Superintendent Rice Retires After 50 Years of Service

Several Promotions Announced In Operating Dept. Shifts

D. F. (Dave) Rice, Sr., who has been with our Railroad for more than a half century, spending the past 22 years as Superintendent at Jackson, Tenn., has retired because of ill health.

One who had come up to the Superintendent through the ranks, beginning as a truckman on the Mobile & Ohio back in the 30’s, Mr. Rice had built up a wide circle of friends both within and out the railroad organization. Ill for the past few months, he has been confined to the Missouri-Pacific Hospital in St. Louis for most of this time, but expects to be able to return to his home in Jackson, Tenn. soon.

Mr. Rice’s rise in the railroad was rapid. Less than a year after being employed, he was named Conductor on a work train, and in 1899 was elevated to a regular freight and passenger Conductor. Seven years later, he was made Assistant Trainmaster, and in 1916 he became a Trainmaster. He served in the latter capacity until 1923, when he became Superintendent.

While Mr. Rice is stepping aside, his family name will be a part of the GM&O for many years. Dave Rice, Jr., is a Terminal Trainmaster at Okolona, T. N. Rice is an Engineer on the Northwestern division, and Russell Rice, presenty a captain in the Marines and somewhere in the Pacific, is a Claim Agent at Tuscaloosa. They are all sons of Mr. Rice.

Coincident with the retirement of Mr. Rice, several changes were announced.

Succeeding to the post of Superintendent at Jackson is W. H. Forlines, who has previously held the job of Assistant Superintendent. Mr. Forlines will have jurisdiction over the territory from Okolona to Cairo and the Birmingham-Memphis district.

James R. Conely, who has been Assistant Superintendent at New Albany, becomes Superintendent of the Cairo to East St. Louis territory.

A. L. Begemann, Terminal Trainmaster at East St. Louis, becomes Superintendent of Terminals there, and Harry Wilson becomes Chief Dispatcher.

(Continued on Page 3)

Stamp Club Marks First Anniversary

Organized just a year ago, The Dixiana Stampers, a New Orleans stamp hobby group organized by a GM&O employee, now has members in 13 states and one foreign country.

The club, headed by Henry C. Koberg, Rate Clerk in our New Orleans office, marks the first anniversary of operation this month. The membership totals over 100, and interest is kept alive by a monthly mimeographed “Newslette.” And while the main purpose of each member is to gather the widest possible collection of stamps of all nations, the club’s motto at present is “Buy More War Stamps—Bring Victory Nearer.” Fourteen railroads are represented in the list of members.

25 YEARS TOGETHER...

On March 1, Assistant Purchasing Agent G. M. Wahl (left), Manager of Purchases and Stores H. E. Warren, and Miss Mildred Shaffer, Secretary, will have completed a quarter of a century of service working together in the same department in our Railroad. Actually, each has longer service records, but they became associated in the same department on March 1, 1920. Mr. Warren began his railroad service with the Mobile and Ohio in 1909 at Jackson, Tenn., but changed over to the GM&N in Feb. of 1920. He has been, at various times, attached to the President’s office, Asst. to the General Manager, and has headed the Purchases and Stores Dept. for 25 years. Mr. Wahl also started with the M&O in 1913, and joined the GM&N on March 1, 1920. Miss Shaffer had a year of service with the M&O when she became associated with the Purchases and Stores Dept. on March 1, 1920.
NEWSPAPERS SUPPORT GULF TRANSPORT BID TO SERVE JACKSON

Following denial by the Mississippi Public Service Commission of Gulf Transport Company’s application to establish bus service into Jackson, there came a number of expressions by newspapers in the territory.

Gulf Transport sought only to bridge several relatively short gaps in order to afford its main line patrons the convenience of a direct-single-line service into the Mississippi State Capital. Our bus subsidiary asked permission to operate between Forest and Jackson with closed doors; between Raleigh and Jackson, with closed doors from Brandon to Jackson; and between Philadelphia and Carthage. These links would have tied in with the main line service.

We print excerpts from editorials appearing in newspapers along the line, some of the expressions having been published after the hearing (in December) and some prior to it.

**Bus Line Refused**

It was a sad day for the people of this territory last week when the Public Service Commission refused to grant the Gulf Transport Co. a through schedule to Jackson, Miss.

As the schedule has been and now is, a person leaving Louisville can get to Jackson in one day but very little time will he have to transact business. If the schedule had been granted, a round trip could have been made with some four hours lay over in Jackson.

—Winston County Journal Louisville, Miss.

**An Ill-Considered Act**

The recent action of the State Public Service Commission in denying the application of the Gulf Transport Company to extend its bus line into Jackson withholds from the people of Jackson county, and this section, the convenience of a direct, single-line transportation service to the state capital and was, we believe, an ill-considered act by members of the Commission.

No need was served in the denial of the application, as the war effort would be helped rather than hindered by the new and speedier service and the time saved by the thousands of war workers in Pascagoula and more than offset any other factor. It looks like the Commission lost sight of the fact that the “public” it its title means the public as a whole.

—The Chronicle-Star Pascagoula, Miss.

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**THE HIGHWAYS**

**Belong to the People**

To fight, if necessary, for the privilege of rendering to the people of the territory adequate transportation services is the policy of the Railroad.

An effort was made to reason this policy out.

The Mississippi Public Service Commission by a vote of 2 to 1 has denied the application of Gulf Transport Company, the Railroad’s highway subsidiary, for authority to extend its bus service into Jackson. The company has sought to bridge several relatively short gaps in our lines and thereby to afford the people on our entire route a very much improved service.

That the public wants the direct service to Jackson is reflected by the fact that approximately 500

The Railroad has served Mississippi for 96 years. Nearly half of its road mileage and over 80% of Gulf Transport’s bus and truck mileage is within the State. These Companies are Mississippi citizens, so to speak, and are born to stay.

We believe that we are right. We shall continue to fight for the best interests of the people of Mississippi to whom the highways belong.

L.B. Tiggett

President

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**GULF MOBILE & OHIO R.R.**

The above reproduction is of an advertisement which appeared in Mississippi daily and weekly newspapers, the advertisement stating Gulf, Mobile and Ohio Railroad’s position on the bus franchise denial.

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**Petition Turned Down**

It is to be regretted that the Public Service Commission refused to grant the petition of the Gulf Transport Company franchise to operate buses between Bay Springs and Jackson. This service is needed. Since passenger trains were discontinued on the line of the Gulf, Mobile and Ohio road several years ago, this must rely wholly on bus transportation, especially when this being true with restrictions on automobile travel.

(Continued on Page 8)
Ralph J. Siegelman of Rate Bureau Passes

The sudden death of Ralph J. Siegelman of our Mobile Accounting Dept. office brought forth many expressions of sorrow from his many friends. Mr. Siegelman, who worked in the Rate Bureau, died on Jan. 23.

A veteran of approximately 32 years of service with our Railroad, Mr. Siegelman began his career in the Cairo agency, and joined the Accounting Dept. in 1916. He was 58 years old.

Funeral services for Mr. Siegelman were conducted Jan. 25 at the Higgins Mortuary. Survivors include his widow, Mrs. Cora Miller Siegelman, who is also employed in the Accounting Dept., and three sons in the armed forces.

Conductor Burns Dies In Fall at Fruitland

Tragedy befell Conductor Raymond F. Burns, 38, of Jackson, Tenn., during the month. Mr. Burns was killed in a fall near Fruitland, Tenn., on Jan. 20.

Conductor Burns, who had nearly 20 years of service with our Railroad, had been promoted to the rank of conductor last November. He was a native of Wheeler, Miss., but had resided at Jackson for many years. He worked in New Albany for a time.

Funeral services for Mr. Burns were held Jan. 31, with burial in Hollywood cemetery in Jackson. Survivors include his widow, a daughter, his mother and three brothers and one sister. The Rebel Route News extends sympathy on behalf of itself and its readers.

— From the Jackson, Tenn., Sun Editorial Page:

Dave F. Rice, Sr., who rounds out 50 years of service with the Mobile and Ohio and its successor, the G. M. & O. Railroad, is resigning his post of division superintendent with headquarters at Jackson.

Long and faithful has been the service he has rendered. His jobs ranged from that of conductor on a work train, through freight and passenger conductor, then trainmaster, to the division superintendent.

Many and varied have been his experiences. Wrecks, washouts, blizzard weather and torrid temperature have found him on the job, quite intent upon doing whatever was required of him and never stopping until the task was finished.

Genial, unselfish, friendly with his subordinates, yet firm in his dealings, kind and obliging to the railroad's patrons, obedient and faithful to his superiors in the service, he has endeared himself to a host of people, not only in his home city of Jackson, but all up and down the road system.

The Sun joins all of these in wishing genial Dave Rice speedy restoration of his health and peace and contentment in his years of retirement.

To his successor, Supt. W. H. Fortlines, who has proven his ability to carry on the job in fine fashion, we wish success and long service.

Bus Romance Unites Bolivar Agent, Houstonian

Our Gulf Transport Bus Agent at Bolivar, Tenn., took a bus to meet her fiancé, married him during a rest stop at the Bus Station in Houston, Miss., and then the couple boarded the same bus for a wedding trip to Mobile.

This unusual series of events took place on Saturday afternoon, Feb. 10, the culmination of a 10-month romance which started when a Gulf Transport Bus Operator (L. L. Land) introduced the newly-weds. The couple are Mr. and Mrs. D. W. Jean. The bride is 64 and the groom, 79.

The happy couple told their story to Passenger Traffic Manager P. E. Geil the other day. Plans called for performance of the marriage ceremony at the parsonage of the First Baptist church in Houston, Mr. Jean said. But when enthusiastic townspeople heard of the plans, they gathered, went after the minister, Rev. Satterwhite, and took him to the bus station. The ceremony was performed on the spot, and with only a slight delay, the couple was able to board the same bus on which the bride arrived for the wedding trip. It was a happy and gala occasion.

Mrs. Jean was before her marriage Mrs. Bertha Towers. Mr. Jean is a retired farmer of Houston. The couple will reside in Bolivar, where Mrs. Towers operates a tourist court and filling station besides the bus station.

"I just had to have some help," laughingly explained Mrs. Jean, widow of five years.

Observe 56th Anniversary

Colonel and Mrs. J. J. Henry of Laurel Miss., celebrated their 56th wedding anniversary on Jan. 22. Mrs. Henry, ill, got up for the occasion. Mr. Henry is our General Agent at Laurel, you know. We of the News congratulate them.
EDITORIALLY SPEAKING

The one way that all of us can be sure that our loved ones in service get attention from the world’s greatest humanitarian organization—the American Red Cross—is to support it through our local chapters.

Just as in the military it takes the home front to support the fighting front, so is it necessary for the people at home to maintain the Red Cross. The annual drive for funds will be conducted during March. Theme of this year’s campaign will be, “Keep Your RED CROSS At His Side.”

The Red Cross is—to our service men and women—the one great link between war and home. Its services embrace not only the care of the wounded and sick, but morale building activities. Local chapters up and down the Railroad will have individual quotas to meet. Let’s all be prepared to help Keep Our Red Cross at His Side.

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Explain Miracles of Science to Audiences in Rebel Route Territory

The photo shows M. H. Bruner, Consultant of the DuPont Company’s Extension Division, with GM&O Agricultural Agent Felix Bachemin, as they were about to begin a program at Lucedale, Miss. High School. Mr. Bruner, who made a series of such illustrated talks in towns in South Mississippi and South Louisiana during January with arrangements being made by our Development Department, told how camphor was being made from the southern pine tree (turpentine), how cotton linters were used in the manufacture of smokeless gunpowder, and how many other Southern products were being converted into new uses through chemistry. Large chemical companies use vegetable oils, corn products, wood pulp, turpentine and resin, linters and purified cotton and many other products of Southern farms in chemical consumption. The piece of twisted plastic which you see Mr. Bruner holding will carry light from one end to the other without throwing it out from the sides, and was only one of many such new products displayed at the meetings, which were held at civic clubs as well as high schools.

FOR SOUTHERN COMMERCE

It was on May 7, 1861, that President Milton Brown* told Directors of the Gulf, Mobile and Ohio Railroad:

“Of one thing we can speak with confidence and certainty—that your road will furnish in times of peace a great artery of commerce and in war a powerful arm of defense; and that in peace or war its influence will be exerted in support of Southern Commerce and the maintenance of Southern Institutions.”

An today Gulf, Mobile and Ohio is dedicated to the same principles. Never before has the South faced such promise; never has it had such advantages to offer.

IN PEACE OR IN WAR... now as then... GULF, MOBILE AND OHIO’s every effort is devoted to the SERVICE OF OUR COUNTRY and the SUPPORT OF SOUTHERN COMMERCE.

*Mr. Brown was President of the Mobile and Ohio, during the War Between the States.

A Bad Mixture

“There is far more danger in public monopoly than there is in private monopoly, for when the government goes into business it can always shift its losses to the taxpayers. If it goes into the power business it can pretend to sell cheap power and then cover up its losses. The government never really goes into business, for it never makes ends meet, and that is the first requisite of business. It just mixes a little business with a lot of politics and no one ever gets a chance to find out what is actually going on.”—Thomas A. Edison.

—The Railroad Journal
Resolution In Memory of J. H. Patterson

A resolution memorializing the late James Harvey Patterson, former Freight Claim Agent of our Railroad who died on Jan. 7, has been adopted by the Southeastern Claim Conference.

Mr. Patterson, who retired on Oct. 1, 1940, entered service with the Mobile & Ohio Railroad in 1896, and became Freight Claim Agent in 1913. He was at one time chairman of the Central and Southeastern Claim Conferences, and served as arbitrator for the freight claim division of the conferences for a number of years. He was also active in freight claim prevention.

Mr. Patterson, a native of Edwardsville, Ill., is survived by his widow and two sisters.

Montgomery Agent Marries

Wedding bells tolled during the month for Agent W. W. Tolson of Montgomery.

Mr. Tolson took as his bride Miss Margaret McDavock of Birmingham. The ceremony was performed Jan. 22 at Highland Methodist church in Birmingham, and a reception at the Molton hotel followed. The couple took a wedding trip to New Orleans, and are now residing at 27 East South Street, Montgomery.

Need for Home Gardens Continues, Say Food Men

With stringent wartime food rationing still in force, the need for home gardening—both to help the nation's food reservoir, and to ease the ration point problem—has increased over last year, according to government food officials.

While last year the government requisitioned 25 per cent of all canned and processed foods for the military, it is taking 41 percent of the total production this year, it is said. Thus, the backyard garden plot becomes more valuable in the fresh foods it can produce for the home front.

Although the Railroad is not continuing its free seed program this year, it is nevertheless encouraging the planting of gardens. However, most of the GM&O-Gulf Transport employees agriculturally inclined were introduced to the finer methods of gardening through the free seed program of the past two years, during which time the Company has twice won the National Victory Garden Institute's highest award for promotion of employee-gardening.

Our Agriculture Department stands ready to give advice to any employee requesting it, and such advice may be obtained promptly by writing Development Director Robert at Jackson, Tenn.

Gulf Transport Dispatchers

R. L. Grayson and Stuart Gilliam, former Gulf Transport Bus Operators, are now serving as Dispatchers at the headquarters office of the Transport Company in Mobile. Both Mr. Grayson and Mr. Gilliam drove buses on the southern division, and they were promoted recently.

Make Your Telephone Calls Count . . .

Properly used telephones are valuable "employees" in themselves, businesses have found. But while they transmit important orders or information rapidly within an organization or between our organization and the outside, their efficiency depends upon those who use them, says the Telephone Company. Correct use of the telephone increases wartime efficiency.

I. B. BLUNDERFUSS (The Telephony)
SAYS "GET ME" AND "GETS IT"--IN THE NECK!

GET ME
MR. PIGG AT ACME
AND MR. POTTS
AT DE LUXE

Pigg, this is Blunderfuss—What if er—er—beg your pardon, Mr. Potts!

BLUNDERFUSS, You EK HH—
What do you mean by calling me my biggest competitor's name?

HERE'S—MAKE YOUR OWN CALLS...IT SAVES EVERYBODY'S TIME.
HOW—DON'T BE A "MR. GET ME"

—5—
The Mail Train

Compliments Conductor Chrisman
On Courteous Service...

Mr. I. B. Tigrett:
On January 25th I had occasion to ride No. 1 (St. Louis-New Orleans Rebel) from East St. Louis to Waterloo, Illinois, and purchased a round trip ticket. I don't know the Conductor's name, as it was my first time on that railroad, but I'd like to pay a compliment to him.

When I got off at Waterloo I was standing on the platform waiting for the Diesel to pull out. When this Conductor, old in years but young in spirit, came up to me and stated that No. 2 was on time and would leave Waterloo at 3:17 p.m. (for the return to E. St. Louis.) This information was given voluntarily, with a smile from his face, which I am sure was a compliment to you. As I stated I don't know the Conductor's name but he had three stripes on his sleeve which would indicate to me his several years with GM & O. On my return trip I noticed the same courtesy amongst the train crew and also the Station Agent at Waterloo. You could well be copied by other railroads.

Very sincerely,
C. B. Fox
Fox Ignition Company
St. Louis, Mo.

Editor's Note: The Conductor was W. H. Chrisman, who runs on the Rebels between East St. Louis and Cairo.

Compliment Dining Car Service...
Dear Mr. May:
You might be interested to know that recently in traveling it was our privilege to travel over the old River & R. R. from Mobile to St. Louis and return. The entire service was most satisfactory, however, we were especially pleased with the dining car service. Gezel Weir served as Steward Cook in charge, and Percy Davis with Robert Clark served as waiters. These boys were courteous and polite, and seemed interested in our welfare. Their manners and alertness made our traveling more enjoyable.

May we congratulate you for being able to render a splendid service, especially in such difficult times as these.

Yours truly,
W. D. Edwards
Edwards Brothers Furniture Co.
Mobile, Alabama
Phillips Furniture & Mattress Co.
Prichard, Alabama
E. L. Clark
Prichard Furniture Company
Prichard, Alabama

The Dining Car Service Department set something of a record recently in serving 106 breakfasts between Columbus and Montgomery at the Buffet counter which seats only five at a time. Included in the total were 63 service men who had government meals at a cost of 15 cents each to the company, and the diner was in charge. The total cost of the service was reported to be $10.00 for the day.

Remember that when you cash in your War Bonds, you sell out your Country!

Encore for the Show...
Federal Security Agency
U. S. PUBLIC HEALTH SERVICE
U. S. Marine Hospital
Mobile, Alabama
February 1, 1945

Dear Mr. DeNeefe:
On behalf of the patients, staff and employees of this hospital it is desired to express our appreciation to you and all the members of your cast for the excellent performance which you so generously gave on the evening of January 26th. I am sure that it did much to raise the morale of the many patients that witnessed the performance. Everyone was very enthusiastic over the entertainment in which you were engaged.

In view of the fact that we have practically an entire patient turnover every two months we would be glad to have a return engagement at a later date.

Sincerely,
(Sgd.) E. M. Townsend, Medical Officer in Charge.

Editor's Note: The presentation referred to was the Christmas program originally staged by the Accounting Dept. on Dec. 23. It was aptly billed as "the Rebel Revue" at the Hospital. Previously the show was presented at the Mobile USO.

Industry
GM & O Will Serve Huge Tire Plant at Tuscaloosa

Location of a $10,000,000 tire plant at Tuscaloosa, to be operated by the B. F. Goodrich Rubber Company and financed by the government, was announced during the month.

The plant, which will be one of the largest thus far in the government tire facilities program, according to T. G. Graham, Vice-President in charge of domestic production of the Goodrich firm, will be served by GM & O.

The main building will be 1200 feet long and 300 feet wide, according to officials, and the plant will have the capacity to produce a quarter of a million pounds of finished goods daily which will require eight or more standard freight cars for outbound movement. For the duration, production of large tires weighing about 100 pounds each will be the principal product. The plant will employ between 1200 and 1500 men and women, most all of whom will be from Tuscaloosa and vicinity.

GM & O is proud to have the opportunity of serving this gigantic plant and to work with both the Goodrich Rubber Company and the government in such a large undertaking. The Goodrich company, observing its 75th anniversary, has 15 plants in the U. S. and employs some 40,000 persons.

The new plant will be served directly by our Railroad, and more than two miles of track are being laid to the site.

Ask Authority To Buy Tuscaloosa Street Railway

Keeping pace with Tuscaloosa’s industrial expansion, GM & O has asked authority, in a petition filed with the Alabama Public Service Commission, to purchase part of the street railway system there now owned and operated as a freight line by the Alabama Power Company.

Under the plan, GM & O would acquire the tracks and other facilities of the street railway system between the terminus at Holt and Riverview Station and between the G M & O interchange point near the Fifteenth street crossing and the terminus on Fourth street. Hearings on the petition is expected to be held in March.

The proposed purchase should result in improved service to both shippers and receivers of freight on the line, and the service should become more permanent, according to the petition, Plans call for operation of a Diesel switcher instead of the trolley now used. The power company has operated freight service only on the line since buses were substituted for passenger service in Tuscaloosa about four years ago.

Joins Roster of Rebel Hostesses
Miss Miriam Jones of Okolona, Miss., is the newest addition to our corps of hostesses who serve on the streamlined Rebels. Miss Jones attended Agnes Scott College in De-
OPERATING DEPARTMENT

TRAIN SERVICE:
Wm. Frank Koonce, Switchman, Cairo, Ill.
Wm. S. Sibley, Fireman, Jackson, Miss.
C. L. Gartman, Switchman, Jackson, Miss.

ROADWAY:
Willie Lee Barnes, Section Laborer, Humboldt, Tenn.
Charles Wilson, Section Laborer, Meridian, Miss.
Pall K. Taylor, Weider Hlpr, Selmer, Tenn.

MECHANICAL:
Doss R. Johnson, Pipefitter Hlpr, Louisville, Miss.
Wm. A. Arnold, Eng. Painter, Iselin, Tenn.

PASSENGER DEPARTMENT
DINING CAR SERVICE:
Theodore Christian, Buffet Hlpr, E. St. Louis, Ill.

First To Go In Service, First To Return
Jake Staples, first man to enter the armed services from the Transportation Department, is the first to return to his old job. Jake, who was Warrant Officer (q.o.) J. Q. Staples in the Army, was stationed at Camp Maxey, Tex., until recently. Jake, you remember, married the girl who took his job as Steno-File Clerk, (Rita Hardin) and they have two children now. Jake’s return to work was set for Feb. 16. He entered the Army April 17, 1941.

A release from the headquarters of the 41st Division, U. S. Army, Southwest Pacific, states that young Ernest Holland, who worked for GM&O at Jackson, Tenn., prior to the war, was reunited with two of his brothers recently in the Southwest Pacific. It was a happy meeting for Ernest met his twin, Everett, and an older brother, Harris. The reunion took place during the New Guinea campaign.

Lieutenant Robert A. Hennessy, son of District Freight Agent J. J. Hennessy, has been reported as missing in action over Germany. Lieutenant Hennessy, bombardier on a Flying Fortress, was in the Eighth Air Force. All of Mr. Hennessy’s friends confidently hope that word of young Bob’s safety will be received soon.

Major McKee Returns From War to Meridian Agency

Major Frank McKee, looking healthy after a tour of duty with the Army in the Southwest Pacific, returned to his old job as Agent at Meridian on Feb. 15.

Wearing two stars on his two ribbons which tell of the theater of war in which he has been, Major McKee told briefly of his four years of active duty. He went on active duty with a field artillery battery of the Mississippi National Guard, in which he has a total of more than 23 years of service, and was commissioned a Captain. This was in November, 1940. He was raised to a Major in March of 1941 and assigned as Executive Officer of a field artillery battalion, serving for two years. Then, he spent his last two years as General Staff Officer of an Infantry Division. One of the last 13 months of this duty was in the Southwest Pacific where troops of the division participated in operations in New Guinea and an island of the Netherlands East Indies group.

Major McKee was transferred to inactive status recently at his request in accordance with the War Department’s policy of allowing National Guard and Reserve officers with long service records to return to civilian life.

Ernest Chapman, our Division Passenger Agent at New Orleans, is a member of the Advisory Board of the Passenger Club of New Orleans, and he’s also on the sports committee.

S. P. MacMillan, former Agent at Aberdeen now working the night shift at Waynesboro, has increased his stamp collecting hobby since his boys went away. It works like this:

Two of them are in the Army, J. A. MacMillan in Europe with the First Army, and Harris C. Smith (stepsn) with the Air Forces in Burma. Whenever they run across a different stamp, they send Mr. MacMillan one. “I get stamps from all over the world,” says Mr. MacMillan.

L. L. McMillan of General Accounts, Mobile, had a date with the doctor during the month, and came out minus his appendix. We hope he’s okay by now.

Night Operator Ben Height of Waynesboro has been on the sick list for some time, and his many friends are wishing him a speedy return.

Agent N. J. Smiley took over at Stonewall, Miss., recently, replacing N. J. Walker, who went to Meridian to take the position of Clerk.

W. E. Kennedy, P. E. Geil and W. G. Harrison form a trio of Rebel Routers who show their interest in young America by doing something about it. The three GM&O railroaders have just been re-elected to the executive board of the Mobile Area Council, Boy Scouts of America.

Mr. and Mrs. P. A. Miller of Tamas, Ill., celebrated their 20th wedding anniversary on Feb. 3. Mr. Miller has been a GM&O Switchman for 25 years.

General Freight Agent J. S. Chartrand of St. Louis has had a telegraph typewriter instrument installed in his office for handling Western Union messages direct to and from his office. The W. U. signal to be used on such wires to Mr. Chartrand is “GM.”
BUS PROPOSAL COMMENTS...
(Continued from Page 2)
A bus line from here to Jackson would relieve the situation greatly. A number of business men who had contacted one of the Commissioners and also appeared before the Commission at its sit- ting in Jackson, came away feeling that there would be no question about the franchise being granted.
—Jasper County News, Bay Springs, Miss.

Gulf Transport Company Asking For New Routes
The Gulf Transport Company is asking the Mississippi Public Service Commission for the right to operate into Jackson, Miss., over three routes. A service of this kind is badly needed in South Mississippi and we sincerely hope that the members of the Public Service Commission will grant this permit without too much delay. It has many advantages which should be carefully studied by all concerned.
—The Richton Dispatch, Richton, Miss.

G. M. & O Offers New Service
The geographical location of Philadelphia requires additional travel facilities. Our neighbors to the north require additional facilities also. If this application is granted, it will provide our neighbors with accommodations directly into Jackson without transferring and "wait-over" for other travel facilities at Newton.
Surely our Public Service Commissioners will help the people of this section of the state to remove such obstacles that would hold us from growing as a segment of our great state.
—The Neshoba Democrat, Philadelphia, Miss.

Gulf Transport Seeks A New Route
Gulf Transport Company, highway subsidiary of the Gulf, Mobile and Ohio Railroad, is seeking the rights to operate in Jackson, Mississippi, with its own buses.... We hope that the Commission will see fit to grant Gulf Transport the right to operate into Jackson.
—The New Albany Gazette, New Albany, Miss.

The Bus Line Proposal
The Times-Post had something to say in these columns last week about the Gulf Transport Company seeking a franchise from the State Public Service Commission for a bus route into Jackson, Miss., in which we said that we hoped the franchise would be granted.
Since then we have made a study of the proposal and we are more convinced that the new line would be of great benefit to the people of Northeast Mississippi. It would give a direct route from this section into Jackson without the possibility of missing connections and a saving of time. The people of Northeast Mississippi should get behind this project and petition the commission to grant the franchise.
—The Times-Post, Houston, Miss.

Truck Becomes Pig Maternity Ward
Gulf Transport Truck Operator C. F. Sandifer had a sow among his load when he began a recent freight run between Bogalusa and Biloxi, and a litter of pigs by the time he reached Covington. The squeals of the little pigs attracted Mr. Sandifer's attention as he pulled to a stop in Covington. Investigation revealed that the cargo had been increased by six during the trip.

Perfect Shipping To Be Emphasized During April
The month of April will serve as a test period when railroads throughout the country, including GM&O, will seek to establish new and improved methods of handling freight so that these methods may be applied the year around.
Each year the Association of American Railroads, in cooperation with the National Association of Shippers Advisory Boards, stresses during April better freight-handling methods with a view toward preventing railroad freight claims, and reducing them to minimum.
"In view of the substantial increase in the number and amount of claims made during the year 1944," said President J. J. Pelley of the Association of American Railroads, "there is a wide field for our combined effort with shippers and receivers toward reducing this loss and waste in 1945."
While the program does not begin until April, the Association of Shippers Advisory Boards desires to have plans made early, and to impress upon railroad people and shippers and receivers of freight the necessity for trying to hold claim losses to a minimum.
By better packing and handling, America's war production record can actually be bettered, since every time an article is damaged means extra work and possible utilization of added raw materials in replacing such losses.
Thus, aside from the monetary angle of the Company having to pay freight claims, Perfect Shipping helps the overall war effort.

ON TIME — Persons who find it hard to get to work on time, rain or shine, cold or warm, could do well by talking with John Gaillard Cassidey, Sr., who completed 35 years of service during the month with never having been late. We decided to record the end of his 35th year photographically, and on the morning of Jan. 20 made a dash to work to catch Mr. Cassidey just before taking the elevator to the fourth floor, where he works as a Clerk. (If the clock shows a fraction of a second after 7:45 a.m., the fault isn't his.)