RESPONSE TO GARDEN PROGRAM EXCELLENT OVER REBEL ROUTE

If you haven’t started your Rebel Food Garden, why not get to work right away? If you reside in the northern part of the GM&O territory, and the weather is yet too cold, then plan to do it as soon as possible.

But to all employees residing in the mild, mellow climate of the southern end of the Line, the time is here to spade up your yards and sow the free seed offered by our Railroad’s Agricultural Department. Besides having the opportunity of obtaining free seed (see Rebel Route News of January), you also have the opportunity of obtaining free advice on how to garden from our Agricultural Department.

Letters have begun to pour into the office of Development Director S. A. Robert in Jackson, Tenn., showing an enthusiastic response to the Railroad’s appeal to employees to grow vegetables at home in order to supplement America’s dwindling food supply. And the requests for free seed have likewise poured in, numbering more than 1500 at present.

(Continued on Page 2)

Names Plane for Rebel

The fame of The Rebel has spread to the South Pacific, where American boys are battling the Japs.

Lieutenant James Richard Laughlin, son of Agent C. M. Laughlin of Humboldt, Tenn., writes home that he is operating on a troop transport plane and that he has named it The Rebel, after our celebrated trains.
EMPLOYEE'S DAUGHTER NURSE IN N. AFRICA

The first Army nurse from Memphis to arrive in North Africa is Lieutenant Anna C. Kelly, whose father, Cary Kelly, is Chief Clerk to the Division Frt. Traffic Manager in Memphis. Miss Kelly enlisted in the Army Nurse Corps last spring after graduating from the Baptist Hospital nursing school.

RESPONSE TO GARDENS

(Listen to the tone of these letters:
"I find that the garden has been half of my living in normal times, so I am going to try to make it three-fourths of my living this year, and do everything I can to help the other fellow." —Section Foreman W. J. Walters, Macon, Miss.

Chicago and Southern Air Lines, Inc., with headquarters at Memphis, has also instituted a system-wide seed garden program among its employees. In a letter to Mr. Robert, the Air Lines Director of Public Relations, C. E. Bounds, said Chicago and Southern would cooperate with the Government in this patriotic endeavor.

"Frankly, I am a novice at gardening, but have become vitally interested in your plan both from an economic as well as patriotic standpoint. I have purchased a small home in a new subdivision where buildings have ceased due to wartime restrictions, therefore directly back of my house are acres of good land ideal for gardening.

"Several of the men with the Company who live in apartments, and do not have available garden space, are interested in going in with me in planting and working this garden; therefore, I was wondering if it was consistent for you to furnish us with six to eight packets of the various varieties of seed listed in the Rebel Route News.

—J. V. Kinard, Montgomery, Ala.

"If every one of us will dig a Rebel Victory Garden no matter how small, it would save Uncle Sam our much needed tin and, too, serve us a chance for better health by working outdoors after a hard day of work, and in the end pay "U.S." good dividends.

—H. C. Koberg, New Orleans.

"If we try, most of us can save our surplus by canning at home and leave the most of the commercially packed canned foods for our fighting forces and be helping ourselves, too, as home canned foods are not rationed."

—Mrs. L. P. Ball, Pontotoc, Miss. (Wife of Brakeman Ball.)

Still another letter expressive of the sentiment and overwhelming accord given the free seed garden program is this one:

"The garden seed for myself and gang has been received and delivered to gang. If all companies would encourage their employees to plant gardens and furnish them with seed like the GM&O is doing, it wouldn't take long to whip the food shortage. Thanks a lot for the seed." —J. W. Mathis, Section Foreman, Tuscaloosa, Ala.

Miss Mary Knox Thompson, daughter of Assistant Vice-President Vester J. Thompson, and Mrs. Thompson, has been elected to the May Court at Randolph-Macon college, where she is a student.
"DON'T TAKE THE WEAPON AWAY FROM HIM"

TREASURY DEPARTMENT
WAR SAVINGS STAFF
Jackson, Mississippi,
January 25, 1943.

The War Savings Staff Organization of Mississippi has taken great pride in the manner in which the GM&O management and employees have supported the war bond program. In the field work of the State Staff we have encountered some local complaint about GM&O employees cashing in bonds. We feel sure that the practice is not now general, but in anticipation of its spreading, we are writing to ask that the Company with employe representatives inaugurate a further program in education among the employees to remind them of the responsibility of the home front.

A bond once bought represents equipment put into the hands of the man on the fighting front. The cashing or redemption of the bond before the war is over is tantamount to taking away from the soldier in the fighting line the battle instrument with which he is helping to preserve our lives and democratic institutions.

As yet we are at home and have not been really called upon to make a sacrifice.

May we express our very sincere appreciation for your co-operation in this further phase of the bond program. All of us are just as much concerned with keeping bonds sold as we are in selling them originally.

Cordially yours,
Leigh Watkins, Jr., Deputy Administrator

Here are three informal pictures of persons attending the special War Bond meeting. Top photo, left to right: General Chairman E. S. Manley of Brotherhood of Locomotive Engineers; J. P. Flynn, Consultant, Railroad Division, Treasury Dept.; General Chairman W. F. Newsom of Brotherhood Locomotive Firemen and Enginemen; General Chairman Morton Alvis, American Train Dispatchers Association General Chairman M. C. Plunk, Brotherhood of Maintenance of Way; General Chairman A. P. Howell, Order Railway Telegraphers, and General Chairman J. V. Tillman, Order Railway Conductors.

Lower photo, Mr. Brock and Mr. Flynn as they discussed a point, and, on right: R. C. Lauten, Assistant to Vice-President, D. A. Dickey, Local Chairman, Clerks; J. R. Cloy, Chief Clerk, Chief Engineer; and H. E. Quaries, Assistant General Freight Agent.

WAR BOND DATA

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<th></th>
<th>Total No.</th>
<th>% Emp. Buying Bonds</th>
<th>% Emp. Buying Bonds</th>
<th>Total Payroll</th>
<th>% Ded. Per Month</th>
<th>% Ded. to Total Payroll</th>
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<td>Mechanical Dept.</td>
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<td>Other Transportation</td>
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*By Payroll Savings Plan

Employes Urged to Increase War Bond Purchases Via Payroll Plan

Uncle Sam asks that all GM&O employees increase their War Bond purchases through the Company Payroll Deduction Plan to 10 percent of their earnings.

He sent one of his special War Bond salesmen to Mobile the past week (Feb. 10) to make a special plea that each employe do his part in this important drive. The government official, James P. Flynn, Consultant of the Railroad Division of the Treasury Department's War Savings staff, told representatives of all departments of our Railroad, in a special meeting, that we must put aside 10 percent of our salaries in War Bonds if victory is to be assured. It must be done before 1943, he pointed out, because the Allied Nations hope to carry out their largest operations yet planned this year.

The special meeting was held in the office of Vice-President and General Manager Brock, who presided. Each department head, or his representative at the session, pledged 100 percent cooperation. Mr. Flynn, a railroad man himself drafted by the Treasury to promote War Bond sales among all railroads, said that 100 percent effort was mandatory. He emphasized that the Government prefers railroad employees to use the Payroll Deduction Plan, because in that way Uncle Sam can be sure of what we are giving—or rather lending him.

Mr. Brock pointed out that while some departments may be buying more than others, none is averaging 10 percent. True enough, there are some individuals buying 10 percent and more, but we must have an overall average of 10 percent. That means everyone must do his or her part. Take a glance at the chart below and you'll see how we lag.

Notes Old Railroad Ad

George Peearo of the Flintkote Company plant at Meridian showed us a copy of The Daily Register of Mobile, dated Oct. 22, 1899, the other day. The newspaper carried advertisements by the Mobile and Ohio and the Mobile, Jackson & Kansas City Railroad. R. W. Smith was Passenger Agent for the M. & O. at Mobile in that day.
REFURNISHED DINING CARS
FOR COMPLETE WAR - MENU MEALS

COUNTER BUFFET POPULAR WITH SOLDIERS,
OTHERS FOR SOFT DRINKS, SHORT ORDERS

REBEL DINING CAR SOPT.
PROMPT TABLE SERVICE
G., M. & O. CO-OPERATES IN FOOD CONSERVATION PROGRAM

GM&O’s dining car service has been streamlined for war. Under the direction of Superintendent of Dining Car Service R. M. May, the Rebel menus have been simplified so as to make the best use of rationed foods and to avoid waste.

Acting quickly along the lines suggested by Food Administrator Wickard, The Rebel Route is putting redesigned menus on the streamlined trains operating between Mobile and St. Louis and New Orleans and St. Louis. Passengers are being urged to avoid wasting food by ordering only as much as they can eat, and cooks and waiters have been receiving instructions in conservation.

In order to handle increased passenger travel, the Counter-Style Buffet has been converted into a short-order and soft drink stand, while the Dining Cars serve complete meals, plus a la carte orders. During the month of December, 10,892 passengers were served on our trains, this number including complete meals, short orders and drinks. Tenderloin steak dinners are the most popular, while Rebel-burgers lead with the Buffet short-orders. Passengers like the pure country sausage for breakfast.

Above you see the cover of our new streamlined Menu, with an appropriate quotation by Food Administrator Wickard. (The lines at top are not part of menu.) The drawing at top right is part of the menu, an appeal to passengers to help conserve food. R. M. May, Dining Car Supt., is shown on left in photo in lower left corner. The two photos above are of passengers on the Gulf Coast Rebel. Two lower photos in right column show Storeroom Clerk Thomas V. Harris and Supervisor J. T. Rice at work checking food supplies in our Tolson Yard Commissary, and Commissary Chef Willie Cargain at work.
TWO LINE NEWSPAPERS MARK ANNIVERSARIES

The Jackson Daily News of Jackson, Miss., observed its 50th anniversary during the past month. Newspapers over the South, and several national magazines, paid tribute to the journalistie career of the News, and its fearless editor, Frederick Sullens.

One of our Line newspapers, the West Point Daily Times Leader, editorialized thusly of the News:

"The Jackson Daily News is a great Mississippi institution, and Frederick Sullens is a great American editor."

Still another Line newspaper to mark an anniversary during the month was the Waterloo Republican of Waterloo, Ill., which passed its 100th birthday.

The present editor, Bryant B. Voris, has been with The Republican since the last war. The paper has had a succession of names, including the Independent Democrat in 1843, The War Eagle in 1845, The Patriot in 1851, the Advocate in 1858, and then The Republican in 1890, when the late H. C. Voris became editor.

The Rebel Route News extends congratulations to both these newspapers.

Army of Women War Workers Still Increasing Rapidly In Mobile Area
(The Mobile Press, January 26)

Women in overalls, blue denims, slacks, and just plain pants have reminded Mobilians for many months now what an important part the fair sex is playing in war industries in this community.

Few probably realized though, that some 27,000 women are engaged in defense work in Mobile until Manpower Director Paul V. McNutt cited that figure the other day. And that was for the end of 1942. There are probably many more by now.

It may still be a man's world in other parts of the country, but not here where the predominance of men in industrial occupations may soon be chaled by the rapidly growing number of women workers.

ENGINEER KINDIG NOW RETIRED, AFTER 56 YRS.

The "life of Riley" is the life of Retired Engineer Charles C. Kindig of Tuscaloosa these days.

Since he reached the "end of the line" on last October 1, Mr. Kindig has been fishing, hunting and looking after his home on Greensboro Road in Tuscaloosa. But for 56 years and seven months, Engineer Kindig worked away on railroads in Missouri, Texas, Alabama and other states, seeing service on the Rock Island, Southern Pacific and GM&O.

"Born March 6, 1871, on a farm in Davis county, Missouri," says Mr. Kindig, "I began working for the Rock Island in 1886 as a section laborer... Went into the shops at Trenton, Mo., that fall as boilermaker apprentice... went to firing in October, 1890, my first job as fireman being on a Camelback switch engine at St. Joseph, Mo... went on the road out of Trenton in the days when the 16-hour law was unknown."

Promoted to Engineer at El Paso, Tex., on May 8, 1900, while with the Southern-Pacific, Mr. Kindig came to the GM&O in March of 1904.

WHO KNOWS ABOUT THIS?

On the Rebel Route right-of-way near Bilkups station, Miss., is a tombstone which reads:

In Memory of Mrs. Hester Hopkins
Born January 23, 1806
Died July 11, 1848

The tombstone was noticed recently by a resident of Columbus, Miss., Stuart Covington, who asks what GM&O employee can give him details on it.

"Here is a little photo taken at Abbeville, La., in the heart of the rice territory, of me and two of my very good friends," writes Bob Reynolds, one of our New Orleans Commercial Agents. Bob is in the center; the gentleman on the left is Dalton J. Lormand, of Abbeville, while on the right is Bennie Krepper of Lafayette.
Here's Why Our Trains Were Named the "Rebels"

Editor Richard E. Davis, of the Trenton, Tenn., Herald-Register, who writes the column "Potluck" in his newspaper, comments that we are "doing a fine job with the handling of the affairs of the G&M Railroad," and inquiries as to how we ever came to use the name "Rebel" for our trains.

Because this question often comes up, we reprint below part of the address Mr. Tigrett made before the Jackson, Miss., Rotary club on the occasion of the naming of the first Rebel Train in 1935.

"The management of the Gulf, Mobile & Northern Railroad (now the G&M) has, for many years been occasionally referred to as radical or rebel-minded. We were, I think, the first railroad in the country to advertise freight service in magazines and newspapers. We were, I am quite sure, the first railroad in the country to reduce passenger train fares, and there have been other steps of ours which were a departure from the conventional course. I have rather grown to like being designated as a rebel. The word implies action..."

"It is the rebels of the world who have made history, industrial history, political history, patriotic history. I hope we, who are in command, can use this instrument, the Gulf, Mobile & Northern Railroad, relatively small though it may be, toward making the history of this section one of usefulness and progress, and I hope that our new train, The Rebel, will accelerate and make more comfortable the passenger travel on our railroad."

---

THIS LITTLE PIG NEVER GOT TO MARKET

Agent W. E. Leech of Columbus has a scrapbook, and among the items was a news story from the Fruitdale, Ala., Herald of about 1900:

One of our Citizens, whose hog was killed by Train No. 31 on the M & O Railroad wrote to the Company claim agent at Meridian for settlement, and penned the communication thus:

THAT FOOLISH SWINE
My razorback
Strolled down your track
A week ago today.
Your Thirty-One
 Came on the run
And snuffed it's life away.

You can't blame me,
For the hog you see
Slipped through a cattle gate.
So kindly pen
A check for ten
The debt to liquidate.

He received the following reply:
Old Thirty-One
 Came on the run
And killed your hog we know,
But razorbacks
On railroad tracks
Quite often meet with woe.
Therefore, my friend,
We cannot send
The check for which you pine.
Just plant the dead,
Place o'er its head
Here Lies a Foolish Swine.

---

This photograph of Felix Bachemin, our Agricultural Agent for the Southern end of the Line was taken last fall at his Covington home. With him, at the home-made barbecue stand, is his son.

Baldwyn Agent—Agent T. L. Caver at Baldwyn, Miss., has been with the Railroad 40 years now. He has been agent at Baldwyn for the past six years.

Carl A. Thela, Jr., is a Messenger in our Cairo, Ill., office. The young lady, if you haven't already guessed, is his bride.
ORDER Carefully!

★ The FOOD you waste could save some child from STARVING....

CHECKING FOOD IN TOLSON YARD COMMISSARY...

PREPARING TURKEY IN COMMISSARY KITCHEN TO SERVE ON REBELS....
EMPLOYEES ENTERING THE ARMED SERVICES DURING MONTH OF JAN.

ACCOUNTING DEPARTMENT:
James B. Ezell, Abstract Typist, Mobile
Edwin M. Cox, Clerk, Mobile
Miss Elma E. Lord, Stenographer, Mobile

EXECUTIVE DEPARTMENT:
John B. Tidgett, Executive Assistant, Jackson, Tenn.

TRAFFIC DEPARTMENT:
C. R. Walley, D. P. Agent, New Orleans
Miss Rosemary McCown, Chief Hostess, Mobile
Charles W. Allen, Secretary, Mobile

TRANSPORTATION DEPARTMENT:
Jude R. Allen, Record Clerk, Mobile
A. F. Waiters, Mail Clerk, Mobile

PURCHASES & STORES DEPARTMENT:
Roland G. Hendrix, Laborer, Jackson, Tenn.

GULF TRANSPORT COMPANY:
W. G. Young, Truck Operator, Meridian
J. E. Herrod, Bus Operator, Hattiesburg
M. D. Cleveland, Truck Operator, Meridian
H. B. McIntosh, Stenographer, Crystal Springs, Miss.
Chas. Maxwell, Wash & Grease Boy, Jackson, Tenn.
Harry Sutton, Wash & Grease Boy, Bogalusa
W. M. Howard, Bus Operator, Louisville, Miss.
Kenneth Baebler, Bus Operator, Water体, Ill.
Burket B. Long, Truck Operator, Mobile
Earl Sidney Gray, Truck Operator, Mobile
James H. Speicher, Stores Attendant, Mobile

MECHANICAL DEPARTMENT:
R. A. Wilkinson, BM Appr., Meridian
R. O. Logan, Clerk, Artesia, Miss.
Alston Grandberry, Laborer, Mobile
Segdie T. Benson, Mach. Appr., Bogalusa
Alfred J. Kelly, BM Hpir., Louisville, Miss.
W. N. Rhodes, Mach. Appr., Jackson, Tenn.
E. W. Nichols, Mach. Appr., Jackson, Tenn.
D. L. Watkins, Fire Cleaner, Jackson, Tenn.
W. G. Boyd, Carman Appr., Jackson, Tenn.

J. W. Ross, C.P. Man, Louisville, Miss.
James Thomas Beavers, Carman Appr., Tuscaloosa
Fielding J. Knight, BM Appr., Bogalusa
W. D. Cameron, BM Appr., Tuscaloosa

ROADWAY DEPARTMENT:
Albert Lee Mitchell, Section Laborer, Gordo, Ala.
J. C. Jones, Section Laborer, Wickliffe, Ky.
James Belle Conwl, Laborer, Booneville, Miss.
Henry W. Taylor, Section Laborer, Enterprise, Miss.
Fred Henderson, Section Laborer, Enterprise, Miss.
Eon Smith, Section Laborer, McLain, Miss.
Eddie Sadler, Section Laborer, Guntown, Miss.
James Weathers, Section Laborer, Philadelphia, Miss.
Robert Cole, Section Laborer, Jackson, Miss.
Richard Boothe Glover, Section Laborer, Carroll, Tenn.
Julius Prudy Smith, Section Laborer, Mayhew, Miss.

OPERATING DEPARTMENT:
P. Y. Blackwell, Jr., Messenger, Memphis
Chas. Augustus Moore, Truck, E. St. Louis
A. O. Smith, Brakeman, Laurel
Otis Edward Jones, Switchman, Bogalusa
Berkley Herring, Freight Truck, Bogalusa
W. H. Rawls Ford, Yard Clerk, Bogalusa
Hermann C. Murdbaugh, C.C. to Asst. Supt., New Albany
Dee A. Ward, Clerk, Franklintown, La.
Leon R. Abernathy, Switchman, Artesia, Miss.
J. W. Wicks, Truck, Artesia, Miss.
L. Moore, Truck, Artesia, Miss.
R. Sheller, Truck, Artesia, Miss.
Henry B. Gillman, Clerk, Tupelo
Wm. Howard Kirby, Fireman, Bogalusa
Leland B. Snowden, Loco. Fireman, Meridian

David Lee York, Clerk, Corinth
Theron M. Williams, Laborer, Corinth
Thad Sam Gipson, Truck, Corinth

PATRIOTISM PLUS
Five hundred and thirty-seven employes of the Gulf, Mobile and Ohio Railroad were in the U. S. fighting forces—Army, Navy or Marine Corps—as of February 9, 1943, according to a report from the office of Vice-President and Comptroller R. E. DeNeefe.

RECEIVES HIS WINGS
William Robert (Bobby) Pollard, formerly of the Freight Traffic Dept., recently won his silver wings and has been promoted to Gunner Sergeant. He was graduated from the Harlingen, Tex., Army Gunnery school.

WRITE V-MAIL TO A SERVICEMAN TODAY
The boys on the fighting fronts appreciate letters from home as much or more than anything else they could possibly receive. And in order to keep them informed of the latest news at home, our Government has introduced V-Mail.

V-Mail is only for men (or women) in overseas service. Sixty-five V-mail letters can be shipped in the space required for one regular type letter. The reason is that V-mail letters are written on specially designed stationery, the completed letter photographed by the Government, and flown to the various battlefronts. There, the letters are reproduced from the film, and blown up to a size easily readable.

Already, there have been 15,000,000 V-mail letters sent. Anyone may obtain the V-mail stationery free of charge at any postoffice. Write to a friend or relative by V-mail today!

U. A. Tull, former
GM & O Passenger Representative of Jackson, Tennessee, is one of many Rebel Route employes now in the Army.

Former Special Agent Jack Craig has been appointed Acting Claim Agent with headquarters at Tupelo, Miss. His territory embraces our Railroad between the telegraph office at Perry, Tenn., on the north, and the north yard limit at Artesia, Miss., on the south; and embraces also the Birmingham and Memphis branches.

Charles Aubrey Payne, Jr., quite a young man now, is the center of attraction in Special Agent Payne’s household at Jackson, Tenn. And his grandfather, J. W. Payne of Meridian, also of the Rebel Route family, is just as proud as Mr. and Mrs. C. A. Payne.
SAFETY RECORD FOR 1942 BEATS PREVIOUS YEAR’S, BUT DRIVE ROLLS ON

“And All Our Bombers Returned Home Safely”

Behind that brief bit of news which you see almost daily in the newspapers lies careful planning and careful execution.

In carrying out such dangerous missions, our fighting forces must perform their many duties with perfection. And even then, in the face of enemy fire, those boys must put forth extra effort to insure a safe return home.

On American railroads today, we have similar missions to perform. They are not as hazardous, but they are mighty important to the home front, which after all supports the battlefronts. We have a job to do and that is to carry our duties in safety—if we will. Thus, the more we practice and think safety at every turn—not let our own carelessness or thoughtlessness result in some disaster.

Our record for 1942 shows that we have been practicing safety—that we were willing. But, like every other effort, we can do better. We will do better. In spite of trying conditions, there has been a reduction in all classes of personal injuries for 1942, compared with 1941. Here’s the record:

29 per cent decrease in reportable employee injuries,
67 per cent decrease in passenger injuries,
8 per cent decrease in other non-trespasser casualties,
22 per cent decrease in trespasser casualties.

That splendid record could not have been made without a real effort. It is an accomplishment of which each employee may well feel proud.

We cannot relax. There is tragedy in the words, “One of our Bombers failed to return”. Equally as distressing are reports of accidents to any of our employees. That is particularly true when careful planning and careful execution could have insured his safety.

Now, when our country is depending so much on the railroads, I appeal to you to do your part towards still an even better safety performance in 1943. “We did it before and we can do it again”.

G. P. BROCK,
Vice-Prez. & Gen. Mgr.

NOW PRISONER IN GERMANY, GM&O EMPLOYEE’S SON WRITES TO FAMILY

Sergeant J. C. Simmons, first son of a GM&O family to take part in aerial warfare with the Nazis, is a prisoner of war in Dulag Luft, Germany. His father, Eugene (Shorty) Simmons, of Union, Miss., has received a letter from J. C. telling him of the misfortune of being shot down and captured.

J. C., it will be remembered, was a gunner on one of the first American Flying Fortresses to bomb Germany, or German-occupied territory. In a letter from the prison, J. C. writes:

“TWO MOURNED”

Dr. Henry Mace Payne, who was Consulting Geologist for the Gulf, Mobile and Northern Railroad several years ago, died Jan. 7 in Burbank, Cal., where he resided. Dr. Payne had many friends up and down the GM&O, and he was held in high esteem by all who knew him.

Robert G. Hodder, Chief Accountant, East St. Louis, died Dec. 30 in the Missouri Pacific Hospital, St. Louis. With the Railroad 32 years, Mr. Hodder had served in the first World War with the AEF in Europe. He is survived by his widow, Mrs. Beatrice Hodder; two daughters, Betty Jean and Sandra Ann; his father and three brothers.
Gulf, Mobile & Ohio Railroad:

On the 7th inst. our family had a funeral party come into East St. Louis on the train "Rebel." They wanted to catch the 8:05 Mo-Pac train to Poplar Bluff, Mo. There was only 25 minutes time in which to get the body and the people from the G&O station to the Union Station in St. Louis. Mr. D. G. Barnard, your local Pass. Agent, arranged to get the Mo-Pac train No. 8 and personally attended to getting the party across the river and on board the Mo-Pac train in time.

We want to express our sincere appreciation of the extreme kindness and efficiency shown by Mr. Barnard. We wish also to compliment G&O officials for employing men like him to deal with the public.

Yours sincerely,

(Sgd.) D. F. Luckey
3669 Palm Street
St. Louis, Mo.

Excerpts from Friend's Letter...

Gulf, Mobile & Ohio Railroad:

It was my great privilege to travel from St. Louis to Jackson on the "Big Rebel"—then from Jackson to New Orleans. I had a reservation on the "Little Rebel." In a trip covering the number of necessary miles from New York to Fortuna, one naturally contacts many railroads and many railroad people. You should know that there was absolutely no comparison in the service received on your Streamlined trains and that of the other railroads. The courtesy of the employees and their hospitality was most marked. I particularly enjoyed the hostesses on those trains—they were so gracious and made everyone feel at home. Likewise, the furnishings of the various cars were so well chosen and beautiful that the trip was made more pleasant because of the attractiveness of the surroundings.

Very truly yours,

(Sgd.) ARETA E. CURRY
Commerce Instructor.
co—Mr. Corliss, Associated Railroads,
Washington, D. C.

"The Road of Service"...

G&M Railroad, Jackson, Tenn.

I want to express my appreciation to the G&M Railroad authorities for the kindness shown me during a recent misfortune.

I left Walnut (Miss.) last Friday night enroute to Jackson, Miss. After the train was about five or six miles out of Walnut, I decided I had left my purse at home with my ticket, baggage check stubs, all of my money, etc., I called the conductor and stated my position, offering to do anything in my power to make amends for the grave error. The conductor suggested that since I had bought a round trip ticket, and had my baggage checked, he would let me write my husband, asking that he send my ticket to me immediately. Then on returning to Walnut, they would take up the going and returning tickets. The Conductors all down the line to Jackson were most kind and considerate to me, offering courtesies because I have with me two small children.

Sincerely,

Mrs. W. H. Cochran
Walnut, Miss.

ALL PAYROLL DEDUCTIONS EXPLAINED IN SPECIAL BULLETIN JUST ISSUED

With the thought that it might be helpful, the following information is given to "general" deductions, in effect now:

Pension tax of $1/4 per $100 of gross earnings up to $300.00 in any one month.

Victory Tax—5% on all wages in excess of $25.00 each semi-monthly period.

Laurel Hospital dues of $1.00—deducted first half of each month from members of the Laurel Hospital Association.

Members of the Elizabeth Sullivan Memorial Hospital Association:

Deduction of $1.25 is made semi-monthly for all married employees residing in Bogalusa, single employees at Bogalusa and all other members—$1.00 semi-monthly.

Missouri Pacific Hospital dues are deducted on payroll first half of each month in accordance with the following schedule:

On monthly wages earned at rate of under $50.00, a deduction of $1.00 shall be made.

On monthly wages earned at rate of $50.00 and under $75.00, a deduction of $1.15 shall be made.

On monthly wages earned at rate of $75.00 and under $100.00, a deduction of $1.25 shall be made.

On monthly wages earned at rate of $100.00 and under $125.00, a deduction of $1.50 shall be made.

On monthly wages earned at rate of $125.00 and under $140.00, a deduction of $1.65 shall be made.

On monthly wages earned at rate of $140.00 and under $200.00, a deduction of $1.75 shall be made.

On monthly wages earned at rate of $200.00 and under $250.00, a deduction of $2.00 shall be made.

On monthly wages earned at rate of $250.00 and upward, a deduction of $2.50 shall be made.

Group Insurance premiums are deducted on payroll last half of each month. Premiums according to age groups are as follows:

<table>
<thead>
<tr>
<th>G. M. &amp; N. GROUP</th>
<th>M. &amp; O. GROUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monthly Premium</td>
<td>Monthly Premium</td>
</tr>
<tr>
<td>Attained Age</td>
<td>per $1,000.00</td>
</tr>
<tr>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Group 1 Under 26</td>
<td>$90</td>
</tr>
<tr>
<td>2-25 to 35, Inc.</td>
<td>95</td>
</tr>
<tr>
<td>3-35 to 40, Inc.</td>
<td>100</td>
</tr>
<tr>
<td>4-45 to 45, Inc.</td>
<td>120</td>
</tr>
<tr>
<td>5-50, Inc.</td>
<td>145</td>
</tr>
<tr>
<td>6-50, Inc.</td>
<td>175</td>
</tr>
<tr>
<td>7-60, Inc.</td>
<td>210</td>
</tr>
<tr>
<td>8-61 and over</td>
<td>300</td>
</tr>
<tr>
<td>9-Over 65</td>
<td>520</td>
</tr>
</tbody>
</table>

There are certain other miscellaneous deductions, such as premiums on insurance with the Provident Life and Accident Insurance Company, Continental Casualty Company, Inter-Ocean Casualty Company, and Benefit Association of Railroad Employees, the premiums of which vary according to the amount of coverage, terms, etc., of the policy; such premiums are deducted on payroll first half of each month.

Installments on correspondence courses with the International Correspondence Schools are deducted on payrolls first half of each month.

Watch Order deductions and deductions covering the purchase of War Bonds are made on payroll semi-monthly or once a month and in the amounts prescribed by the employer.

RUNNING MATES—Conductor E. M. Hassell and Flagman S. W. Spragg, are Rebel running mates.