Operating Dept. Shifts
At Mobile Announced

Several Operating Department promotions were announced during the
month, involving the Frascati and
Bouaregard Yards at Mobile.

J. N. Herrington, Terminal Train-
master at Frascati, was named Assis-
tant Superintendent of Terminals at
Mobile, a new post. He will have his
headquarters at the Beauregard Yard,
where Superintendent of Terminals J.
J. Hockensmna maintains his office.

P. C. Kearney, formerly Assistant
Terminal Trainmaster, was appointed
Terminal Trainmaster at Beauregard.

W. B. Burns, Assistant Terminal
Trainmaster at Frascati, was named
Terminal Trainmaster there.

A. R. Edgar, formerly a Clerk at
Beauregard Yard, became Assistant
Trainmaster there.

The appointments, all effective Janu-
ary 1, were announced by General
Superintendent P. B. Bridges. Each of
the men involved has a long service
record with our Railroad.

Crawford Named to Traffic
Club Post In Tampa

Freight Traffic Agent Jack Crawford
has been elected Secretary of the
Tampa Traffic Club, according to word
received recently from District Freight
Agent T. M. Gallen.

‘UNCLE BOB’ BIBBY, LITTLE REBEL ENGINEER
AND PIONEER RAILROADER, RETIRES

Engineer Bibby shows
his little grandson, Rob-
ert Winston Davis, 16
months, how to run a
train. The baby’s father
is overseas, and so Mr.
Bibby is playing dad
until his son-in-law
returns.

R. F. (Uncle Bob) Bibby, who ran
trains on our Railroad for upwards of
38 years, has now turned to a life of
ease, planning a postwar travel pro-
gram and in the meantime showing a
little grandson how to operate his toy
trains.

Uncle Bob, as he is familiarly and
affectionately known among the Rebel
Route people who were associated with
him so long, saw a good bit of the his-
tory of the “Nogan” in the making.
The “Nogan” is, of course, the old
N. O. G. N., which became a part of our
system in 1929. Well, Engineer Bibby
started his daily runs for the N. O. G.
N. back in 1906, and resided at Bog-
alsna.

“I hauled the materials to Bogalusa
to build the big sawmill there,” Mr.
Bibby fondly recalls. “And I saw the
town mapped out, and the timber cut
away to clear the mill site.”

Mr. Bibby grew up with the Shore
Line branch, also. Back in his day,
the section around Mandeville and Cov-
ington was the resort area for New Or-
leans, and excursion trains were num-
erous. “I remember one 22-car train,”
he says, “which was the longest we
ever had. We really packed them in
back in those days. Business organi-
Zations or other groups would charter
total trains to go on outings across
Lake Pontchartrain.”

Shortly after coming to our Railroad,
Mr. Bibby recalls, he ran a 15-inch cyli-
der engine, one of the real oldtimers.

When the road was extended to Jack-
son, Mr. Bibby took that run, and in
1923 moved to the Mississippi capital.

Mr. Bibby’s railroad career a half
century ago in the Southern Railway
shops in Birmingham, where he worked
alongside the late G. L. Lambeth, who
later came to be chief of Iselin Shops
for our line. Promoted to an Engineer

(Continued on Page 2)
MANY TRIBUTES IN MEMORY OF
MRS. ELIZABETH "MAMMY" TIGRETT

The following poetic tribute to “Mammy” Tigrett was written by Mrs. I. B. Tigrett. The verse was printed beneath the above photographic study of the late Mrs. Tigrett, and presented to her on Mother’s Day 16 years ago.

She sits in the glow by the window,
In the late afternoon of life,
Gone are the early struggles,
Gone the worry, the strife.

And a calm comes over her spirit,
As the needle pierces onward and up,
And she ponders her life’s happy portion,
The bitter oft times her cup.

But still the weaving continues,
A pattern so lovely and rare,
She weaves her dreams and her heart throbs
In with an infinite care.

Then when the pattern is finished,
Humbly and patiently sweet,
She’ll lay the marvelous tapestry,
Down at the Master’s feet.

And a light when the Master receives it,
As bright as the Southern sun,
Will shine on His kindly features
When he says “Little Mother, Well done”

PRESIDENT’S MOTHER PASSES AWAY

Tributes to the late Mrs. Elizabeth Tigrett have been many, in both words and flowers.

Mrs. Tigrett, mother of President Tigrett of our Railroad and Lieutenant Colonel A. K. Tigrett of the Army Air Forces in India, and grandmother of Lieutenant John Burton Tigrett of the Navy in Washington, died on Dec. 26, in her 88th year, following a long illness.

The Commercial Appeal of Memphis, taking note of Mrs. Tigrett’s passing, said editorially:

**Mrs. Elizabeth Tigrett**

“Mammy” Tigrett will be buried today. It is with profound regret we write that Mrs. Elizabeth Tigrett leaves many friends, in all walks and stations of life, in varied sections of the world. She was the widow of the Rev. Samuel K. Tigrett, and together they labored long and well in the Baptist Church. For the last 40 years “Mammy” lived with her son, Isaac B. Tigrett, president of the G., M. & O. Railroad at Jackson, Tenn. All who met her left with the feeling of being somehow better for having known her. In the Father’s House a mansion long has been prepared for her, among the finest of them all. It is for those from whom she is now separated we feel commiseration.

To Beaumont for Ship Launching Where His Daughter Officiated

Freight Traffic Manager (Sales and Solicitation) E. B. Farrell journeyed to Beaumont, Tex., during December for a ship launching at which his daughter, Mrs. Oscar Hayes, was sponsor. The vessel, named the Wall and Crown (for a sailor’s knot) slid down the ways of the Pennsylvania Shipyards on December 12. Mrs. Hayes is an official of the yard. In customary fashion, Mrs. Hayes christened the ship with the traditional bottle of champagne as it began its trip to the water, and from the look of the resultant spray shown in one of the excellent photographs taken that day, all the official party got a bit of christening, too.

Perry Edits Washington Traffic Club Magazine

Vergil M. Perry, our District Freight Agent at Washington, D. C., has been named editor of Contact, official publication of the Traffic Club of Washington. The publication, devoted to news of traffic people in the nation’s capital, contains a lot of interesting material. Mr. Perry is an oldtimer by now among the Washington traffic interests, and the news columns of Contact reflect his interest in what’s going on in the big city.

ENGINEER BIBBY RETIRES

(Continued from Page 1)

on the Southern in 1900, Mr. Bibby went to work for the N. O. G. N. on a short-term basis and liked it so well that he stayed.

Mr. Bibby’s son, Lieutenant Colonel Robert E. Bibby, now in France, recently was awarded the bronze star medal for his work on D-Day. A stepson, Colonel W. L. Mitchell, is with the Army in Washington.
Mobile Switchman Dies

Switchman Joseph Serda, who had been with our Railroad some 38 years, died December 31. Mr. Serda entered our service on October 26, 1906, and had a record of conscientious and capable service, officials said. He was well known in Mobile railroad circles.

**Buy an EXTRA WAR BOND TODAY!**

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**ACCOUNTING DEPT. PARTY SUCCESS**

The annual Christmas party given by Vice-President and Comptroller De-Neefe and his Accounting Department force has been acclaimed a big success by all who have seen it, and in addition it has turned out to be a morale booster for men in service. It was put on at the Mobile USO on December 28, and is scheduled to be presented at Brookley Field under sponsorship of the War Mothers for convalescents at the field.

In addition, the show is scheduled to be presented within the next month at the Marine Hospital in Mobile, the Vigor School in Prierhard and the Arlington Recreation Center in Mobile.

Members of the cast, who spent many after-work hours in preparing the show, are pictured in the accompanying photographs. Top photo, from the left: Richard DeNeefe, George Schnell, C. F. Clancy, Miss Fannie Hughes, Miss Dot Bresingham, Miss Mae Lord, Miss "Toddlie" Byrd, Miss Doshie Brown, Miss Clarine Roberts, Miss Beulah Clague, Miss Jeon Shine, Miss Madeline Palmiter, Mrs. "Tommie" Cade, Miss Dorothy Roberts, Miss Kay Calvert, (as Columbia), Mrs. Jean Holden, Mrs. Mae Dowdle, Miss Joyce McKenna, Mrs. Zelene Griffin, Miss Juanita Pullen, Miss Mildred Grubbs, Miss Marguerite O’Connor, John Platt, Miss Gloria Bullock, Miss Vera Hogan, E. E. Beshel, W. P. Moody and Mrs. Margaret Easterlin. Seated, Mr. De Neefe.

Center photograph, from the left: Ensign Hicks, Miss Bresingham, Miss Shine, Miss Brown, Miss Lord, Mr. Schnell, Miss Calvert, Mr. Moody, Porter Brock, Miss Dowdle, Miss Palmiter, Miss Roberts, and Pfc. Bill Brenneman.

One of the many all-girl acts is shown in lower picture, reading from the left: Miss Bullock, Miss Byrd, Miss Roberts, Mrs. Griffin, Mrs. Cade, Miss Shine, Miss Grubbs, Miss Charlotte Witt, and Miss Bresingham.

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**AWAITING CALL-OUT**—This is a familiar scene in railroad terminals — men waiting for their train’s arrival. Engine Foreman F. H. Turner, left, and Brakeman Clyde Liddell were awaiting the time to go on their respective jobs when this was taken.
ANOTHER WAY TRAINS ARE SERVING—Railroads are performing many valuable services in the war, and none is perhaps more important or necessary than the transportation of wounded veterans to hospitals. Naturally, the hospitals near the ports where the men are docked fill up quickly, and others have to be sent to inland Army or Navy hospitals. The above photo shows the handling of wounded men from the U. S. Army Hospital Ship Jarrett M. Huddleston at Charleston, S. C., recently. This was one of the first ship-to-train transfers of wounded men being returned from the European battlefronts. In this particular operation, 300 wounded men in litter were transferred to the train in three hours time.

GM&O AMONG LEADERS IN SAFETY GROUP

The Railroad’s Safety record for the year 1944 is encouraging, and indications are that GM&O will finish third in its group among 23 lines.

The Purchases and Stores Department completed the year with a perfect record, the only department turning in such a score. Seven of the 41 Safety Chairman reported perfect records, which means no reportable injury to any employee, and no reportable train accidents chargeable against their supervision.

The seven chairmen with perfect scores are: Supervisor L. C. Arnold and Supervisor L. E. Garmon, both of the Maintenance of Way Department and of Mobile and Tuscaloosa, respectively; General Storekeeper D. E. Dawson, Terminal Trainmaster L. L. Keller of Laurel, Terminal Trainmaster O. W. Knight of New Orleans, Terminal Trainmaster D. F. Rice, Jr., of Okolona and Terminal Trainmaster D. E. Welsh of Jackson, Miss.

It is noteworthy that Mr. Arnold has not had a reportable personal injury to one of the employees under his supervision since 1932, and his territory extends from Mobile to Meridian Yard.

The personnel of the Railroad had the active support during the year of the Junior Safety Committee and the Junior Safety Auxiliary, which were organized among the sons and daughters of railroadmen to emphasize the importance of safety and make it a part of everyday life at home and work alike.

G M & O’s safety goal for 1945 is FIRST PLACE IN ITS GROUP.

Mechanical Dept. Sets Drive

With their ambitions focused on a perfect safety record for 1945, members of the Mechanical Department have already begun their yearly campaign against accidents.

Heading the Mechanical Safety Council is General Superintendent of motive power H. F. Gray, as President, W. Q. Daugherty of Jackson, Tenn., as General Director; C. G. Bahman of Mobile, General Secretary, and C. L. Werts of Jackson, Tenn., Vice-General Secretary. There are local directors and councilmen all over the system, each of whom will talk safety practices in conjunction with their daily jobs. In addition, there are five General Division Officers, who are: J. B. Rogers, Bogalusa; J. A. Dempster, Jackson, Tenn.; J. O. Green, Mobile; J. E. Stevens, Meridian, and J. T. McIntosh, Louisville.

Thirty-Five Years of Service, Never Tardy

Thirty-five years of service and not late for work a single day during that time.

That’s the record of John Gaillard Cassidy, Sr., Clerk in the Station Accounting Bureau, Acct. Dept. Mr. Cassidy began with the Mobile & Ohio Railroad on January 22, 1910, in the Mobile General Offices. He’s one of the veterans of the department.

And his 35th anniversary next week will be just another work-day, interspersed with congratulations. Of course, he’ll be on time.

The MAIL TRAIN

Likes Rebel Route History . . .

After reading your December issue of the News and the continued article about the story of the Rebel Route, I want to be sure I get a copy of the January issue; therefore, am enclosing postage for same, that I may get it direct.

The history of the Rebel Route is very interesting to me, especially the old GM&N part, as my Dad was a section "boss" for Colonel Faulkner and came from Ripley on to Pontotoc when he built the "Doodle-bug road", was on the job when the Colonel’s daughter. Miss Effie, drove the silver spike on July 4th (don’t know the year as it was before my time, but I have a picture of the crew of that date.)

Am thoroughly familiar with the delays encountered by train crews during 1912 and 1913 on the division between New Albany and Louisville, now a part of the Tennessee Division. It was early in January, 1913, I married an Ex-Conductor, who quit the road in 1914, wasn’t satisfied and finally hired on again in 1923 as a brakeman and still is on the Tennessee Division.

Yours truly,

Mrs. L. P. Ball,
Pontotoc, Miss.
Story of the Rebel Route as it Appeared in Railroad Magazine

By STUART COVINGTON

Engineer E. P. McGee related how he had made seventy hours overtime in fifteen days, most of it through relieving other runners who had been caught by that same sixteen-hour law. In fact, it was customary for freight trains to be double-headed to prevent the necessity of tying up when overtaken by the "dog catchers." The extra crew got their rests—if you could call it "rest"—while off duty deadheading in a boxcar caboose equipped with a stove and an emergency valve.

The need for double crews is easily understood when we learn of the orders received by Engineer J. A. Chapman on a trip from New Albany to Louisville, Ky., with an extra, stating that "Extra will not exceed six miles per hour at any point." Chapman was also given a "31" order to reduce speed at six different points where cars had been turned over. As a result, he was twenty-six hours late in making the 104 miles, and had to coal his engine twice during that wearisome time.

Many Hardships

Conductor R. S. Fant took forty-two and a half hours to cover that same distance, one day in 1912, suffering sixteen derailments in the 33-mile stretch between Pontotoc and Woodland, Miss. His bogger was A. B. Nelfly. Yes, derailments were the usual routine back in those days. In the latter part of 1912 exactly 105 cars were tipped over between New Albany and Louisville, and ninety between Louisville and Laurel, a total of nearly 200 cars ditched in a distance of 214 miles! The "big hook" had a regular crew and engine assigned to it. The engine was always kept under steam and worked seven days a week.

Engineer F. E. Dyess chuckled over the time, also in 1912, when he was pulling an extra north and had an order to meet an extra south at Pontotoc Junction, and had to wait eight hours for the other train, handling a load of empty reefer cars, which had thirty-two derailments while he was waiting! And Conductor J. C. Wall looks back to January 25th, 1913, when he left Louisville at three p.m. on train Number 76, with engine 70 and Engineer Roger Pegram, and ran into so many delays that it took them eighteen hours to make sixty-one miles!

"In 1912," according to Conductor R. B. Davis, "business was real good but the track was so bad that we often operated under difficulties. In many places the ties and rails were submerged in the mud, and the rail tops could be seen only when the wheels of a passing car pushed the mud off as they rolled through. In some spots, for a hundred feet or more, no part of the track was visible! I remember that for miles we would place beside the train and watch the cars slog along through one mud hole after another. After quite a period of walking, one of my brakemen asked me if I thought we would get to ride as much as half the way in. Our train was called the 'Try Weekly,' because we tried to make at least one trip a week."

Even at the holiday season, wrecks seem to have been the usual order of the day on the GM&N thirty-two years ago. The following was experienced by Conductor C. C. Hester:

"In December, 1913, I was on Number 5 at milepost 125 when our engine tank jumped the track, turning over and igniting the baggage car. Now, that car contained two thousand gallons of whisky consigned to various points up the line, presumably intended for 'Christmas cheer.' The passengers helped me to push the coaches back from the fire. Then we stood by and watched the cremation of the hopes of many Yuletide revelers. At no funeral service that I attended was there a saddler-looking group of spectators."

Tales of Olden Times

Engineer A. L. Boykin told this one: "In April, 1912, I was called out of Louisville, Miss., on an extra south and got a meet order with a schedule train at McDonald. Stayed there until they were twelve hours late—which, of course, made them lose their rights. We left McDonald as an extra south and met the scheduled train on the main line near Neshoba. There was no collision."

Also in 1912, Conductor W. O. Butler left Louisville on G M & N passenger train Number 8. On reaching milepost 256 he found a light engine headed south with one drivingwheel broken off. The locomotive finally pulled into clear on the north end of the siding at Daney, in which stood seven cars without drawheads! Meanwhile, an order had come for Conductor Butler to meet an extra south at Daney, so he backed up and headed into the south end of the siding. As the extra pulled by, a car of potatoes in the middle of the train was derailed between the south switch and the bridge, thus blocking the south switch and completely sewing up the passenger train. Mr. Butler said it was impossible to operate a passenger train on that year.

So slow were the old-time GM&N trains that another skipper tells this story: "I was running a mixed train, and on one of my trips a Negro boy boarded it at Ackerman, told me he was broke and wanted to get to Louisville. However, I put him off at the Illinois Central crossing. I was three hours in going from Ackerman to High Point, and between the switches I had a derailment. After rerailing, I pulled up to the station platform and was unloading some local freight when the same colored lad walked up on the platform and announced with a grin: 'Here I is, boss.' Thereupon I said: 'Yes, get your ears on that caboose. Darned if I'm going to let you beat me to Louisville.'"

M. C. Doollittle, a terminal trainmaster at Louisville, recalls an incident which had happened when he was a brakeman in the spring of 1912. He was on a switch engine at Newton, Miss., making Union turns daily. A log train was overturned at Mossville and an extra south met the same fate at Noxapater, thus blocking traffic in each direction. Now, it happened that a funeral party at Union was waiting to be taken to Newton, and the order came to move the party on the caboose. A short time before, this crummy thing had been in a wreck and the top was gone except for one end and one side. Shortly before the freight train pulled out of Union rain began to fall and, says Doollittle, "the passengers in the caboose afforded a peculiar sight with their umbrellas raised."
Begins to Build

Returning to Mr. Tigrett and the GM&N, we find its energetic President with a major problem on his hands. The road had a creditable starting point, but its northern terminus was sadly lacking in importance. Jackson, Tenn., where the GM&N trains ended their runs, was then little more than an over-sized village basking in the glory of its Casey Jones tradition.

Searching for a means of extending this line into fertile territory, Mr. Tigrett’s eye fell on the gasping Jackson & Eastern, which extended more or less directly between Union and Lena, Miss. Scraping together sufficient funds, he bought it and contrived to push its rails into Jackson, Miss. where in 1926 a connection was affected with the New Orleans Great Northern.

But the far-seeing Mr. Tigrett was aware that he had yet to attain his goal. The line was still without a profitable through route. The NOGN became the obvious answer to his prayer. Acquisition of this pike in 1929 allowed GM&N entrance to the Crescent City, while trackage arrangements with the NC&StL enabled it to reach Paducah, Ky., where the Burlington presented it with handsome chunks of business from Chicago and the Twin Cities. Thus Tigrett strengthened a weak spot in the GM&N setup.

The silver lining began to peep through the darkness. Several new locomotives were purchased, among them the second largest 2-10-0’s ever built. Passenger service was augmented by a pair of shiny new buffet chair cars, the line’s first attempt at luxury service. To whisk them across Mississippi cotton lands at faster schedules, two sprightly, high-wheeled Atlantics were acquired from Baldwin.

Much Opposition

Still, the road was forced to fight for existence. The CB&Q freight, though comfortably heavy, wasn’t as lucrative as it might be, while the neighboring Illinois Central, apparently jealous of the inroads made upon its revenue, offered plenty of competition. Mr. Tigrett realized that if his line were to survive, an outstanding “customer relations” job would have to be engineered quickly. One of his officers, G. P. Brock, came up with the answer.

Called “overall solicitation,” the scheme involved the writing of personal messages by trainmen to various shippers, assuring them that their freight would be “handled safely and swiftly via GM&N.” Results were amazingly good. Many shippers acknowledged the notes, assuring the writers of their continued patronage. The magazine Printers’ Ink devoted a feature article to the GM&O program.

Following along in this vein, Mr. Tigrett stressed the “personal touch.” He trained his men to give the shippers a “little something extra,” thereby winning their friendship and patronage. His “friendly service” policy has paid substantial dividends.

With the same astuteness of judgment he chose his brass hats from men he knew, and he didn’t go in for show to appoint an enterprising small-town lawyer the road’s General Counsel. A home-town youngster who had once been a station agent found himself Executive Vice President, while a former dining-car steward was given the post of Purchasing Agent. Then a modest head of a state experimental station was appointed by GM&N’s big chief as head of his Agricultural Department.

When, in 1934, Mr. Tigrett conceived the plan of merging his prospering GM&N with the sadly-bankrupt Mobile & Ohio, he met plenty of opposition. Magnates of the railroad industry rejected the soft-spoken son of a Tennessee preacher telling them how the roads should be run. But Mr. Tigrett sank his teeth into the idea and hung on. He traveled hither and yon, talking merger. In 1938, he got the nod from an official of the Southern Railway, which had controlled the ailing MO & O since 1901.

A Dream Realized

On September 1st, 1940, the Gulf, Mobile & Ohio fluttered its wings and announced its presence to the world. The Baptist pastor’s son who “didn’t know much about railroading” was boss of a 2004-mile system (a portion of which has since been abandoned).

Barely fourteen years had elapsed since he, as head of the forlorn GM&N, had begun hunting a new and important terminal for his line and acquired the wobbly Jackson & Eastern, thus forging the first link in the major transportation network which was to follow. In a little more than a decade, he had pulled the road from a nearly insolvent short-haul carrier, which once considered selling out to the Illinois Central, to a well-knit system boasting six important terminals, two of which were 749 miles apart, allowing the road a substantial long haul on its freight and passengers.

And Mr. Tigrett isn’t through yet. The GM&O has made application to the Civil Aeronautics Board for permission to operate an air line between New Orleans and Chicago, “Rebel Air Freight,” and he is planning even greater expansion after the war.

It might be well at this point to set down some of Mr. Tigrett’s ideas of transportation. The GM&O chief believes in these three general principles:

1. Weak parallel lines should be combined.

2. Accord railroads the same treatment that is given to other industries, and discontinue the inequitable franchise of rival transportation agencies.

3. Permit the railroads to use the highways whenever better and quicker service can thus be accorded.

The mature judgment of President Tigrett was shown, among other things, by his forward-looking vision in introducing to the South its first streamlined train. We refer, of course, to The Rebel. Five such trains are now in operation on the GM&O. The streamlining of the first three was designed by Otto Kuhler, whose home in a New York suburb adjoins that of the Editor of Railroad Magazine. These three currently run between East St. Louis and New Orleans. The newer trains, which often carry as many as a dozen cars abreast, including even refrigerator cars for head-end revenue, cover the route between East St. Louis and Mobile, and are the swiftest of the streamlined fleet. The pioneer of these trains was placed in service on July 10th, 1935, to lure the automobile-conscious public back to the rails.

Rebel Makes Debut

When the first GM&N streamlined came out and was christened The Rebel, some criticism arose from oldtimers who were thinking in terms of the Civil War and resented the implication that the Confederates had been “rebels.” Thereupon company officials got their heads together. From this conference came the statement that the train’s name had nothing to do with the Civil War nor anybody who had fought in
THE STORY OF THE REBEL ROUTE

it. The term was used to show that the Tigrett management, with its advanced ideas, was a pioneer or rebel in the transportation field.

An amusing incident occurred on the night of a maiden trip of one of The Rebels. The scene was Hazelhurst, Miss., a big fruit and vegetable shipping point on the Illinois Central about five miles from the GM&O main stem. This town sounds its fire siren as a warning to farmers whenever a heavy frost is coming. The fruit-growers then light their outdoor heating system, known as smudge pots, in the orchards to keep the fruit from being spoiled by a sudden sharp drop in the thermometer. On the first night that a Rebel sounded her Diesel locomotive siren, the farmers were fooled into thinking it was a weather signal—and although the temperature was only moderately cool, lit their smudge pots! This story is still good for a laugh at any GM&O division point.

While the first Rebel was still in the blueprint stage, the progressive Mr. Tigrett suggested that a train of such perfect appointment should have a uniformed hostess aboard to complete it. And so the world’s first train hostess made her appearance on The Rebel. She was Miss Katherine Sullivan, who has since left the road to get married. Katherine is slender and winsome. Her dark hair is pulled back on her head and a ready smile illumines her cameo-like features. This girl was assigned to see that passengers enjoyed in full the luxurious facilities of The Rebel. Her job was to make passengers comfortable, attend to babies, supply information about scenery and service, encourage musical passengers to play their harmonicas, introduce people, fix up bridge games, put unescorted children off at the right station, and attend to those various other niceties which every well-bred hostess is qualified to handle.

Nation’s First Hostesses

Katherine did so well that the Rebel Route soon took on additional hostesses, of which the present chief is Mrs. June Morgan, and other roads followed suit, hiring both hostesses and stewardesses-nurses.

The GM&O maintains its Hostess Department we are told, “in the effort to afford its passengers a more personalized service and contribute to their comfort in every possible way.” The young ladies selected to be hostesses on The Rebel are chosen after careful consideration on the part of officials and after trial runs on the trains. Primary qualifications are an interest in people and the willingness to be of service to passengers and the company by being the contact between the two. A hostess wants to get her guest’s viewpoint in regard to accommodations, schedules, etc., and is always glad to hear constructive criticism and to relay it to the proper channels.

CASEY JONES’ WHISTLE

You’ve heard of Casey Jones’ whistle—
with a plaintive whippoorwill cry that set a black boy’s feet to dancing or his eyes to rolling at the hogger’s beck and call.
But did you know that the quilt is now the property of a GM&O engineer? He’s J. C. Brady, brother-in-law of Casey, who took the curio off to 326 before she was hauled away for rebuilding.

“In order to be fitted for the responsibility of such a job, the company considers it necessary for Rebel hostesses to have college educations and some practical experience in dealing with people, before they are eligible for the job. They are required to have a first-aid course and knowledge of typing. Attractive in appearance, vivacious in personality, the Rebel hostesses are GM&O’s contribution to modern transportation.”

The first-aid training of these girls has a practical value. One Rebel hostess was called upon to attend a woman passenger who was suffering from appendicitis. During the remainder of the journey she kept the patient supplied with ice packs and kept her as comfortable as possible until the train arrived at a terminal, where an ambulance was waiting to take the appendicitis case to a hospital.

Rebel Mascots

Like all other railroads, the GM&O has its share of canine mascots. One of them, Shadow, was the pet of railmen at Mobile. This dog had headquarters in the trainmaster’s office, was fed at the depot restaurants, and accompanied a yard crew on its duties. Talk about smart! Going up and down the trains, Shadow would bark when he heard the air from a leaking joint in the train-line. Possibly Shadow is still on the job at Mobile. We do know that he was there a few years ago.

Another raildog, Blackie, a handsome, dark-haired mongrel chow, meets The Rebel almost every time it rolls into Trendley Avenue station, East St. Louis, wagging his tail in friendly greeting or perking up his ears as though expecting someone. Maybe he is waiting for a certain bluejacket. Blackie was first seen around this depot in November, 1943, when he followed a rolling group of sailors who entered on The Rebel. Evidently he trotted along to bid one of the boys good-bye and then decided to stick around until his master came back. In return for his keep, Blackie helps Assistant Special Agent Check to patrol the area at night, while in the daytime he acts as a reception committee of one for incoming passengers. He seems quite at home.

Mainstay of the Rebel Route’s present motive power fleet is its medium Mikados, built before World War I, and its equally ancient deecaps. The Mikes predominate on the greater part of the line, occasionally assisted by lighter ten-wheelers on the headend. Since little of the GM&O is hilly, the engines experience slight difficulty in handling long trains.

Most of the heavy repair work is done in the Iselin shops at Jackson, largest and best equipped shops on the system.

The GM&O is now planning a complete Dieselization of its motive power. Its 151 over-age steam locomotives are gradually to be removed from the roster, either sold or scrapped, and supplanted by internal-combustion engines. A little item known as “war priorities” is holding up this program, total cost of which is estimated at nine million dollars. Part of this expense will be met by resale of the old steam locomotives and the salvage of wornout equipment.

Financial Condition

A glance at the annual report for 1943, showing a rather nice net income of around four million dollars, leads us to believe that the GM&O can readily afford the program it has in mind. The report indicates also that a million or so was paid out to holders of preferred stock and that operating expenses while naturally steeper than in peacetime, were kept down to a reasonable twenty-four millions. Furthermore, the road exults in the fact that it reduced its
bonded indebtedness by a tidy three millions. In that same year freight tonnage reached a new high of 492 million miles which offset, somewhat, the increased cost of maintenance.

Yes, the GM&O is comfortably well off. Plants of sizeable economic importance ship huge quantities of their products in Rebel Route boxcars, furnishing the line with a large portion of its freight receipts. President Tigrett sees to it that his industrial department stays on the job. Heading the parade is the immense Gaylord Container Corporation at Bogalusa, La., one of the South’s largest industries, employing 2500 persons. This plant has all of its freight hauled by the GM&O. Shipping mostly paper bags, cardboard boxes, wrapping paper, turpentine and rosin.

Besides its freight and passenger income GM&O receives tribute from the Illinois Central which uses its tracks from Frogtown, near Jackson, Tenn. to Ruslor, Miss. In turn, IC rails are polished by GM&O freight on their way to Birmingham, which they reach over the Southern. After relations with the NC&StL had been discontinued, IC rails were also used as far as Paducah, Ky.; but these operations were terminated in a dispute over the manning of the trains.

Fundamentally the GM&O is in an excellent position to compete for post-war traffic. Its condition, physical and financial, is healthy and the road serves a territory which will retain at least a portion of its present industrial development occasioned by the war effort. The brass hats are hopeful that foreign trade will expand, especially to South America, thereby increasing the line’s chances for revenue through its two major Gulf terminals.

Ike Tigrett, at the throttle of the GM&O and two predecessor roads for a total of 33 years, has been a railroad President for a longer time, we believe, than any other man now living.

**Promotion**

It’s Captain William Russell Rice of the Marine Corps now, the former GM&O Claims Attorney having been promoted from the rank of first lieutenant recently. His present address is somewhere in the South Pacific, where he has been since last July. Captain Rice is the son of D. F. Rice, Superintendent on the Northern Division.

**Jimmy Wanted to Fight But Fate Ruled Differently**

Fate figuratively dashed what hopes Jimmy Timper had of becoming a fighting Marine against the drawing board. Jimmy was a restless, somewhat irresponsible type of kid just a few months back when he was Messenger at our East St. Louis Freight Agency—the kind who’d take a handful of messages out on an errand and stop en route to pencil a sketch of something that caught his fancy. But with all his faults, the kid was well liked, and had plenty of talent.

Itching to get into the war even before he was 18, he went to New York and joined the merchant marine, hoping to go to sea. Instead, he wound up on a stevedoring job. Disappointed, he returned home and told his draft board to send him out with the next group. At the Chicago induction station, the Army grabbed him. Whereupon Jimmy promptly announced to all concerned that he “didn’t want to be put in a uniform just to stay around a camp in this country.” The Marine recruiting officer heard that, and said, “That’s my man.”

So Jimmy went through basic training and saw his dream of action coming true when they sent him with a combat group to Guadacanal. But Jimmy still liked to sketch, and every leisure moment found him drawing his buddies in action.

Well, Jimmy just drew himself out of the ranks, because it wasn’t long before word of his talent got around, and now they’re flying Jimmy from one island front to another so he can sketch his buddies in action for the Marines’ official publication, The Leatherneck—for, you see, Jimmy is one of the magazine’s staff cartoonists and illustrators now.

**Hennessy Boys Going Strong**

From Chicago comes the news that Jim Hennessy’s two sons are really going places in the war. Jim, you know, is our District Freight Agent in the Windy City.

Lieutenant Robert A. Hennessy, a bombardier on a B-17, was recently promoted to First Lieutenant at an Eighth Air Force Bomber base in England, shortly after his unit helped blast a path through the Nazis so the ground forces could advance. This was the subject of a radio program broadcast by the commanding officer of the Eighth Air Force to the United States.

The other son, Seaman First Class John J. Hennessy, was on furlough in Chicago over the holidays and saw his year-old daughter for the first time. John was in three major engagements while on the Cruiser Brooklyn and was one of the boys who really broke the bank at Monte Carlo—with six inch shells.
HERE YOU ARE, SERGEANT WHEATLEY...
The Rebel Route News,
Mobile 5, Alabama.
Dear Sirs:

Since being overseas, I have been stationed in Italy before my shipment here to Orsica. Riding the Italian railways was quite a treat, but a very tiresome trip as it took our little 40 and 8 car about six hours to travel the great distance of around (censored) miles. It is a trip that I will never forget, but also one that I hope never to have to take again. I'll settle for any old broken down flat car on our railroad any time.

I know that you people must be pretty busy, but I would like to ask a favor, which you may do, if possible. My dad, Mr. J. H. Wheatley runs the Supply Cars on the north end of the road. It was always my delight as a child to go to the shops to see "Dad's Supply Cars" when they were in between runs. I have tried to take pictures of them many times, but never did get a good picture, could you sometime while taking pictures of different jobs on the railroad for the paper, take one of dad on his supply cars. It would be a great honor to me to own such a photo.

Sincerely yours,
James H. Wheatley, Jr.
Sergeant U. S. Army.

SOME RECLAMATION YARD VIEWS—The accompanying photos should give Sergeant Wheatley a fairly good view of the railroad people he knows and loves so much. In the upper left picture is the Sergeant's father, Supply Car Foreman James H. Wheatley, Sr., who has been with the Railroad since 1912 and at Jackson since 1930. At left center, you see Mr. Wheatley on his Supply Car, while in upper right photo, you see the men with whom Mr. Wheatley works. Around the table, left to right, are General Foreman R. T. McKenzie, Stores Helper V. F. Camp, Yard Foreman R. B. Love, and Stockman E. H. Geyer. Lower right picture is a view of the Reclamation yard, where old boxcars and other worn-out equipment are dismantled for scrap. Although the scrap looks like debris after a bombing, it is in reality divided up into many different classifications prior to being loaded for shipment to war factories. The crane at left loads the scrap onto freight cars by use of a magnet.

TO THE SERVICES——
NOVEMBER
OPERATING DEPT.: Edgar Dunain Weir, Fireman, Jackson, Tenn.
MECHANICAL:
James Harold Price, Pipefitter Hpr., Louisville, Miss.
DECEMBER
OPERATING DEPT.: Frank Gunter Cocke, Fireman, Tuscaloosa
Ola C. Edmonds, Fireman, Tuscaloosa
Andrew Lee Smith, Switchman, Jackson, Tenn.
Otis A. Booker, Jr., Messenger and Clerk, Meridian, Miss.
ROADWAY:
Leroy (None) Timmons, Sec. Lab., Billingsley, Ala.
Harvey L. Hannah, Sec. Lab., Jackson, Tenn.
MECHANICAL:
William P. Casey, Pipefitter, Tolson, Ill.
Eldridge L. Ivy, Elec. Appr., Iselin, Tenn.
Henry C. Harris, Car Appr., Jackson, Tenn.
James F. Thornton, Car Appr., Jackson, Tenn.
TRAFFIC DEPT.:
Francis A. Wilke, Jr., Office Asst., Mobile
PUR. and STORES DEPT.:
Millard H. Mundinger, E. St. Louis, Ill.

For a division... formed in December.
Following basic training at Camp Blanding, Fla., Walter was sent overseas in November. Apparently, he had just gone to the front when killed.

Private Hill leaves a widow and two small children, who reside in the Ellis Ridge Community near Louisville. A brother, Sergeant J. D. Hill, is with the Army in Texas, and his father, John Hill, who also survives, resides at Ellis Ridge.

Young Hill is the first of 26 men of the Louisville Shops to be killed in action this war. A friendly, hardworking and ambitious youngster, he was highly regarded by his fellow workers.

Receipts Dept. Items...
A son was born to Mr. and Mrs. Lewis Sims, December 23. Mother and baby are doing nicely.

Webb Reece has been home for a few days, he is on his way to Fort Scott, Ill. for a six week's course in Radio, after which he will take up Ginnery.
What They're Saying...

"The railroads are and will continue to be the main arteries in our transportation system. No other method of transportation yet devised can handle freight over-land in large volume as cheaply as the railroads... The railroads constitute the only form of all-commodity transportation which is today standing on its own."


"Under the management of their owners the railroads are doing a thorough and complete job, the most stupendous imaginable, more than twice that of World War I...

"It's a lucky circumstance that rail transportation handling didn't get into the hands of some alphabetical agency, for gross mismanagement there might have lost the war."


"The word that American railroads will again establish new records this year in the transportation of passengers is not surprising. Since the start of the war the railroads of this country have done one of the outstanding industrial jobs of the world."

Boston, Mass., Post.

Former Rebel Router with ODT in News Spotlight

The Richmond News Leader of Richmond, Va., gave a great deal of prominence to a holiday no-travel plea by C. C. Fleming, one of our former employees who is now the District Rail Director for ODT at Richmond. Mr. Fleming has been with the ODT for about a year and a half now, and was Commercial Agent at Birmingham formerly. His plea to the public not to travel during the recent holiday season was the subject of an editorial by the Richmond newspaper.

TRAIN WHISTLES — BOND BETWEEN PAST AND PRESENT...

Within a generation, many things have been developed which bind people together. But there's one particular remembrance in the minds of many city dwellers which is a bond between past and present.

There are some 234,000 miles of railroad in the United States. No one knows how many boys and girls, as they grew to manhood and womanhood, were within hearing distance of train whistles, and then moved to centers of population and away from the familiar calls that are an essential part of village, town and country life. Perhaps some day the census returns will tell us some of these things.

Train whistles are no localized or regional affairs. They are national in scope. Those who live on farms in Virginia share the experience with those who live in lonely ranches in Texas and on the far-flung farms of Montana.

Boys and girls who listen to the long-drawn, lonesome-sounding "whoo-who-whoo-who" as the Midnight Flyer rushes across the flat, rich corn lands of Iowa are hearing the same sound as young folks in the mountains of New Hampshire and in the hills of Tennessee.

In small towns, the farmers and village folk know the trains and can tell when Local 53 has reached Johnson's crossing half a mile from the depot. They pull out their watches and say: "Well, she's on time today," or "She's five minutes late, but she can make it up on the level stretch to Center ville."

There's something lonely, and a bit sad about a train whistle at night. Just before a storm when the barometer's low and the air is heavy with moisture, the signal travels far across the fields and echoes among the hills. Many a farm boy lying in bed has heard the lonesome-sounding, drawnout whistle come across the valley and has dreamed of the day he would be on that train in search of life's adventures.

— Richmond Times-Dispatch.