendous and outstanding work of the American Railroads which was performed in 1912. At Mobile, Alabama, the performance of the railroads was equal to that of any place in our nation.

At the close of this year when the reports from our forces abroad indicate a turn in the tide of battle, I want to express to you and all employees of your railroad our appreciation for your loyal cooperation in solving the problems presented in the Transportation Service.

We thank you on behalf of our men in uniform overseas who are putting into fighting using the material we are sending to them.

In the year just ahead, we will be asked to put forth greater efforts to properly accomplish the tasks allotted. Your past performance has been the best indication of your ability and willingness to carry this extra burden for the common cause.

Very truly yours,

John C. Dutcher
Deputy Chief of Transportation Corps
Commanding Officer, Mobile Port Agency & Port of Extermination

Poetic Effort Brightens Section Foreman's Report

Section Foreman W. J. Walters of Macon, Miss., cast a bit of humor into an otherwise routine and hum-drum report on a train cow killing last month.

To Question 33 on the form, which asks information as to the good or bad qualities of the animal in question, Mr. Walters penned the following answer poetically:

"No time to stop and have a row;
No one to blame but the darned old cow.
As to her quality good or bad,
Made no difference with the chance she had."

Section Foreman Walters' report was made to Claims Attorney C. M. Wright of Meridian, who in turn passed it on to General Attorney D. S. Wright.

Award for Merit

An award for meritorious service has been presented C. B. Whitley, Executive Assistant, for "his devotion to his country's needs through the free and patriotic sacrifice of personal intent in the execution of the War Price and Ration Program," Mr. Whitley is a member of Jackson, Tenn., Rationing Board.

Relegation Is There, Too

Tupelo Agent W. H. Polsgrove's son, the Rev. Mr. Polsgrove, chaplain with the U. S. Army in New Guinea, writes his father that he has gained much comfort out of the fact that he has baptized more persons than he has buried on the battlefields.
REBEL ROUTE'S FREIGHT OFFICE WAY DOWN YONDER IN NEW ORLEANS

Down in New Orleans, where the muddy Mississippi river winds about the Crescent City in its course to the Gulf, GM&O's Freight Office will mark its 11th anniversary on February 1. Among the Freight Office personnel are those employees shown in photos stripped across a map of New Orleans. Left to right, top row, they are: W. H. Wicks, Export Clerk; J. F. Sutter, Utility Clerk; George Kaufmann, Agent; J. J. Garrity, Chief Clerk; F. J. Heck, Claim Clerk, and Reuben Levia, Clerk. Bottom row, B. J. Castanedo, H. W. Osborne, and Marcel Decoubier, seated, and George Lichtenstein and Joseph Schindler, all of the Rate and Bill Oskay and E. H. Doerr, Cashier; J. H. Williams, Station Accountant, seated, and Emmet A. Reames, Utility Clerk, standing. Absent when the photos were taken were W. H. Picard, Collector, and R. A. Quentin, Night Bill Clerk. Five members of this office are in the Armed Services, these including Second Lieutenant R. J. Hicks, Yeoman E. H. Keller, Coast Guardman H. C. Schult, Naval Reservist Leon C. Hupin, and Army Aviation Mechanic H. H. Ives. The Freight Office, opened Feb. 1, 1932, is located near the Terminal Station, on St. Louis street, overlooking one of the famous St. Louis cemeteries.

Rides the Rebel to Run Down His Mule

It's not very often that you can use a passenger train to catch a stray mule, but that's what an Alabama Negro did recently, enjoying the comforts of the train enroute. It happened like this:

An aged Negro boarded GM&O's Montgomery division Rebel at Trio, five miles south of Centerville, Ala. He carried a bridle and halter. A bit puzzled, Flagman Mullins asked him if he thought he had to harness the train to ride it.

"No suh," replied the Negro, "but my mule got away and I thought I'd ride down de track a piece to see if I could spot him."

The train swung along the rails for several miles until suddenly the engineer sounded the cattle alarm and slapped on the emergency brakes. Flagman Mullins, looking out the window, called to the Negro, "Come here Uncle, is this your mule we nearly hit?"

"It shore is, mister," crawled the harness carrying passenger, "stop dis train and let me ketch that animal."

"Uncle!" got his mule, and rode him back.

Forty-One Years With Rebel Route

Engineer Emilie Heintz of the Louisiana division will mark his 41st anniversary with the Railroad on Feb. 7. Said Engineer Heintz, who resides in Covington, La., as he pulled his train into the Bogalusa station recently: "I'm just as proud of my job now as I was the day I went to work.

— BUY MORE WAR BONDS —