TRAFFIC DEPARTMENT ANNOUNCES CHANGES

Four Traffic Department appointments were announced during the month, bringing about changes in the offices at St. Louis, Chicago and Mobile.

District Freight Traffic Manager C. F. Groom of Chicago became Freight Traffic Manager at Mobile.

General Freight Agent I. H. Wente of St. Louis became Assistant Traffic Manager at Chicago.

Assistant General Freight Agent J. S. Chartrand of St. Louis assumed the position of General Freight Agent at that city.

T. E. Maroney, who returned to the Railroad after a year's absence, became Commercial Agent at Chicago, succeeding W. R. Curtis, resigned.

All of the men involved in the changes have long service records with the Company. Mr. Groom began his service on March 10, 1920, and has been stationed in several cities during the past 24 years. Mr. Wente started his career in St. Louis with our Railroad on August 17, 1917; Mr. Chartrand entered our service on Nov. 11, 1921, and Mr. Maroney began his service at Chicago on January 1, 1929.

The appointments were effective April 1.

GM&O SERVICES MONTGOMERY'S MAXWELL FIELD AND PROVIDES LINK WITH OTHER RAILROADS

GM&O provides the connecting link between Maxwell Field at Montgomery and the railroads that fan out from the Alabama capital.

In addition to supplying this connection, since ours is the only railroad actually running into the Field, The Rebel Route itself hauls some of the movements of troops in and out of the giant Army Air Forces training center. Maxwell Field houses the Army Air Forces Pilot School (specialized four-engine school) and the Pre-Flight School for Pilots, both of which are part of the AAF Training Command. In speaking of rail transportation movements, we are largely concerned with the Pre-Flight group.

(Continued on Page 2)

TRANSPORTATION IS THEIR BUSINESS—Here are some of the Maxwell Field Officers who are concerned with transportation. Inset is Colonel Elmer J. Bowling, commanding officer of the Field since 1942. Left to right, standing, are: Major Ira H. S. McCann, executive officer of the AAF Training Command Pre-Flight School; Major James H. Thompson, base personnel officer; N. M. Hay, Chief Clerk of the base transportation office; Captain Clyde C. Fowler, assistant base personnel officer, and Captain Vernon S. Roberts, transportation officer, QMC.

—Photos courtesy Maxwell Field.
The Headlines Tell The Story...

GARDENS ARE GROWING . . .
BUT WE NEED MORE

While the Rebel Route army of Victory gardeners has already swung into its spring offensive toward growing more fresh foods at home, there are others among our organization who may still want to join the 1944 food drive.

Well, there is still time to plant, and our Agriculture Department still has some seed on hand for free distribution among Rebel Route employees who will devote some of their energies toward increasing the nation’s food supply in this year of impending food shortages. The response to our food
garden program for this year has been excellent, according to Development Director S. A. Robert, but the need for home gardens is greater than ever before. President Roosevelt has set the goal at 22,000,000 gardens for the country as a whole, a substantial increase over 1943. The free seed packages may be obtained simply by writing Mr. Robert at Jackson, Tenn.

Reports have already begun to come in to Mr. Robert of good progress in garden growing, but he urges all to fall in line with the popular garden slogan:

— PLANT MORE IN ‘44 —

Replacing the Iron Horse

There is a tone of pathos in the report that the Gulf, Mobile & Ohio Railroad contemplates complete Dieselization of its motive-power, for the old “Iron Horse” still has its admirers to whom the tones of its whistle, its chugging on the grades, and its sturdy, businesslike appearance are as the voices and the physiognomies of old friends. The GM&O concludes that replacement of steam by Diesel power would, eventually produce large economies. But it is at the expense of sentiment. The steam locomotive still has countless adherents, who hold it in affection. Could such a thing be done on those suburban lines where thousands look every morning for “Old 303” or its counterpart to come snorting around the bend?

— From the Christian Science Monitor.

GM&O Welder Remembered

The many GM&O friends and associates of Wilbur L. Lukens, one of our employees for many years, learned with regret of his recent death at Union, Miss. Mr. Lukens had 25 years of service, and was a welder, working on the railroad at various points.

GM&O SERVES MAXWELL FIELD

(Continued From Page 1)

What has been accomplished at Maxwell in the matter of rail transportation might well serve as a model in conservation and co-ordination of valuable equipment for other areas. The Field’s present system of handling the transfer of cadets to advanced flying schools, has won the praise of railroad and Army men alike.

In the early days of the war when the nation’s armed services were being increased at such a rapid rate, some confusion naturally developed in bringing men into the field and shipping them out, in requisitioning rail facilities and releasing that equipment. Each school called for a separate set of equipment to handle their graduates to the next training center.

But now rail cars requisitioned at the Classification Cenner many miles from Montgomery are used to bring men into Maxwell, then reloaded with graduating troops for Primary Training schools in the Southwest. In turn, the various Primary units utilize the same equipment, sending men on to Basic Training schools, and these in turn send their graduates on to Advanced Training schools.

Thus, it is a continuous movement, the graduating classes of each school going onto the next advanced flying base in the equipment vacated by the new incoming class. The system was developed at Maxwell Field by the Rail Transportation Officer and other authorities.

The Maxwell Rail Transportation heads estimate that this system saves up to 150 cars in every large movement of boys, over the former plan. Naturally, the size of movements and number of men handled must necessarily remain a military secret for the present.

The Little Things

The little things you do without
Can help to win the war.
So try to do your own small part
To keep the things he’s fighting for.
The luxuries that you forgo
Will help keep down inflation.
And everything you don’t buy now
Will shorten the duration!

— Sara Nolan.
Conductor Self Retires

"Running my train was my joy in life," commented silver-haired Conductor Earl Oscar Self last month after he had made his last run on the railroad he loves so well.

Holder of the No. 1 seniority berth among conductors on the Southern Division of G&M&O, Conductor Self, who will be 77 years old this July 17, decided to settle into retirement. From now on, he says, he'll just take life easy and follow his favorite pastime—playing rummy with his wife.

Mr. Self was promoted to conductor in 1898, and worked at several different jobs on the Railroad prior to that. He actually started his career in 1888 as a carpenter, but after a few months returned to farming until 1890 when he came back on a bridge gang. After two and a half years of that, he went to braking, and soon was named a conductor.

Passengers and employees alike will miss the friendly, kindly Mr. Self, who made so many friends through the years as he walked through the train with that familiar phrase on his lips 'Tickets Please.'

Miss Martha Jones, who has been a hostess on the Rebels for about a year, will begin greeting passengers as they purchase tickets soon, instead of on the trains.

She is scheduled to become an assistant in the Mobile ticket office, and will make occasional runs as a Hostess.

Culver White
Named to Board

Members of G&M&O’s Board of Directors were re-elected and one new director, Culver White, Assistant to the President, was named at the annual stockholders’ meeting held March 10 in Mobile. Mr. White resides in Jackson, Tennessee.

The Directors met on March 12 in St. Louis to discuss current railroad matters.

Retired Traffic Official,
80, Dies In New Orleans

Death called one of our venerable retired employees, Julian Oliver Gaither, during the month, at New Orleans where he represented the G&M&N Railroad for 20 years.

Mr. Gaither, General Agent at the time of his retirement in 1930, had 57 years of service altogether, and became associated with the G&M&N in 1919 when he opened that railroad's first New Orleans office. Prominent in affairs of the city, Mr. Gaither was a charter member of the Traffic Club, member of the Sons of the American Revolution, the Pickwick Club and Rayne Memorial Methodist Church. A native of Tipton County, Tenn., he was 80 years old.

Survivors include his widow, Mrs. Edna L. Gaither; a son, Rice Gaither of the New York Times editorial staff, and a brother, Roland N. Gaither of Memphis.
A Satisfied Passenger Writes

A passenger who resides in Bremerton, Wash., writes to say that she had a pleasant trip on the Rebel from Union City, Tenn., to St. Louis recently. She is Mrs. R. N. Hoskins, daughter of Mr. and Mrs. Howell A. Bransford of Union City, who was traveling with her two children. Mrs. Hoskins especially praised the many and varied services offered on the Rebel.

Mr. Bransford is engaged in the insurance business in Union City.

Learn to Read the Ribbons

You can spare yourself the necessity of having to ask returning seamen where they’ve been by learning to read the ribbons they wear on their chests.

For instance, if a seaman wears a ribbon combining blue, white, black and red stripes, that’s the American theater of war, except Alaska. If it’s green, red-white-green and brown, that means the European-Africa-Middle East theater.

If the ribbon has a red, white and blue center, bordered each side with stripes of orange, white-red-white and orange, that indicates the Asiatic-Pacific theater.

To wear these ribbons a man or woman, must have been engaged in active combat in the area or have served more than 30 consecutive days there.
Tells of New Uses
For Farm Products

M. H. Bruner, Agricultural Consultant, DuPont Agricultural Extension Division, made a series of talks throughout our territory last month addressing civic clubs at five different points along the line.

Mr. Bruner showed his audiences how farm products were being used chemically to substitute for materials not available since the war and forecast an even greater usage in the post-war period. His itinerary included Philadelphia, West Point, Columbus, Starkville, Miss., and Jackson, Tenn., and was arranged by Development Director Robert of our Railroad.

In 1913 the railroads carried over two-thirds of the nation's transportation load, according to the Cleveland Trust Co. Business Bulletin.

View of Wartime Mobile From Our Building . . .

Crowded streets are the usual thing in America's fastest growing wartime city to which distinction Mobile now lays claim, having a population 225,000 greater Mobile increased over 1941 census. This view was taken from the second floor of the GM&O General Offices building, and is looking down Royal street, with the Chamber of Commerce offices in the old Custom House in the foreground.

Miss Genevie Carr, Stenographer in Traffic Dept., was married on March 28th to Corporal Lee Hermon Tate of the U.S. Army. Lee worked in the Traffic Dept. and Genevie is the daughter of E. C. Carr of the Disbursements Dept., and has gone with her husband to Tyler, Texas.

As the Editor Sees It

BE A FIGHTER-BACKER

With the country calling more men to arms and the tempo of battle increasing as summer approaches, transportation will play an even more important role in the war than ever before.

Thus, the duties of each and every employe of our Railroad and bus and truck Company takes on added importance. Victory is in the cards, and will be ours if the people at home put forth the same effort as the men at the front, our leaders tell us.

The responsibility of winning a military victory on the battlefront isn't that of the armed forces alone. Every worker on the Rebel Route can contribute by doing his daily job well—by being a "Fighter-Backer."

Reynolds Hits 20-Year Mark

Com. Agent R. F. (Bob) Reynolds of New Orleans is a 20-year service man now, marking that anniversary a couple of months back. Bob is well known in New Orleans and Southwest Louisiana, where he represents our Railroad among the many agricultural and industrial shippers.
BRAKEMAN DOOLITTLE, NOW AN AIR FORCE GUNNER, CAPTURED BY GERMANS IN RAID

To Terminal Trainmaster M. C. Doolittle of Louisville, Miss., and the Doolittle family during the month came sad tidings. The War Department had telegraphed: "We regret to inform you that your son, Sergeant James M. Doolittle, is missing in action . . ." Then, after a lapse of about two weeks, came the news that Sergeant Doolittle had fallen into the hands of the Germans . . . a prisoner of war.

A Rebel Route Tennessee Division Brakeman who entered military service in November of 1942, Sergeant Doolittle comes from a family of roadbeds, though his term of service on GM&O, April 1, 1942, until he entered the service in November of that year, was short-lived. He took his basic training at Keesler Field, Miss., and Lowery Field, Colo., winning his gunner's wings and sergeant's rating at Tyndall Field, Fla. in May, 1943. Then, he was sent to North Africa after brief stays at three other U. S. fields, and took part in the North African campaign. From Africa, he was sent to Italy for operations on that front, and failed to return from a mission over Germany on February 22, this year.

Sergeant Doolittle is believed to be the first Rebel Route employe to become a prisoner of war.* Details of his capture have not been released.

Trainmaster Doolittle, who has been ill in the hospital in St. Louis, is now back on the job.

SGT. JAMES M. DOOLITTLE

* Sergeant J. C. Simmons of Union, Miss., son of an employe, fell into German hands in August of 1942, and at least one GM&O employe has been reported missing in action over Germany.

SERVICE NOTES

Navy Lieutenants (j.g.) Frank Lott and C. B. Whitlow have moved from their posts in Mobile to new stations at Washington and New Orleans. Lieut. Whitlow was transferred to New Orleans some weeks back, while Lieut. Lott went to Washington only recently.

Friends of Commercial Agent Bill Mayes in Birmingham have noticed his proud disposition of late. It's because his son was recently promoted to first lieutenant in the Army.

O. L. McMillan, Jr., formerly of the Receipts Dept. in Mobile, but a soldier since October, 1942, has been promoted to the rank of Sergeant. Sergeant McMillan is on duty in the South Pacific with the Air Forces, reports his father, who is in our general accounts office.

Neal Sinelair (R. N., Jr.) son of our St. Louis Commercial Agent, is doing boot training at the Great Lakes (Chicago) Naval Training Station, after which he will be in the V-6 program for study in radio and sound devices.

Clerk Rayford L. Howell of our Louisville, Miss., railroad offices was inducted into the army on March 3.

Vigilance By Agent

Agent W. L. Adams of Reform, Ala., who discovered an irregularity in a passing freight car that might have caused an accident and promptly signalled the caboose crew to stop, was commended for his efforts recently by Superintendent F. M. Bulloch. The car needed adjustment was set out of the train for fixing.

Many former employes of GM&O and Gulf Transport are likely to be in on the invasion. Cpl. Ranager, who was a German Apprentice at Meridian, writes from England that he is ready and waiting to do his part. Such a patriotic attitude should serve to spur all of us on this side of the Atlantic to bigger and better war efforts.

Private Russell Becomes Paratrooper

Private Virgil Russell, formerly of our Accounting Department, is now a paratrooper, having transferred to that branch of the service from the military police. Virgil, shown on a recent visit shaking hands with one of his buddies, Ed Cox of the Accounting Department, is in training at Camp Mackall, N. C., with the 51st Parachute regiment.

Rebel Router In Iran
GM&O Brakeman Ames B. Jarman who is now Pfc. Jarman of the Military Railway Service on duty in far-off Iran is helping to keep the lend-lease supplies flowing to Russia. Jarman is working in a shop battalion in the Railway service.
Studying Radar at Harvard

Marine Corps Lieutenant Fred A. Primo, son of Chief Clerk to Assistant Vice-Pres. A. Primo, has been learning all about radar, the scientific miracle weapon of this war, at Harvard University. Lieutenant Primo attended Auburn prior to entering the service.

War Emphasis on 1944 Cotton Week

Cotton Week this year will take on added significance, with the famous commodity of the South doing so many war jobs. May 22-27 has been set as the official observance by the National Cotton Council and the Cotton Textile Institute.

The slogan, "First in War—First in Peace," has been selected as the theme of this year’s observance. Since long before Pearl Harbor the cotton-textile has been demonstrating its power as an engine of modern war. The uses that cotton is being put to in the war effort will be coupled with appeals to the public to conserve clothing as much as possible.

As the nation’s No. 1 fiber, cotton has been put to many new uses in the past two years, many of them carefully guarded military secrets, according to the National Cotton Council.
THE MAIL TRAIN

Co-Operation Pays Dividends...

Dear Mr. Tiggett:
As in most lines of business last winter was the most difficult and worrisome in many years. Had it not been for the excellent service we received from your local GM&O employees it would have been much more difficult for us. Their spirit of willing helpfulness and co-operation in getting our cars of coal over the road and on spot has never been equaled in our business history.
We feel especially indebted to Mr. Harry Wilson, Agent Schrader, and his coworkers Mr. Plater and Mr. File. Your Mr. J. T. Stallings contributed a very great service...
To the Management our thanks for furnishing such an organization.
Very truly yours,
Joe E. Williams, Manager,
A. G. Williams & Sons,
Murphysboro, Ill.

Thanks From A Soldier...

Sirs:
At the time I entered the service last July I was an employe of the Gulf Transport Company, operating a mail truck from Mobile, Ala., to Meridian, Miss.
Recently I was Mess Sgt. on a troop kitchen car on a troop train from Alliance, Neb., to Pope Field, N. C. We were routed over a number of railroads during the trip. We had the pleasure of being served by the GM&O from St. Louis, Mo., to Corinth, Miss. I wish to express my thanks to the men of the St. Louis station for servicing the kitchen car and the men of the Corinth station for assisting me in obtaining coal for my kitchen stoves. It was indeed service rendered with a smile.
Sincerely yours,
Capt. W. R. Fraizer, Jr.,
Mess Sgt. A. C.
Pope Field, Ft. Bragg, N. C.

Sirs:
Thanks very much for the GM&O news which I have been receiving regularly since 1941. I appreciate the copies and feel sure other former employees of the GM&O who are in the Armed Forces feel likewise. It really keeps you abreast of what is going on in the railroad business.
I've been out this way a little over 13 months and while that isn't long in comparison to other men who have been out of the States, you are always looking forward to the good ole U.S.A. There's nothing like it, believe me. While in the States I was always griping because they wouldn't send me out, and now I am wanting to return to the States. I guess we Americans are never satisfied.
That is about all that I have time to write before "Taps", so give my regards to all and especially those working in the Law Department.
Sincerely,
Monty
1st Sgt. M. B. Lyons, Jr.

Two Section Men Lose Lives In Accident

All of us learned with regret of the death of two GM&O employees in an accident near Ramer, Tenn., recently.
The employees, Nick Young, 45, and Dewey Roten, 30, both of Selmer, Tenn., were killed almost instantly when a motor car trailer on which they were riding derailed. Three others on the car suffered minor injuries. They are Nick Wolfe, Herschel Moore and Dee Simpson, all of Selmer.

To the families and friends of Mr. Young and Mr. Roten, The Rebel Route News extends its sympathies.

Note to Employees—Keep the News informed of the latest addresses of employees in the Services.