Maintenance of Way Dept. Holds Conferences Along Line...

Making a trip over the system to discuss their 1944 program with roadmasters and supervisors first hand, officials of the Maintenance of Way Dept. called on the photographer at Artesia, Miss., where one of the meetings was held. Shown in the picture, left to right, are: General Roadmaster James Corban, Bogalusa; Secretary-Treasurer A. P. Caldwell of the Columbus, (Miss.) Gravel Co.; Supervisor S. V. Mills of Tuscaloosa; Roadmaster J. R. Todd of Jackson, Tenn.; Chief Engineer L. P. O. Exley, Mobile; Roadmaster J. F. Hudson, New Albany; Mrs. George Martin; Roadmaster F. W. Kahlman, Meridian; Assistant Chief Engineer G. R. Spigle, Mobile; Supervisor J. G. Taylor, Meridian; Supervisor C. A. Jefcoat, Union; Supervisor L. E. Garmon, Tuscaloosa; Roadmaster W. M. Johnson, Union; George Martin of Vice-President & Gen. Mgr. office (he donned the uniform of a chef for old times' sake), and Herschel Dallas, Negro Porter.

Other Maintenance of Way Dept. men joined in the discussions, held on Mr. Exley's car, "Cruiser No. 9," at various points on the line.

The Decision Is With The People

As is well known, the Government took over the Railroads on December 27th. The matter has already been publicized and discussed all over the world.

With the American people lies the decision as to the necessity of the action and the causes which brought it about.

Did You Know?

The Railroads in 1943 did nearly twice as much gross business as they did in the war year of 1918; while those who owned them, the stockholders, received 22% less in dividends.

Average annual wages of employees in 1943 were more than 65% higher than their railroad brothers who worked during the last war in 1918. And this increase does not include pay advances recently granted.

Retired Employees Grouped Into New Veterans' Ass'n.

Employees who retire don't like to lose association with the Railroad and their many friends on the Line. In turn, the Company and those friends don't want to break ties with them.

With this in mind, Vice-President and General Manager Broek has enrolled approximately 700 retired employees in the GM&O Veterans' Association. Each has been sent a membership card signed personally by President Tigrett. Any employee who retires from active service under terms of the Railroad Retirement Act automatically is enrolled in the Association.

The Company, in forming the association, explained that it is its wish that each and every employee who retires obtains the "rest and happiness" which they so rightfully deserve after their long years of service. Employees in retirement will always be considered as belonging to the GM&O family and, while those on the job miss their former comrades a great deal, they join in the Company's wish that all retired men and women are enjoying life to the fullest.

The Rebel Route News will be happy to place all retired employees on its mailing list.
Engineer Brady Marks Half Century of Service. Vows to Work On

"I see no reason why I should quit now. They need me and I feel fine and, as a matter of fact, if I did quit I’d have nothing to do."

That was 70-year-old Engineer J. C. Brady of Jackson, Tenn., talking—and referring to his more than 50 years of service on this Railroad. The birthdays (Sept. 23) keep rolling on and so does gray-haired but spry Mr. Brady, who at Christmas time when he marked his 45th year as Locomotive Engineer had traveled some 3,000,000 miles.*

Brother-in-law of the legendary and famous Casey Jones, Mr. Brady loves the railroad man’s life and is as active now as the younger men with whom he works. Born and reared in a stone’s throw of the M. & O. Railroad, he got his first job on the Railroad Nov. 30, 1893, firing an engine. He came by a railroad career naturally, he says, the work and the wages attracting him.

No better testimony of his love for his work could be cited than the fact that although he is well past the retirement age, he takes his regular turn at the throttle on the Jackson-Cairo run.

When off duty, Engineer Brady leads a quiet life at home, in Jackson. He has three sons and two daughters; one of the sons, Capt. V. G. Brady, is in the Army; another, William.

ENGINEER BRADY AT THE CONTROLS OF THE REBEL

is a steamfitter in Jackson, and the other, Raymond, is a railroad man at Paducah, Ky. The daughters are Misses Evelyn and Helen Brady of Jackson.

*The figure was estimated by Vice-President and General Manager Brock, and cited in a congratulatory message.

'Dad’ White Offers Slogan

“Our Country is worth all it takes to save it—Buy More Bonds.”

That slogan tells in one concise statement why all of us should help put the Fourth War Loan over the top. It was suggested to the Treasury Department by our Treasurer, G. M. (Dad) White, who was thanked in an appreciative letter from the U. S. Treasury Department for submitting the slogan.

With the Fourth War Loan beginning Jan. 18, all of us would do well to bear in mind Dad White’s slogan.

Suggestion

Let’s Call Them By Name

Ray Sinclair of our St. Louis Traffic Office suggests that when we railroad people talk to outsiders about our passenger trains we do not refer to them as No. 15, No. 16, Nos. 1 and 2 and so forth, but call them The Southbound Rebel, or the Mobile Northbound Rebel.

Ray rides our trains a great deal in connection with troop train movements, and he wants to be sure that the distinctive name—The Rebel—is appreciated.

How About It, Folks?

COME ON, folks, let’s get this thing over with.

Sure, we’ve piled up a good score thus far, but the game’s at its crucial inning now.

Those first three War Loans were easy. From here on they’re going to hurt, and we must put our best into the game. The Fourth Bond Drive starts January 18.

Maybe this will be the last. Maybe it won’t. Anyway you look at it, we’ve got to put on a rally to win.

The boys with the weapons don’t flinch when the word “Attack” is flashed to them. They’re ready to fight hard—and die.

We on the Home Front can see that no shortages develop on the fighting fronts. No more of this “too little too late” stuff. Those fighting fronts are also the bleeding, the suffering, the dying fronts, remember.

The least any of us can do is strike hard and strike to win. With dollars and cents put into War Bonds.

The winning runs are on base. Our Big Inning is coming up soon now. Mere rooting won’t do this time—unless you root into your pocketbook without regard for normal luxuries or even comforts of life and help put this Fourth War Loan drive over the top.

Our boys are going over the top to win. We won’t get a chance to slug it out with the enemy in person, perhaps, but we can let Hitler and Hirohito feel the punch of our cold cash.

Come on, now—all of us. Let’s make new payroll deduction authorizations NOW!

W. Price Bradshaw Succumbs to Illness

Commercial Agent W. Price Bradshaw, widely known G M & O freight traffic representative in the Tennessee territory through which our Railroad operates, died during the month (Dec. 28) following an illness of three weeks. Funeral services and burial were held in Union City, where Mr. Bradshaw grew up and where he began his railroad career.

Mr. Bradshaw, Commercial Agent at Jackson, Tenn., at the time of his death, was Freight Agent at Union City for 10 years; later, he was Chief Clerk to Superintendent Rice at Jackson and after that spent a number of years as Freight Agent at Humboldt. Altogether, Mr. Bradshaw had 45 years of service with our Railroad, starting as a Messenger, and his loss is mourned by the many friends he had made in these years of association. He is survived by his widow, Mrs. Beatrice T. Bradshaw, three sisters and a niece.

William H. Barland, GM&O employe at Bogalusa for a number of years, died Jan. 8 at a Bogalusa hospital. He is survived by a daughter, Mrs. H. B. Beard of Pigeon, Ala., to whom the News offers condolences.
Consultant Office
Change Announced

When the Employee Consultant Department was organized, Mr. S. A. Robert was asked to take charge of it temporarily. Later Mr. Bisoe Seals became Asst. Employee Consultant.

Effective January 1, 1944, Mr. Seals has been named Employee Consultant to head this Department. Mr. Robert will remain in an advisory capacity.

Mr. Seals has successfully demonstrated his ability for this work.

Rail Figure Passes

General Agent Franklin Bond Wilkinson of the Illinois Central Railroad at Jackson, Tenn., a prominent resident and civic leader of that city, died Jan. 11 at the age of 67. Funeral services and burial were conducted Jan. 12 at Jackson. Survivors include his widow, a sister and a brother and a number of nieces and nephews, among them Miss Nina Lee Howard, Secretary in our Executive Offices at Jackson, who made her home with Mr. and Mrs. Wilkinson.

Bus Operator Meets Death In Accident

Bus Operator J. T. Smith, one of Gulf Transport's best known drivers who was killed in a highway accident Dec. 29 at Wilmere, Ala., had a varied career.

Employed by Gulf Transport for approximately seven years, he was both a mechanic and bus driver. He began with Gulf Transport in 1937 as a Mechanic, working in that capacity until August of 1940, when he became a full-time Bus Operator. At the time of his death, he was on the Louisville to Mobile run. When needed, he still filled in as a mechanic.

Smith, 32 years old, was a native of Louisville (Miss.) Surviving him are his widow and two children, James Nolan and Barbara Smith, of Louisville.

Funeral services and burial were conducted in Louisville Dec. 31.

Smith's sudden death came as a shock to his many friends and associates over the bus system. His ready smile and friendly greetings contributed to a wide acquaintance in the territory he worked.

TIME TO START GARDENS NEARS...
DON'T FAIL TO GET YOUR SEED

Development Director Robert urges Rebel Food gardeners who haven't already sent in their application for seed to do so immediately.

The time for beginning the spring gardens is not far off, especially for those on the southern ends of the line. Planting directions on individual packets should be followed carefully, Mr. Robert says, because of the danger of planting some crops too early. However, it is not too early for any of us to begin shaping up plans for the garden. There are enough seed in the packages to make successive plantings of some varieties of vegetables.

Inaugurated last year, the Rebel Route's free seed program was such a success and contributed so much to the overall national food program that it was decided to repeat it.

Remember, the seed are free to any of our employees who will plant them. And remember, too, it's still patriotic to produce food, as well as recreational.

In applying for the seed, use the handy blank on Page 7.

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
NEW REBEL ROUTE TERMINAL FOR ST. LOUIS OPENED DURING MONTH . . .

Our streamlined Rebels began operating into a modern, more convenient station for St. Louis during the holidays. The new station, located near the former Trendley Avenue Station in East St. Louis and still bearing that name, combines accessibility with comfort. Just across the Mississippi river from downtown St. Louis, it is situated on Front Street, near Trendley Avenue, this new location eliminating the necessity of buses having to make several crossings of other lines and affording a more direct route to and from St. Louis. Modern in design, the station is equipped with comfortable seats and is considerably larger than the old one. Upper left photo shows the New Orleans to St. Louis Rebel alongside the sturdy new shed and platform; lower left shows front and side view of the facility; upper right, the sign in front of the station, and lower right, view of the ticket counter and window in the new station. To the far left in this photo is Asst. Supt. W. H. (Bill) Forlines of Jackson, Tenn.

ADVANTAGES OF G M & O DOCKS SALE CITED

The advantages to the Port of Mobile of the purchase by the City of GM&O and Southern Railway's docks can clearly be seen in the sketch below.

The Pier marked A has always been owned by the City. The docks marked B are those of the Alabama State Docks. The intervening ones were owned by the two railroads. Piers 2, 6, 7, and 8 by GM&O and 3, 4 and 5 by the Southern.

The immediate purpose of the purchase is in connection with post-war development plans. The Mobile Press-Register said that the Port's future brightened immeasurably with the deal which put it in the position of getting ready for the golden age of trade and commerce following the war.

The Register further stated that the transaction also held attractions for the City's Railroads. “Naturally the railroads will profit from any increase in the tonnage handled,” the editorial stated, saying further, "and no doubt this was one of the considerations prompting the carriers to agree to sale of their property."
**THE MAIL TRAIN**

Mr. R. M. May,
Supt. Dining Car Service,
GM&O Railroad,
East St. Louis, Ill.

Dear Mr. May:
I had occasion to make a trip to St. Louis on your railroad, leaving Montgomery December 10 and returning December 16. I want to take this opportunity to express to you my appreciation for the courtesies shown me en route.

Your dining car crew consisting of Frank Wooten, Tommy Thomas and Ezell Wair were very nice and courteous and the service was exceptionally good.

Yours very truly,

H. B. Andrews,
Chief Civilian Protection
Alabama State Defense Council,
Montgomery, Ala.

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**Appreciates the News...**

Editor:
Do so appreciate the copies of the Rebel Route as news from home is the most important thing over here. As you know I am in the Seabees and very proud to be in this outfit. Our travels since leaving home have taken us over a great deal of the world's surface but I have yet to see any of it as nice as Mississippi although any of Uncle Sam's states would look good to me now.

Would seem good to be operating my bus again.

Give my regards to all the folks and hope to see you all one of these days soon.

Sincerely yours,

B. B. Long, Fic.
1000 C. B. Detachment,
F.B.O. San Francisco, Cal.

Editor's Note: Long was a Gulf Transport Bus Operator before entering the Seabees.

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**Praises Garden Program...**

Dear Mr. Robert:
Congratulations upon receiving the Victory Garden award from the National Victory Garden Committee. I hope we can be of further assistance to you in the coming year with your 1944 program.

I feel that you have given the garden program and the state a real boost. Let us know when we can be of assistance to you and your associates.

Very sincerely,

R. I. Monosmith,
Extension Horticulturist,
Miss. State College.

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**Likes Dining Service...**

Editor:
I have just returned from a troop train trip in which I had charge of taking sixty-two men from Keesler to Jackson, Tenn.

We rode the GM&O from Mobile to Jackson and ate in the dining car. The meals served us were by far the best I have ever seen served in the many times I have traveled in the capacity of non-com in charge.

Also the service, both in the dining car and Pullman couldn't be improved upon which tended to make our trip most enjoyable.

Your Mr. May did all in his power to make things pleasant and I would like you to know that the boys and I really appreciate it.

Sincerely,

S/Sgt. James F. Cooke
Keesler Field, Miss.

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**Our Humboldt, Tenn., Agency**

Humboldt, one of the busiest little towns in our Tennessee territory, is a railroad crossroads. The recently improved passenger station you see is used jointly by the GM&O and L&N Railroads. In the center of a large farming area, Humboldt is playing an important part in the war effort.

Upper left photo shows Agent C. M. Laughlin, seated and Chief Clerk and Cashier E. L. Whitworth, in their offices in the Freight Station, which is near the Passenger Station and which also has been improved recently. Mr. Laughlin, Agent at Humboldt since 1940, was for a number of years at Corinth, Miss. Mr. Whitworth has been in his present position since 1932.

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**Writes of India**

Life in far-off India is described graphically in a letter to Mr. Tigrett from his brother, Lieutenant-Colonel A. K. Tigrett of the U. S. Army.

"You can't imagine the poverty of the 'run of the mine' people here," writes Lt.-Col. Tigrett. "A Negro sharecropper in Arkansas with a bed, a quilt or two, a chair, a claim for temporary residence in a one room cabin, and a speaking acquaintance with a good white family, is a plutocrat in comparison."
Former GM&O Employee Missing In Action

Sergeant T. J. Carpenter, Jr., former Clerk in the Transportation Dept, and a bombardier in the Army Air Forces for the past year, has been reported missing in action by the War Dept.

The sad news came to his family shortly before Christmas, a telegram from Adjutant General Ulio expressing deep regret. Although it has not been definitely established, it is believed that Sergeant Carpenter landed safely in enemy territory. The War Dept. said he was missing over Holland on Dec. 13.

Twenty-one-year-old Carpenter, who joined the air corps with four of his buddies from the GM&O in February of 1942, is believed to have completed enough missions over Europe to earn the Distinguished Flying Cross, but of course a report will not be made on that for some time. He is the first actual GM&O employe to fall into enemy hands, it is believed.

Carpenter's parents reside in Mobile, and his aunt, Miss Ada J. Braun, is employed in our Treasury Dept.

Agent Named Colonel

Agent Fred H. McGehee at Okolona, Miss., is deserving of a special salute these days. Reason? Well, he's one of five men in Chickasaw County, Miss., named a Colonel on the staff of Mississippi's new Governor, Thomas L. Bailey.

John W. Payne, Jr., 20-year-old son of Special Agent J. W. Payne of Meridian and brother of Special Agent Aubrey Payne of Murphysboro, Ill., is learning to be a soldier at Keesler Field, Miss. Prior to entering the service in June, Private Payne worked as a Messenger for the GM&O, saved his money and went to art school in Nashville. He hopes to make a career out of art work when the war is won.

Sergeant Howard C. Green, former employee at Jackson, Tenn., is in a railway operating battalion now training at Fort Sam Houston, Tex.

We Share Their Grief

A dispatch announcing the loss of his son, in the service, was received during the month by Operator E. V. Buckley at Union, Miss. All those who know Mr. Buckley, and Mrs. Buckley, share their grief.

James Thomas Parten, son of our Special Agent Parten of Humboldt, Tenn., was home on a furlough during the month from the Great Lakes Naval Training Station. A Hospital Apprentice Seaman, First Class, young Parten is scheduled to be located in a base hospital. He went into the service Nov. 3, last.

Former Bus Operator Killed In Maneuvers

Sergeant Archie H. Cowell, former Gulf Transport Bus Operator of Red Bud, Ill., was killed in the service of the nation Dec. 2, according to information received by the News.

In the Army since March, 1942, Sergeant Cowell operated buses in and out of Waterloo, Ill., while with Gulf Transport Co. A military funeral was held at Red Bud on Dec. 10, with burial in Evangelical cemetery there.

Sergeant Cowell, stationed at Camp Cooke, Calif., was on maneuvers when he met death, it was said. Survivors include his mother and three brothers, one of whom, Lawrence, is our Bus Dispatcher on the northern division. To them, and to the many others who knew Sergeant Cowell, the News extends deepest sympathies.

Montgomery Agent's Son An Army Captain

FLASH: As we went to press we learned Capt. Tolson had been made a Major.

Captain William W. Tolson, Jr., son of our Agent at Montgomery, is a military man whose desire to serve his country predates the war.

Back in 1931, he joined the Alabama National Guard, holding membership for two years until a business transfer made it impossible to continue. Then, in 1937, after being made manager at Meridian, Miss., for a large cotton firm, he joined the Mississippi National Guard.

Along came the start of the war in Europe, and in the fall of 1938, he enlisted in the regular Army at Key Field, Meridian, being made a Second Lieutenant. After one year's service, he was promoted to 1st Lieutenant, and after another year, to Captain. Now he's overseas (England) with 153rd Observation Squadron, the unit he joined at Meridian. His company has been split up, with the result that he has been transferred to the 67th Reconnaissance Group.

Major O. Lunsford Casey, son of General Agent and Mrs. B. D. Casey of Laurel, was promoted to his present rank from captain recently.
Accounting Dept. Christmas Party
A Gala Occasion

Our Accounting Department, comprising the largest group of employees in the Mobile General Offices, each year holds a gala get-together at Christmastime. One of the most successful of all was the one held Dec. 24. With Vice-President and Comptroller DeNeefe as the emcee, a cast made up of employees of the department presented a colorful performance, including a skit entitled the “Land of the Living Toads.” Musical and dancing numbers were also a part of the program.

During the course of his announcements, Mr. DeNeefe disclosed that about 850 former officers and employees of the Company are now in the various branches of the armed forces, many of them overseas. The crowd rose in tribute, and sang “America.” Likewise, they paused briefly in memory of those who departed during the year—Miss Mary O’Grady, Mrs. Martha Thompson and Mr. Fred Miller. (Photos by Ed Cox, Acct. Dept.)

The group photograph shows those who took part in the annual show. Back row, left to right, they are: John Platt, Miss Iris Cren, Miss Dorothy Roberts, Miss Elizabeth Malone, Mr. DeNeefe, Miss Dorothy Bressingham, Mrs. Mae Cowie, Miss Grace Hamilton, and Dan Bethany. Middle row from the left: Miss Margaret Weller, Miss Doshie Brown, Richard DeNeefe, Miss Catherine Robertson and Miss Shirley Gilbert. Front row, left to right: Miss Beulah Glade, Miss Cassie Muster and Miss Clarine Roberts.

Nine Easy Steps for Rebel Food Gardeners
(Continued from Page 3)

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 experienced gardeners.

FILL OUT AND SEND IN TODAY

Seed are very scarce. It is suggested that those who wish to make application for seed do so promptly.

Mail the following form to S. A. Robert, Development Director, Jackson, Tennessee.

Name: ____________________________
Department: _______________________
Address __________________________

(You may use Railroad Mail)
New Troop Sleepers
First Such Cars
For Service Use Only

The Pullman Company's new triple-deck sleeping cars are the first ever to be built exclusively for transporting members of the military forces of the nation.

Although they are used exclusively in troop service, they are a part of the regular Pullman pool of 7,000 sleepers and are operated and maintained by the company under arrangements with the Army Transportation Corps and the railroads.

All of the operating procedures employed with respect to other Pullman cars will be in effect in use of the new sleepers. There will be a bed for every soldier with a full complement of standard Pullman bedding, sheets and pillow cases, which will be changed nightly, and other facilities will be in conformity with established practices.

The triple-deck arrangement of berths is similar in principle to designs developed just before the war by Pullman and which will be incorporated in one of the new types of cars Pullman expects to introduce after the war to make possible comfortable overnight travel at reduced rates.

The cars are of all steel construction with heavily reinforced ends and are designed for full interchangeability with all other cars.

The cars have end doors similar to standard railway passenger cars, but no vestibule; wide doors on each side of the center of the car with trap doors and steps to facilitate loading.

They have 10 windows on each side about 2½ x 3 feet in dimension. Each window has roll shades and wire mesh screens. In addition to the main windows there is also a window at each end of the car opposite the wash stand and in each toilet room.

Walls and ceilings are insulated with sides and ceilings lined with wall board painted in three-toned tan. Floors are covered with trillex asphaltum.

The heating system is by low pressure vapor-type with thin type radiation. Each berth is equipped with steel berth bed springs and mattress. Aisle berth curtains provide privacy.

Eight garland type exhaust ventilators in the roof and inlet ventilators in the side insure proper ventilation.

Other facilities include four washstands, two at each end of the car; hot and cold water; two separate enclosed toilets, one at each end of the car; drinking water cooler at one end of the car and racks for guns.

Mrs. Green, Wife of Attorney, Expires

Mrs. Marcellus Green, wife of the prominent attorney of Jackson, Miss., who has been associated with our Railroad over a long period of years, died Christmas Eve at her home.