PRODUCTION

Line Plant Gets "E"

The city of Laurel put on its party clothes, hung out flags, paraded and held open house February 24 to do honor to the Masonite Corporation in recognition of its receiving the Army-Navy "E" Production Award. The entire Masonite executive staff and most of the company's directors, as well as friends from associate industries, visited Laurel for the celebration, which was broadcast to the country over 140 stations of the Blue Network, and was marked by a 24-page special edition of the Laurel Daily Leader-Call. All employees of the Masonite plant were given time off to witness the award ceremony.

Rear Admiral William C. Watts, U. S. N. (ret.), presented the "E" pennant to Ben Alexander, president of the Masonite Corporation, and Gulf, Mobile and Ohio Director, and Brigadier General Sumner L. Lowry, Jr., commander of the 31st Field Artillery, pinned the "E" lapel insignia on a delegation of employees. Roderick Holloway, vice-president of the union of Masonite Employees responded for the workers. David Banks, well-known news commentator of WWL, New Orleans, was master of ceremonies, and the 155th Infantry Band provided music.

The occasion was proclaimed Honor Day for Masonite by C. J. Miller, Mayor of Laurel.

Praises Founder

In presenting the "E" pennant to Mr. Alexander, Admiral Watts paid high tribute to the late William H. Mason, founder of Masonite. Admiral Watts said:

"The rapid growth of this corporation and the development of this tremendous plant at Laurel and others in..."
vadious parts of the world is one of the great epics in American industry. It all resulted, of course, from the basic discovery here in 1924 of means of separating wool fiber without destroying their physical properties and I want to pay tribute to once to the man responsible for it, that great inventor and scientist, William H. Mason. He then discovered also a method of pressing the resulting substance into boards, using only natural wood lignin as the binder, and his vision and enterprise caused the birth of a great new industry. It is sad that he did not live to see the tremendous help that the results of his genius are now giving to our country, in this time of its danger and critical needs.

Dignitaries Present

Among the Masonite executives and directors attending the event, in addition to Mr. Alexander, were R. G. Wallace, vice-president and general manager; J. H. Thieken, vice-president in charge of production; Tom Harris, director of personnel; Charles Westphalen, an associate of Mr. Mason in development of the Masonite process; Robert M. Boehm, research director; Mathew P. McCallough, treasurer; and D. Clark Everest, H. H. Dyke, Charles H. Worcester, Ayteh P. Woodson and E. L. Saberson, directors. Executive Vice-President Hicks, Vice-President (Traffic) Tibor and Freight Traffic Manager Tallman represented the Railroad.

ON LINE

Mr. Tigrett Guest Speaker

"Railroad Prosperity?" was the topic of President Tigrett’s address before the combined Rotary and Kiwanis Clubs of West Point, Miss., on Thursday, March 4.

Speaking before some fifty residents and visitors, he was introduced by Arthur Cunningham, Jr., and Rotary Vice-President Tom Green presided.

Following the meeting Columbus Kiwanian Johnnson tendered Mr. Tigrett an invitation to make the same address before Rotary and Kiwanis Clubs in the neighboring city. Mr. Tigrett accepted and spoke there the following Thursday.

It takes both . . . warships and warplanes to clean the ocean of Nazi submarines. It takes both War Bonds and Victory Taxes to beat the Axis. Buy more WAR BONDS.

BUSINESS FRIENDS

A Century of Service

The first 100 years are the hardest, says the old axiom. If that be true, then easy sailing is ahead for the Aberdeen (Miss.) Examiner, one of our Line weeklies.

The Examiner passed its 100th birthday in February, and observed the event by publishing a rotogravure section telling of the large Gulf Ordnance Plant at Prairie, and of Aberdeen and environs.

The Examiner has been edited for the past quarter century by the Sanders brothers, R. W. and Harold B. To them and others connected with the Examiner, the Rebel Route News offers its congratulations.

Here's What Each $25 War Bond Does

Every time an American workman puts $118.75 into War Savings for which he or she received a bond which will pay him or her $25 at maturity 10 years hence, he or she accomplishes these things:

Buys any of the following: 950 .45 caliber cartridges more than 4 steel helmets a field telephone a chemical warfare protection outfit almost a thousand rounds of .45 caliber cartridges 2 woolen coats (19.50) 5 pairs of shoes (19.25) 15 woolen shirts (18.80) almost 3 woolen blankets (20.45)
SAFETY
On Personal Basis
With safety standing high in the list of essential factors necessary to winning the war, Chief Engineer Exley has taken things in hand and put the safety drive on a personal basis with the 1944 employees of the Maintenance of Way Department.

Individual Effort Cards, each containing a pledge to put forth greater efforts to prevent accidents and work more diligently, were circulated all over the GM&O system in the Maintenance of Way Department, and were signed by 100 percent of its personnel. The cards were distributed by foremen, supervisors and others. The card reads:

"I know that it is WAR. I will diligently do my work to the best of my ability. I will be very careful in everything I do so I do not have an accident of any kind to myself or be the cause of one to someone else."

Supplemental Gas Rations
All applications by employees of GM&O for supplemental rations of gasoline and tires to be filled with the Ration Board at Mobile should be addressed to the GM&O Transportation Committee, General Office Bldg., Mobile, whether the automobile is used for Company business or otherwise.

forth in Houston. Mrs. Rafield has a service record of 20 years with our Line, but has not worked for a number of years.

GARDENING
War On Insects
If the cold weather has delayed or damaged your Rebel Food Garden, don’t be discouraged. There are a lot of bright, sunny days ahead and if you don’t go ahead with the vegetable gardening now, you will feel a lot more disappointment later on, as food rationing progresses.

To those who have planted early and now have problems of saving tender plants nipped by the recent cold spell, Development Director Robert invites them to call upon his department for advice and help, or upon your local advisors or county agent. To those who have plants growing now, Mr. Robert also advises that they keep a close watch for insects and begin to control them as soon as they appear. (For specific advice on this, ask any seed storeman or refer your problems to Mr. Robert’s dept.)

Closing Out Free Seed
While the free seed program is still in effect, Mr. Robert announces that it will close on or about March 20. He will attempt to fill all new orders up to that time, he says, and possibly a few more after that date, depending upon how long the seed supply lasts. Also, while the seed lost in the late cold spell may not be replaced by the free seed program, you may obtain replacement for only a few cents at any seed store, Mr. Robert says.

The Railroad, pioneering in the free seed program, has sent out upwards of 2500 packages of seeds to employees. Indications are that more than a third of GM&O’s 6800-odd employees will be home-farmers in their own right, producing vitamnias for victory and cooperating in the nationwide drive initiated by Food Administrator Wickard and our Government.

TELEGRAPH OPERATOR EXPIRES
Telegraph Operator J. L. Wallace died March 4th in Mobile after more than 30 years continuous service with our Railroad.

Mr. Wallace, native of Selmer, Tenn., was born July 9, 1880. He had been Telegraph Operator in the General Offices for more than 20 years. His continuous service dated back to July 22, 1912.
TRANSPORTATION: John Burton Tigrett writes of future

John Burton Tigrett is in the Navy now. But up until two short months ago he was a busy Executive Assistant on our Railroad. A live, alert young fellow, he was concerned mostly with the operation of our bus and truck subsidiaries; was actively engaged in forming Rebel Air Freight, Inc., and as a young and aggressive executive thought a lot about TRANSPORTATION TOMORROW.

In fact so enthusiastic was he with what the future held that he began to ask authorities and business men in the transportation field just what were their ideas on the future of the Railroads and the other forms of travel and transport after the war.

Their answers and his views are the basis of a story which Lieutenant Tigrett has written for Esquire Magazine and about which Esquire Executive R. D. Bumgartner says, "John Burton Tigrett, formerly Executive Assistant to the President of the Gulf, Mobile and Ohio Railroad, has done a swell transportation piece for the April issue of Esquire Magazine (out March 10)."

Now stationed at Norfolk, John Tigrett's story says that:

The full development of postwar transportation is based on two broad assumptions. First, that we win the war; second that we have free trade afterwards. Only with free trade after victory can transport reach its most effective utility.

New York-London 12 Hours

The most spectacular strides will naturally come in aircraft... particularly trans-ocean aircraft, continues Esquire. Tigrett quotes John Slater, head of the American Export Airlines, as predicting that the trip from New York to London will be made, to a large extent, by air... in twelve hours, and for about $250 dollars. First class traffic will be largely handled on luxury planes... planes which can sleep about forty. Second class traffic will be the volume end of the business, according to Slater, and they'll make the trip between sunup and dusk.

Tigrett quotes W. A. Patterson, President of the United Airlines, as saying that the rate for passenger planes might come down to as low as three cents a mile. In domestic transport, however, the one development that will make the advantages of air service available to the most people is the feeder airline, according to Esquire. Joseph B. Eastman, who has the "biggest job in our present war transportation", believes that "feeder airlines can make possible the operation of 100-passenger Mainliners, the building of a national air transport system, and overnight service from any point in America to everybody's doorstep."

Feeder lines, continues Esquire, are destined to be the branch lines of the industry. They will provide local service to the smaller towns of 5,000 people and more, picking up passenger planes and consolidating them at the main line terminals like Memphis or Dallas, where they'll board the big ships for the long trips.

Heavy Freight for Railroads

According to Lieutenant Tigrett, John Pelley, President of the American Railroads Association, sees security for the railroads in heavy freight based on longer trains with heavier loads and improved power. Tigrett adds that the steam engine is wonderful excepting that it won't run far enough and there are too many varieties of it. They have always been tailormade, and some railroads have accumulated ten or twenty different kinds of freight and passenger engines. The Diesel engine, however, is much more standardized, according to Esquire. Shop facilities can be used as much as 75 per cent with Diesels, says Tigrett, and predicts that with the eventual standardization of traffic and power, the railroads are bound for one of the most useful and efficient periods in their existence.

Miss Dorothy Jacobs of Humboldt, Tenn., is that town's first young lady to become a Rebel Hostess. Miss Jacobs, who has been hosting for some time now, was graduated from Peabody College in Nashville, and attended Huntington College in Montgomery and Union University in Jackson.

Friendship

For 9 years I've been acting Chaplain to wandering youth riding freightings and a few observations here might be helpful. "Sit down, Dad, and let's talk it over. You are responsible for your boy. He belongs to you and not to any unit of society. It is never safe for him to take the first freight ride for among other things he is stealing from the railroad the only thing a railroad has to sell, transportation. Dad, did you ever come home at the end of a busy day feeling tired and all out of sorts? But your little boy has been waiting for you and his little toy train is all steamed up, ready to go. Can he keep his toy train from being wrecked now, but Dad, what are you doing to keep his life from being wrecked later on?"

One reason why we've had so many teenage hoboes on our lines is the lack of family affection. Send them to bed with a kiss and they'll wake up with a smile. Make 1943 a good year for all.

Rev. R. L. Bell, Sky Pilot of the Rails

Bogalusa, La.
Box Car Diary: The rumbling freight cars get around but their whereabouts are always known, as workers keep track of network of trains.

Did you ever notice how a freight car gets around the country? Certainly you have, as you either waited at a crossing or stood at a station while a long, winding freight train rumbled past, the names of various railroads flashing before your eyes as the boxcars streaked by... a Rebel Route, Santa Fe, New York Central; or perhaps a Southern Pacific, Nickel Plate, Pennsylvania, etc...

But did you ever stop to think how railroads keep up with their flock? Boxcars (or flats, gondolas, tank cars for that matter) have a habit of getting away from home, on somebody else's line. And in the course of such journeys, they will travel over many railroads.

Railroading is a thorough business, though, and every boxcar or any other type of car has a diary. Yes, a diary. A diary in which is kept the day-to-day travels... of what service it performs... when it sits idle... when it is sidetracked, and many other things.

Time counts with a boxcar just like it does with an individual. Just as you must keep driving ahead each day, so must each piece of freight equipment keep moving. And especially that away from home.

There's a reason. Every day another railroad's freight car is on the GM&O, for instance, it costs the GM&O one dollar. But let's get back to the diary.

Conductors, crews and Transportation Dept. workers are the chroniclers in the boxcar diaries. To the average person, keeping records on all freight equipment movements would seem as large a task as catching all the snowflakes in December. But to railroaders, it's a systematic business. Here's the procedure:

For every Rebel Route car on a foreign line, our Transportation Dept. receives a slip each day telling of that car's whereabouts. The slip, technically part of what is called a daily interchange report on cars, is sent in by the railroad hauling our car. Every railroad must fill out hundreds—perhaps thousands—of such slips daily and send to railroads over the nation. The task is made simple by a printed form flap which fits over the regular or permanent record kept by each carrier. On this flap are recorded the number and railroad initials of each car, and where and when delivered. There may be many railroads represented in one freight train, or on one such report, but the records on each car are cut into small strips and mailed to the respective roads owning the cars. It takes about five days after a car has completed a move on a foreign line for the report to reach the home railroad. But, even if a boxcar should stray off up to Canada, the Transportation Dept. would soon know all about its travels, and record it promptly.

And as for movements up and down our own line, conductors file what is know as a wheel report, showing each and every move.

Keeping up with boxcars is a business, and there's many a mile of rail for them to "run away" from home on.

PERSONALITIES

New Employee

J. M. Wuerpel, of Rochester, N. Y., is our new Supervisor of Signals.

Mr. Wuerpel, fresh from a job with the General Railway Signal Company's installation force, was born into the business, his father having been a manufacturer of signal equipment.

Mr. Wuerpel comes to us from an assignment on the Canadian National Railways, installing signals. He and his wife and two children reside in Meridian now, but will move to Mobile soon, since Mr. Wuerpel's headquarters are in the Alabama seaport city.

Dies at the Throttle

Sudden death ended the career of GM&O Conductor Walter Earl Helms of Jackson, Tenn., on Feb. 16. Mr. Helms was on a regular freight run when death overtook him at Humboldt.

Native of Benton, Ill., Conductor Helms was 53 years of age. He is survived by his mother, Mrs. W. E. Helms; his widow, Mrs. Nannie Griggs Helms; two sons, Eugene of the Naval Reserve at Galveston, Tex., and Edward Helms of Jackson, and a brother and four sisters.

Retired Now

GM&O Locomotive Engineer Ernest Will stepped into retirement Feb. 10. Resident of Murphysboro, Ill., Engineer Will was said to be the oldest freight and second oldest passenger engineer in point of service with the GM&O and one of its predecessors, the M&O. His home town newspaper, the Daily Independent, noted his retirement with a front page story.

Mourn Veteran

Walter R. Phillips, veteran of nearly 40 years service with our Railroad, died Jan. 26. Mr. Phillips, native of Virginia, began his railroad career with the Richmond and Danville and in 1902 went to work for the Mobile, Jackson and Kansas City. He later went to work for the M&O as Car Foreman, and retired from this position in 1937 because of illness. He is survived by his widow, Mrs. Isabelle S. Phillips; two daughters, Mrs. George F. Bryars and Mrs. John J. Mason, and a number of grandchildren, great grandchildren, nieces and nephews.
JOHNNY REBS FIGHTING FOR UNCLE SAM—These GM&O boys know what war means, each doing his duty in uniform these days. From the left they are: Sergeant David L. York, of Corinth, Miss., former employe there, who was graduated from the nation's largest airmen's school at Harlingen, Tex., recently; Aviation Cadet James G. Goodman, Jr., USNR, formerly of the Traffic Dept., Mobile, who joined the service last July and took his pre-flight training at Athens, Ga., and is now stationed at Hutchinson, Kan.; C. L. McMillan, Jr., former Mobile Interline Clerk, who was graduated from Gulfport, Miss., Field as an airplane mechanic recently, and Second Lieutenant Fernando Castro, former Freight Traffic Representative at Montgomery, who received his commission recently at Miami Beach, Fla. Lt. Castro took his preliminary training at Keesler Field, Biloxi, Miss., and won the right to attend Officer Candidate School. He has now been assigned Assistant Transportation Officer at Kearns, Utah, where he can make good use of the experience he gained Rebel Routing.

TRAFFIC DEPARTMENT: David F. Hayes, Clerk, Mobile

OPERATING DEPARTMENT: F. H. Ives, Jr., Utility Clerk, New Orleans
Arnette Jefferson, Freight Trucker, Artesia, Miss.

GULF TRANSPORT COMPANY: R. W. Foy, Truck Operator, Jackson, Miss.

PURCHASES & STORES DEPARTMENT: Roy L. Ferguson, Laborer, Iselin, Tenn.

MECHANICAL DEPARTMENT: Wm. R. Norwood, Pipefitter Appr., Mobile
Dudley Taylor, Laborer, Meridian
C. Wm. Ragie, Carman Hlpr., Tamms, Ill.
Robt. James Holt, Machinist, Jackson, Tenn.
James A. Minjon, Carman Appr., Jackson, Tenn.
Manuel Reid, Laborer, Tuscaloosa
R. A. Wilkinson, B.M. Appr., Meridian

ROADWAY DEPARTMENT: W. G. Stubblefield, Asst. Supervisor, Laurel
J. W. Wolfe, Asst. Eng., Mobile
Author C. Morris, Laborer, Union City, Tenn.
James E. Warwell, Laborer, Houma, Miss.
Elighi Carpenter, Laborer, Oxett, Miss.
Joseph Johnson, Laborer, New Orleans
Pias Davis, Laborer, Waynesboro, Miss.
Eddie Greer, Laborer, Louisville, Miss.
Allen Spencer, Laborer, Quitman, Miss.
Willard Lacey, Laborer, Prichard, Ala.
Isiah Brown, Laborer, Jackson, Miss.
Abe Davis, Laborer, Oxett, Miss.

Do you realize that your Government is now spending as much every 4 days to fight this was as we spent in 4 years to fight the Civil War?

HELLO FOLKS—When he left last July, he was just Johnny Faust, of the Passenger Dept. Mobile. Now he's Second Lieutenant John C. Faust, U. S. Army. The camera caught Johnny as he entered to greet the News force.

Foreman F. M. Elliott of Tuscaloosa spent several weeks in the Veterans' Hospital at Memphis, and then took a rest at his old home at Okolona.

WAR

First GM&O Fatality

On January 15, 1942, Ben F. Crawford, Jr., a clerk in our Mobile Transportation Dept. offices, enlisted in the Army Air Forces; along with four of his Transportation Dept. buddies.

Youthful, but full of vigor and the love of adventure, the boys enlisted long before their draft numbers came up. They were all sent to the Air Base at Jackson, Miss., for preliminary training, then were separated as transfers came. Cadet Crawford was sent to MacDill Field, Fla., Maxwell Field at Montgomery, Lankeland, Fla., and then to Shaw Field, Sumter, S. C.

Just five days ago, (March 10), Ben was piloting a basic training plane in a routine flight when suddenly it failed to come out of a spin—the subsequent crash killed Cadet Crawford.

The News came as a shock to his fellow workers of the Transportation Dept., his family, and his many friends. A little more than a year after offering his all for Uncle Sam, Cadet Crawford had given his all.

Those who knew him will not forget the courage of Cadet Crawford. As the first GM&O employee to be killed in the service, Cadet Crawford is widely mourned. To his family and close ones, the Rebel Route News offers deep sympathy.

C. C. Crutcher, former Wage Record Clerk, was recently promoted to rank of first lieutenant in the tank corps, Fort Knox, Ky. Otto Simon, former Prior Service Records Clerk, is now a Sergeant and overseas.
APPEAL

Red Cross Needs Your Share

The American Red Cross, performing greater humanitarian duties than ever before, is asking every American to “give double” this year. This appeal is directed to GM&O employees, as well as to employees of all other railroads.

Our Railroad is co-operating in every way it can with the Local Red Cross chapters up and down the Rebel Route system. Employees at various points on the line are helping in the drive to raise increased funds for the “Greatest Mother on Earth.”

Officials of the Red Cross’ thousands of chapters throughout the nation are emphasizing that the War Fund drive is not the annual Roll Call but a combination of that and an effort to supply the millions of dollars needed for the organization to carry on its various war activities on far-flung battlefronts.

The Red Cross is the sole non-military agency providing welfare and recreation services for the United States expeditionary services. Those wounded boys on the battlefronts need aid now, and they can’t wait until we have a dollar or so to spare. The Rebel Route News knows that all GM&O employees are aware of the many humane services the Red Cross renders, without listing them in detail here. Leaders in government, business and labor have endorsed the drive throughout the country.

THE FIGHTING BOYS FROM WATERLOO—Patriotism runs high in the families of Agent A. A. Lepp and Chief Clerk Thomas W. Hogan at Waterloo, Ill. Between them, they have five boys giving their all for the Star-Spangled Banner. The handsome lads at the left are the Lepp brothers, Ensign Louis K. Lepp, now at Norfolk, Va., and Private John A. Lepp, now at Scott Field, Ill. The sturdy looking youths in the third and fourth pictures are Private Arnold E. Hogan, with the Marines somewhere in the South Pacific doing photographic work, and Corporal Robert Stanley Hogan, with the Marines at San Diego, Cal., doing map work. Another Hogan son, Thomas M., a Machinist Helper with the U. S. Engineers at Yakatat, Alaska, is not shown here. He has been in Alaska for 18 months now.
THE MAIL TRAIN

He's a Rebel Fan Now...

Gulf, Mobile and Ohio Railroad: I have been thinking for some time that I would drop you a line in regards to your passenger trains and service. Until the end of 1942, I did lots of traveling, mostly by bus. I had never ridden your train called The Rebel until last summer, when I traveled from Mobile to Tupelo. It was so comfortable, so nice, so much different from traveling by bus... Everyone was so accommodating. I noticed the Hostess was so interested in her passengers and their comfort. You don't know how much that means to people traveling... Just a Customer.

F. E. Umfress
Starkville, Miss.

Editor's Note: Hostess referred to is Miss Frances Moyer.

Commends Spirit of Rebel Routers...

Gulf, Mobile and Ohio Railroad: For a number of years, on my trips back to New Albany to see my father, I have been struck by the remarkable spirit of the employees of your railroad. During depression days, this might have been considered an extra effort to win good will. However, I was on your train into Jackson from Humboldt last week, and then on your bus on Thursday morning down to New Albany, and I was struck again with the genuine and naturalness of this personal interest on the part of all your personnel. I simply have not found quite such a fine spirit on any other road.

I would particularly like to commend Mr. Moore (Percy C. Moore of Louisville, Miss.), who was the driver of the bus leaving Jackson at 7:45 a.m. Thursday, Feb. 18th. Doubtless, all the drivers are equally as courteous as he, but it was my particular privilege to observe him on that run.

With cordial good wishes for you and for your splendid road, I am

Sincerely yours,
Dick H. Hall, Jr.
First Baptist Church
Decatur, Georgia.

Boosts St. Louis-New Orleans Service

Mr. C. F. Hallenbeck
St. Louis, Mo.

Dear Charlie:

Since my return home, I have had so many things to attend to that I have not had time to write and thank you for the arrangements you made for my trip from St. Louis to New Orleans, on the GM&O Railroad. Briefly, I wish to state that I never had a more pleasant trip. The train accommodations were perfect, and the attention rendered by the hostess and train officials was likewise perfect...

The meals were delightful, and in fact, about the best that I had on my whole trip. If ever I have the occasion to go to New Orleans again, there will be no doubt in my mind which train to take...

Sincerely yours,
John A. Bell, Jr.,
Vice-Pres. at St. Louis,
Southwest Supply Co.,
Pittsburgh, Pa.

Editor's Note: Mr. Hallenbeck is also with Southwest Supply, was kind enough to send letter to us.

Mobile friends of R. P. (Pat) Tallman are glad to see him back in the old town, this time as Freight Traffic Manager for our Railroad. He had been in Jackson, Miss., for the past several years.