Promoted

Harry Zalkind, on leave to the Government from our Legal Dept., has been made Assistant District Manager of the Motor Transport Division of the Office of Defense Transportation at Mobile.

Mr. Zalkind, Secretary to General Attorney and also Assistant Secretary of GM&O, was borrowed by the ODT last October 15 for the duration. He began in the ODT office as an Examiner, and was upped to the new position effective April 1. The Mobile office has jurisdiction in nine counties in Alabama, and three each in Mississippi and Florida.

Appointed

After 32 years with our Railroad, Charles L. Dismukes, Union City, Tenn., Traveling Auditor, resigned last month to become Finance Commissioner for his home town.

Mr. Dismukes was appointed to fill the unexpired term of W.T. Witterington, who had resigned. The unexpired term has four years and eight months to run.

Honored

Captain Charles N. Bannerman, son of our Conductor Charles A. Bannerman. (Please See Page 7)

Introducing Pair of New Rebel Hostesses

Passengers on the Rebels are greeted with the smiles of Miss Anne Price, left, and Miss Willmary Aszman as they ride these days. Miss Price, of York, Ala., began as a Hostess the latter part of March, while Miss Aszman, of East St. Louis, Ill., began April 1. Miss Price was graduated from the University of Alabama and did welfare work formerly. Miss Aszman is an alumna of the University of Illinois and attended the University of California at Los Angeles for a summer session.
PRESS
(Continued from Page 1)

survive intact if, by refusal to meet unpleasant war requirements, the country should be plunged into defeat or disastrous inflation?

The full text of the rate statement follows:

It was not very long ago—in December, 1941—that railroad employees were granted an increase in wages. To help offset that increase, the Interstate Commerce Commission allowed the railroads in March, 1942, to raise their rates.

Just the other day, the ICC ordered the suspension of the freight rate increase. This means that the railroads' revenue has been taken away while the increased wage expense is permitted to stand.

Naturally we dislike being deprived of this revenue. It would be quite helpful in restoring the greatly diminished equity of our stockholders.

At the same time, if this policy of the ICC is a step toward checking the current inflationary flurry; if it means that our Government will not permit, except in thoroughly warranted instances, further increase in wages and other items which raise the cost of living; if it means that our dollar is going to retain its value; and if it means that the money which all of us are investing in life insurance and war bonds will be preserved after the war—

Then the Management of this Railroad raises no objection. We are, in fact, glad to contribute toward a sound program of national economy.

We believe also in a low transportation charge for the public. It stimulates commerce.

But all of us—the employees, the public and management—should be ever mindful of the fact that the cost of a transportation service is generally reflected in the rate.

That is why useless expenses in railroad operations should be eliminated; that is why we should not be forced to pay employees for work which they do not perform; that is why the railroads should be relieved of the unjust "featherbed" rules with which they have gradually been manacled, mainly thru interpretation of the Nat'l RR Labor Adjustment Board from whose decrees there is no right of appeal.

Just by Keeping Well YOU can help Win this War!

Memorize these five keys to good health—for your own welfare and for victory.

1. Eat right

Milk, butter, eggs, fish, meat, cheese, beans and peas, fruit, green leafy vegetables and the yellow ones, whole-grain or enriched crackers and bread—these are the KEY foods. Eat plenty of them, AND eat 3 meals a day!

2. Get your rest

Regularity counts most. You can't catch up on LOST sleep or MISSED relaxation! Try to keep on a regular schedule every day. Take it easy for a little while after lunch and dinner. Go to bed on time, get up on time.

3. See your doctor once a year

You have your CAR checked and serviced every thousand miles. Do as much for your body. Physicians can PREVENT many diseases and illnesses for both children and grownups nowadays. Give your doctor a chance now, BEFORE you get sick. Go to see HIM!

4. Keep clean

Plenty of baths, lots of soap. Clean hands, clothes, houses, beds! Get fresh air, sunshine. Drink lots of water.

5. "Play some each day"

Romp with the family, visit with friends, take walks, play games—or do whatever you like to give your mind and body a change from the daily grind on the job. "All work and no play makes Jack a dull boy."

During the month, Mr. Tigrett spoke before luncheon-civic club groups in New Orleans, Montgomery and Jackson, Miss.

A number of our Railroad's officials and employees, both from the headquarters offices and local offices, attended these meetings as members of the GM &O party.

LINE INDUSTRY

Baldwyn, Miss., Has Unique Chicken Trough Mill

There's an old adage which says that if you make a better mousetrap than the next fellow, the world will beat a path to your door.

The Davis Lumber Company of Baldwyn, Miss., one of our Line communities, doesn't manufacture mousetraps, but it has perfected a wooden one-piece chicken trough which is taking the place of many metal troughs now impossible to obtain.

In manufacturing the troughs, poplar and some gum wood are used. Manufacturer of the troughs was developed as a sideline by the Davis Lumber Company, of which W. L. Davis is manager, but now shipments are made in carload lots. Said to be the only one-piece trough of its kind, it is made on the order of the old-time dug-out canoe. A piece of lumber measuring four inches square is turned, and hulled out by machinery. The troughs are cut any length.

The finished product has been moving via GM&O to Northern and Eastern points. The troughs were manufactured before the war, but production has increased since the metal shortage set in.

A Story Without Title

If all the requests by the War Department were to be complied with—or, to put it in another way, if the War Department insisted on having all the Pullman cars for the country would be carrying troops. The present allotment is a compromise with essential civilian needs. When Pullman cars are not available, troops occasionally travel overnight in coaches—Office War Information.

When we first read the above we started to write a heading saying: NOW, WHO COMPLAINED ABOUT THAT UPPER? But after thinking it over we remembered that we hadn't heard the first complaint from anybody about the lack of pre-war comforts on trains today ... and we get around quite a bit.

OLDTIMER—This piece of mechanical antiquity is a far cry from today's Diesel-electric powered streamlined engines which pull the Rebels, but in the day when it was built it pulled trains as proudly as did the modern Rebel engines. Oldtimers of our Railroad say this engine which bears No. 17 on the sand box, is the old 4-4-0, also known as the eight-wheeler or the American type. When this photo was made, the engine was on the turntable at the old Whistler roundhouse, according to general belief. Note the diamond stack for the coal burner, and the large pilot or cow-catcher. No. 17 was a passenger engine, capable of pulling three or four of the old wooden coaches and was used in the 1870's. Odly enough, it had no brakes, relying on the reverse lever and the brakeman to stop. The photograph was brought to light only recently, found by the Passenger Dept. in old files.
West Point Livestock
Show Called Success

With meat rationing making everyone more conscious of the production of livestock, attention was focused on West Point, Miss., during the past month (April 15-17) at the fifth annual Northeast Mississippi Livestock Show. Under direction of Dr. E. P. Ivy of West Point, the show was acclaimed a huge success by those participating and attending. The display of beef on the hoof was comforting to residents of that section, since it was assurance that Northeast Mississippi was now producing much needed commodity in quantity. The chant of the old time auctioneer rang out on the last day of the show, with G. H. Shaw of Memphis selling the cattle.

Tank Motor Expert

Second Lieutenant T. L. Cauer, Jr., son of our Agent at Baldwyn, Miss., is a motor expert at Camp Hood, Tex., in a tank destroyer battalion. Prior to joining the service six months ago, he was a school teacher at Harlingen, Tex.

'SINGING SAFETY ON OUR LINE'—You can't put too much emphasis on safety, all railroad officials agree. There are many ways to impress this (note the jingle above) upon the men and women who toil for GM&O, but probably no more effective way has been devised than by that used by the men working under Section Foreman H. A. Archer, Section 307, Corinth, Miss. In their deep-throated tones, Negroes hum away throughout the day, a-working on the ole railroad. Mr. Archer says he composed this jingle at the request by Supervisor M. B. Kemp. The men in the photo are James K. Pearce, Assistant Foreman; and the following colored men: Frank Burton, Aaron Golson, Gilbert Hursey, Henry Hunter, Wardell Gray, Ed Luster, Will Smith, Richard Freeman, P. J. Davis, W. A. Wright, and Ike Callcott.

'Capitalism a By-Product of Liberty and Democracy', Says NC&St.L Railway President

President's Message No. 241

To NC&SIL Employees:

You probably have heard or read recently that the 'capitalistic system' has failed. In fact, some officeholders and bureaucrats are some other foreign-thinking people would have you believe that America has been one grand failure instead of the world's greatest success—as it has been and is. These people talk constantly of rebuilding and remaking America. The most charitable thing to be said of them is that their views are 'bunk.'

I make no pretenses. I love the United States of America more than I love humanity, more than I love any other nation or any other peoples. I love the American Constitution more than any other system of government and I think it is by far the best government in the world for free men and free women.

Let us go back. Has the 'capitalistic system' failed? No, for the very simple reason, among others, that there is not now and never was a 'capitalistic system.'

If you work, earn a reward for your work, and spend less than that reward, the difference, great or small, is capital, and the owner is a capitalist. You may keep this difference between earnings and spendings in cash, or buy a bond, a home, or a farm, or some stock. Still that difference, be it a dollar or a million dollars, is capital and the owner is a capitalist. Most of you are capitalists.

In a communist state that difference would not belong to you but to the State. In America that difference between income and outgo belongs to you, because you live under a democratic system—that difference, which is capital, is yours to keep, to throw away, give away, or to invest as you prefer. The sum total of the difference between the total annual income of all workers and the total of all their annual expenditures constitutes the annual increase in the capital of the Nation. What we erroneously call the 'capitalistic system' is merely one of the by-products of Liberty and, therefore, of Democracy. Destroy capital and you destroy Liberty—destroy liberty and you destroy democracy.

Capital is just money earned and saved—it is a good thing, and a wise and an honorable thing. The more capital there is, the more good jobs there will be. Destroy capital and you destroy jobs, as well as liberty and democracy.

There are false prophets abroad in the land preaching alien ideas and alien philosophies—do not be misled.

You cannot get rich quickly or easily—even by passing a law. There is no security except that earned—there is no capital except as we, the workers, produce and spend less than we produce.

You cannot set up a system which will destroy the other fellow's capital without destroying your own.

Be wise—work hard, save your money, become a capitalist and stay a capitalist, even if a little one. In that way alone is there security, and independence, and self respect for the individual; and wealth, and strength, and security, for the Nation.

Very truly yours,

FITZGERALD HALL, President
THE NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY
GULF TRANSPORT SAFETY DRIVE
STRESSES CONSERVATION & CARE

STRESSING SAFE SERVICE—Among the officials of Gulf Transport present at the April 19 safety meeting were those shown above. They are, left to right, seated: A. G. Johnson, Assistant to General Manager; Harold G. Wilson, Superintendent, and Daniel A. DuBois, General Supervisor; back row from the left: J. L. Gillikin, Freight Traffic Manager; Orville Snow, Assistant Statistician, Operating Dept.; W. T. Boardman, Jr., Mechanical Engineer, and A. W. Ming, Assistant Superintendent.

Emphasizing the greater need for safety consciousness because of the war, and the consequent increased business which the Rebel Route buses and trucks are doing, speakers touched upon various phases of the safety theme at the Gulf Transport Mobile meeting April 19. In addition, a safety film and a civilian defense film were shown.

A. G. Johnson, Assistant to the General Manager, pointed out that drivers of our bases and trucks today have a greater responsibility than ever before, and that they should act so as to merit the passengers' and shippers' confidence. Our post-war business will be reflected in the impressions we leave now, he said.

THEY DO THE TRUCKING—Here are some of the Truck Operators who attended. Left to right, front row: Sam Quimby, H. C. Addy and R. W. Frasier, talk things over. In the background are Fred Owen and George Gates, Negro Truck Driver-Loaders.
TRANSPORTATION

Germany Better, 1913

Hitler, according to Allen A. Michie, in a recent article in the "Reader's Digest," made the gigantic miscalculation, before the war, of neglecting the railroads on the assumption that gasoline engines and superhighways would take their place. The result was that his railroads were not as well equipped in 1938 as they were in 1913, and hence today, as in 1918, constitute "The Achille's heel of the German war machine." There can be no question, that the contrast between the transportation performance of this country, on the one hand, and of the German Reich on the other, while it may not decide the outcome of the war, may well prove a tremendous influence in determining the war's duration.

(Editorial, New York Herald-Tribune)

America Better, 1943

Railroad transportation is vastly better than during the last war, when serious freight congestions were widespread. The railroads are moving troops, and they are moving civilians without comforts, with delays, and beyond essential needs. Busses, street cars, passenger cars and even box cars are getting war workers to plants and homes. Refrigerator cars, which used to return empty to the West and South, are carrying back freight. Tank cars are carrying a large part of the oil that, in peace, would have gone by water. The battle of transportation in the continental United States—at a crisis at Pearl Harbor time—is now being won, and the war and necessary civilian transportation load is being carried—O. W. I. Survey.

Harold G. Wilson, Superintendent of Operations, asked that operators be more careful in conserving equipment, complimented them on past performances and urged further efforts to insure safety.

J. L. Gillikin, Freight Traffic Manager; W. T. Boardman, Jr., Mechanical Engineer, and Daniel A. DuBois, General Supervisor, touched upon cordiality in service, conservation of equipment and accident reporting, respectively. Elaborating on the possibility of accidents, Mr. DuBois said, "There is always a train due at a crossing."

Every driver should always be prepared for any emergency on the highways, he added.

Orville Snow, Assistant to the Statistician, asked that reports be prepared with a little more neatness.

Following the general session, Mr. DuBois showed the films. Later in the month, the same films were shown at Louisville and Houston in Mississippi, Jackson, Tenn., and Waterloo, Ill.

A SMILE FOR EVERY MILE—This group of Bus Operators know what it means to keep smiling; in fact a good slogan for them might as they attended the safety meeting, they are: Toy Bryan, H. B. Stanford and A. L. Johnston, all Bus Operators; standing left to right: Johnny Crawford, Bus Operator, J. T. Smith, and J. E. Hamby, all Truck Operators, and Sidney Smith, of Magnolia State Coaches.
Glowing Tribute to His Memory by Will Caldwell

Mr. Will Caldwell, President of the First National Bank of Jackson, Tenn., who has enjoyed the friendship of Walter Baker Harris for more than 30 years gave the following tribute to his memory: “Due to the exactions of his occupation which kept him away from his home much of the time it was not my good fortune to be with Walter Baker Harris as often as I desired. It was as refreshing as a summer breeze, as wholesome as a mother's love, to stop and talk to him just a few minutes. He radiated in a refined, forceful way, encouragement and goodwill to his fellowman.

“He was loyal in the highest degree to his company, rendering cheerful, efficient service which was deeply appreciated by his employer and by his fellow co-workers. Down the line from the President to the section hand, they all speak of Walter Baker Harris with appreciation and affection. He was fond of his church, and in his quiet devotion and service, was an inspiration to its membership. He was blessed with a wonderful, rich personality, possessed by few whom I have known.

“We deeply sympathize with his family whom he so fondly loved, in their great sorrow. But we have abiding faith that the influence of his life and good deeds will ever continue as a blessing and a comfort to them and to this community.” — From Jackson, Tenn. Sun.

Look! Listen! Live!

Every month an average of 702 freight trains, most of them carrying vital war goods, are delayed an average of 440 hours because of carelessness by the men and women who drive automobiles.

The grade crossing accident illustrated here is an example:

At 1:22 a.m., (more than 1,500 grade crossing accidents occurred at night last year) a freight train passed through a city in accordance with the speed limit. The locomotive's headlight gleamed through the darkness and the regulation whistle warnings were sounded.

The engineer saw a gasoline tank truck crossing immediately in front of the engine and, realizing the imminence of the accident, applied the air brakes, but was unable to stop in time. The impact tore the gasoline tank open. Gasoline ignited and exploded, killing the engineer, fireman, and a cable driver.

The locomotive and 27 freight cars and their contents were damaged by flames. Three homes nearby caught fire and burned, as well as two parked automobiles and one express truck.

The National Safety Council is conducting a special campaign to stop these grade crossing accidents, according to the Council. To help win the war, to save yourself and others needless suffering, the Council asks you to be sure the track is clear before you start across.

WAR History Recounts Story of German Invasions

The following clipping from the New York Tribune was printed originally in 1919, and reprinted in the Los Angeles Times, January 27, 1943. It was noted to the News by Treasurer G. M. (Dad) White.

One hundred years before Christ 300,000 Germans invaded France, murdering, burning, pillaging as they went. At Aixon-Provence they were stopped and defeated. They sued for peace and swore they would never do it again. Sixty years afterward 240,000 Germans invaded the Jura district of France. Six years later 400,000 Germans invaded the territory between the Meuse and the Oise. They were beaten. They swore they would never do it again.

Sixty years before Christ the Germans invaded the left bank of the Rhine. Two hundred and sixty years after Christ the Germans invaded France. They were beaten. They swore they would never do it again. Twenty years later another invasion, another defeat, another solemn pledge “never again!”. In 274 A. D. the Rhone basin was invaded by the Germans; and in 275 A. D. Northeastern France. In 301 Arles was pillaged. The invaders were beaten and they swore “never again”.

In 351 they reconquered the left bank of the Rhine. In 354 they devastated Lyons, in 360 Besancon. In 384 they invaded and plundered Belgium.

Here is the chronology of the subsequent invasions: 372, 382, 400, 410, 413, 480, 585, 978, 1124, 1214, 1513, 1521, 1523, 1536, 1544, 1552, 1553, 1561, 1576, 1587, 1636, 1674, 1675, 1707, 1708, 1744, 1792, 1793, 1814, 1815, 1870, 1914.

Thirty-three invasions in a little over 1500 years, an average of one invasion every fifty years. Whenever they were successful, the Germans celebrated with unspeakable atrocities. Whenever they were beaten they swore they would never do it again.

Save—to Save America!!!

Would you rather BUY Bonds or WEAR them? Our regular purchases of War Bonds will assure the fighting fronts of needed equipment.

Mr. and Mrs. American Way

This is a contribution to Victory by Arthur Folwell & Elinson Hoover.—Courtesy New York Herald Tribune Syndicate
FROM THE GROUND UP
Victory Victuals Are Coming Up To All Expectations...

If you live on the southern end of the GM&O and your garden is now producing the victory victuals which our agricultural leaders urged you to grow, now is the time to start successive plantings so there will be no “in between” period.

If your garden is just blossoming forth, so to speak, at one of the more intermediate locations, or northern GM&O towns, keep your eye peeled for insects that are always on the loose seeking destruction. Naturally, the gardeners on the southern end have this to worry about also, and if any of you don’t know exactly what to do, see your leaders, refer to last month’s Rebel Route News, or write Development Director Robert at Jackson.

Mr. Robert reports, incidentally, that the garden program is producing results which are filling the appetites of many a GM&O-er. He is receiving letters which testify to that fact. And if anybody is skeptical, a Cook’s tour among the gardening clique of GM&O employees in almost any Line town will be convincing, and quickly.

At Tupelo, employes have been eating turnip greens for weeks from a plot in former years devoted to the planting of flowers; in Mobile, scores of employes have turned back yards into food arsenals—the same story holds for New Orleans, Laurel, Jackson, Miss., Meridian, or any of the other Rebel Route stops. Those in the locations where successive crops are impracticable should can the surplus crops. In some of the lower end towns, this might not be economically wise.

That the garden program is showing results—results which mean a great deal to the food program—is obvious from the following excerpts from letters:

“...We are now boasting that our Victory Vegetable garden is an eye-sore to the Axis crowd. The turnips, carrots, red beets, okra, beans, parsley, lettuce and tomato plants are in a healthy state. The lettuce and beans have been supplying us with our quota of vitamins A, B, C and G for the last three weeks. Believe us, with the scarcity of fresh vegetables on the markets, the Koberg’s can look to mother earth for most of our quota in vegetables and be thankful to the GM&O for their forethought in this very wise program.” — Henry C. Koberg, New Orleans.

“Yesterday (May 2) I had my first fruit from the Victory Garden—lovely young turnips so tender and fresh. We certainly enjoyed them... It would never have occurred to me to have a garden except for the GM&O offering the seed, but I am very appreciative of the idea and the seed, and know I will continue to enjoy the “fruits” all summer.” — Mrs. Bessie M. Schwab, Trainmaster’s Clerk, Meridian.

WINNERS—in a duet with the Rebel girl bowlers of Mobile, the Bemis “Y” Kittens of the Bemis Bro. Bag Co., Bemis, Tenn., carried off honors. Members of the Bemis team, shown above are: Hazel Myers, Merline Kelly, Georgia Tims, Bonnie Austin, Bess Coyne and Byrnes Butler.

Rebel Bowlers Meet Bemis Team By Mail

The GM&O girls’ bowling team was challenged to a match by the Bemis “Y” Kittens of the Bemis Brother Bag Company, Bemis, Tenn. A get-together could not be arranged, so the teams bided and compared scores by mail. The Bemis bowlers hit the pins with greater consistency on their specified night, and so walked away with honors, 1880 to 1872.

First prize was $3.75 in war stamps; besides, there were four other prizes, three of which were claimed by the Bemis girls. They were: high individual game, Miss Byrnes Butler (292), $1.50 in war stamps; high individual three games, Miss Butler (467), prize $2.50 in war stamps; low individual game, Mrs. Bess Coyne, ($5), prize 50 cents in stamps, and losing team, the Rebel Girls, $1.75 in stamps.

Rebel team members were Misses Rose Marie McKay, Louise Thublin, and Elaine McMillan, and Mrs. Ann Bamford (Captain), Mrs. Mildred Hale, etc.

The match was arranged by Bisbee Seals of the Office of Employe Consultant.
DEATH

Popular Roadmaster Succumbs to Illness

Thirty-five years of service to our Railroad ended April 29 with the death of Roadmaster Walter Baker Harris, 57, of Jackson, Tenn.

Mr. Harris, who had resided in Jackson since 1923, died after an illness of about two months. Funeral services were held at the First Presbyterian Church in Jackson, and burial was in Tuscaloosa, Ala., where he was born on Jan. 18, 1886. Well known over the GM&O system, he was prominent in religious circles in Jackson, being an Elder in the First Presbyterian church.

Began in Engineering Dept.

Starting his railroad career in the engineering department of the Mobile and Ohio, Mr. Harris was employed by our Railroad during his entire career, except for one year which he spent with the Texas Pacific Railroad in Texas.

To Mr. Harris’ family, including the widow, Mrs. Lenella Wallace Harris; a daughter, Mrs. Victor Schneider and a son, Walter Baker Harris, Jr., GM&O officials and employees extended sympathies. From his fellow workers in the church, and in the community at Jackson, came an outpouring of condolences.

(Continued on Page 1-A)
SOLICITATION
Now Is Time to Make Post-War Friends

Do you remember your first train ride? When the conductor pocketed your ticket you sighed with relief, for you knew then that you hadn’t made a mistake and that the train was going to Memphis.

And with this worry behind you, you began to worry anew. For fear you wouldn’t hear him call your station and would be carried by... and if you were like the writer, this would be disastrous because your budget didn’t include extra train fare.

Well, today there are hundreds of “first train” riders, right here on the GM&O. Soldiers in Khaki and civilians too, all a part of the great army of 29,000,000 car owners to whom travel formerly suggested filling stations, hot dogs and fatigue... and to whom road maps of America’s 3,000,000 miles of public highways are more familiar than railroad timetables.

And it is to some newcomers that we “deadheads” (who ride the trains frequently and have become too accustomed to sticking our heads in books or magazines) should direct our attention. Now is the time to do a real patriotic duty, and to make friends that will stay with us after the war, when transportation competition will be keener than ever before.

We have always been noted for the friendly atmosphere on our trains, and for this we can thank the majority of our train personnel. Theirs is no studied public relations attitude, but a genuine spirit of service based on thoughtfulness and understanding.

But Conductors and Hostesses have a big job, with coaches and sleeping cars full. That’s why the Editor urges everyone connected with the Company to help.

Remember what terrors travel once held for you, alone and going to some new place? A word or two about connections, taxis, pillows, warming baby bottles, suggestions for meals, etc., hotels, fares, may make the trip easier, and if nothing more, ease the sharp pain of a recent parting or the longing for a distant fireside.

Let’s all help. First, because its our duty and second, because its good business.

On Catching a Train

Almost everyone has a fear of missing a train, and especially so if they have to get up before daybreak to catch one. During a discussion of the matter the other night, a Tupelo hotel man recalled this nerve-wracking instance:

A man came in and registered leaving a note to be called 30 minutes before the early morning train to Memphis. The hotel man continued:

“I got the call down and, after the lobby lights had been turned low, proceeded to read a magazine as the time ticked away. Apparentely, the time slipped by faster than I thought for when I looked up suddenly, remembering the call, I found it was only 10 minutes till train time.

“I rang the gentleman, apologizing for my error, and said that he had 10 minutes; if he’d hurry he could make it. I sent a boy up to get his bags, and called a taxi cab.

“In a few minutes, the man strode out of the elevator, and walked toward the desk, with his billfold in hand. Realizing he had by now only several minutes at the most, I yelled out ‘He’s trying to forget the bill for the present—that he could catch it next trip.

“But, no, he insisted on paying. I made change as quickly as possible, and he stood there picking it up leisurely.

“The train had pulled in the station. By this time, I was fidgety. The bellboy was holding the door open, and the taxi driver was standing by also with the door open. I said to the man:

“Well, it’s up to you now. The train is at the station, and there’s a cab waiting to take you. You might still make it if you hurry.

“The man started toward the door. At last, I felt relieved. He took only a few paces, however, before he hesitated a moment and turned around.

“Say, he said, ‘This reminds me of something funny.’

“I looked at him with disgust. Of all times for a man to think of such a thing. I gave up.

“‘He walked on back to the desk. (The train was slowing now.)

“‘Say,’ he repeated, eyeing his watch, ‘you didn’t know I was the conductor on that train did you?’"

A Friendship Renewed

The following, taken from a sales publication, written by Mr. Eli Witt, Cigar Manufacturer and Distributor, Tampa, Florida, was inspired by a quotation from Mr. Tigrett’s speech which was published in the last issue of the News.

Mr. Eli Witt is one of the largest tobacco merchants in the U.S. Frequently, Mr. Tigrett gives his friends Hava-Tampa cigars in order to have an excuse to talk about his warm friendship with Mr. Witt since their boyhood days.

“I am quoting part of an address by Mr. J. B. Tigrett, who is now President of the Gulf, Mobile & Ohio Railroad and Gulf Transportation Company.

“Ike Tigrett and I were in school together in Jackson, Tenn. Mr. Tigrett graduated with the highest honors. I did not, but I was the champion bicycle rider.

“After Mr. Tigrett finished school, he opened a small bank in Halls, Tennessee, which is only two and one-half miles from Gates, where I was born. Later he built a railroad from Jackson to Dyersburg, Tenn., a very small affair. He then extended the railroad from Jackson, Tenn., to Mobile, Ala. His railroad was the first railroad to put on streamlined diesel engine trains. He named this train the Rebel.

“A few years ago, his railroad absorbed the M & O, which, as you probably know, is a pretty big railroad.”

P. T. Barnum’s “Greatest Show on Earth” was the first circus to travel by railroad—making its first trip in 1872 in 65 special cars.

Negro girl to soldier in train window: “What you gwine, boy?”

Soldier to Negro girl on platform: “I ain’t gwine nowhere, gal, I’s bein’ sant.”

Signs of the Times: “A Rebel Route News was returned last month with this notation on the envelope, “Not here—She joined the WAVES.”

Heard on the Fibber McGee radio program: “When you walk you remind me of a train.”

“A Streamliner!”

“No, a late freight with a loose caboose!”

MEN AT WORK—Conductor Frank Owen, seated, and Flagman J. T. Naylor, were making a run into Jackson, Tenn., when this picture was taken recently. Mr. Owen has been working for the Railroad for more than 35 years, his career spanning the two wars. He and Mr. Naylor, who holds the rank of conductor in the seniority list, reside in Jackson, Tenn.
REBEL FOLKS
(Continued from Page 1)

man of Jackson, Tenn., was recently awarded the Army air medal by Brigadier General Whiteside T. Larson, commanding general of the Army Air Forces Anti-Submarine Command, for “extraordinary achievement while participating in more than 200 hours of anti-submarine patrol.” Captain Bannerman is based at Charleston, S. C.

Advanced

One of the five Navy sons of Charles Gaines Stokes, GM&O brotherhood committee chairman of Meridian, has been advanced in rank, from lieutenant to lieutenant commander.

The son is Lieutenant Commander Charles Gregg Stokes, assistant supply officer of the Eighth Naval District at New Orleans. His promotion came on Mother’s Day, and carried special significance, since it was on Mother’s Day a year ago that his mother was designated by Mississippi’s Governor Johnson as the outstanding mother of the year. Another Stokes son, Commander Thomas Murray Stokes, now serving in the South Pacific, was recently awarded the Navy Cross for heroism in action. Of the other Stokes sons, one is a lieutenant commander and two lieutenants, junior grade.

Good Scout

When it comes to Scouts, the McKenzie boys of Tuscaloosa are good ones—the boys of Traveling Storekeeper D. G. McKenzie. Young Dan McKenzie was awarded the eagle rank recently, becoming the third boy in the family to gain such an award, his twin brothers, Tom and Bob having previously won the honor. This is believed to be a record in Tuscaloosa within a single family, and Mr. and Mrs. McKenzie are proud.

Called

Eleven years of service with our Railroad by Orrville E. Snow was temporarily ended May 8 when he left Mobile for induction in the Army. Mr. Snow was Asst. to Chief Statistician, Operating Dept.

In Washington

Luke Hays, one of our local Attorneys at Memphis, is now on active duty in the Judge Advocate General’s Dept., Washington, D. C., as a Major. We salute him.

Speaker

General Agent R. D. Casey of Laurel was principal speaker at graduation exercises at the Shady Grove, (Miss.) High School on April 15.

Baggageman’s Son Signally Honored

Lloyd Ramer, son of Train Baggageman and Mrs. D. W. Ramer of Jackson, Tenn., has been chosen one of the outstanding students at Southern Methodist University at Dallas, Tex.

In the School of Theology, young Mr. Ramer was elected to membership in Blue Key, national honorary service fraternity, on the first ballot in a precedent-breaking vote. He starred in intra-mural sports, was an all-campus basketball team player, and was also named to head Cyceen Fjord, senior men’s honorary group at SMU.

Weather Student

As an air corps cadet, John L. DeOrnellas, son of Auditor of Miscellaneous Acounts L. A. DeOrnellas, is studying meteorology at the Army Air Forces Technical Training Command School at New York University. Young John is a graduate of both Murphy High School and Spring Hill College, and has been in New York since December learning the art of predicting the weather. Today, more than ever before, our forces fight—or rather plan their fight—when the weather is right, and the Army is building up a highly trained weather forecasting service to keep all fronts supplied with the proper kind of atmospheric predicting.

“Nothing Like the Old Railroad

“There’s nothing like a little trip on a railroad coach to make you appreciate America.”

“There are so many persons from all walks of life traveling in coaches nowadays, and they are such friendly, kindly people. Countless numbers of them are in uniforms of our own armed services . . .” — From the Christian Science Monitor, and noted in the News by R. A. Hayner of Waterloo, Ill.

SONS IN ARMY—The two sons of M. W. Whitten, Relief Section Foreman for our Railroad at Union, Miss., are now in the Army. Corporal Conan Franklin Whitten, 23, former Secretary to Trainmaster at Union, shown at left, has been in the service about a year and is now stationed at Keesler Field, Miss. Travis Wayne Whitten, 19, Yard Clerk and Sec. to Trainmaster at Union, was called into the service on May 4. Mr. Whitten, the father, is in his 17th year with the Railroad.

Herman Probst, former employee of the Receipts Department received his “Wings” and was in Mobile recently visiting relatives and friends, also to welcome the arrival of a son.

John Prestridge and Gaillard Cassidy, Jr., former employees of the Receipts Dept., now with the Armed Forces were home on furlough recently.
THE MAIL TRAIN

Dear Folks:

How is everything with the good old GM & O... After about a year’s schooling, I finally achieved the sea duty I had dreamed of so often and sometimes thought I’d never get. Am on a small (110-ft) sub-chaser. Can’t say much about our activities, except that we are based at Key West, Fla., and do convoy work with a task force.

We have a small crew. There are three officers and 24 men. The skipper is from Lynchburg, Va. He is the navigator. The other officer, from New York, is gunnery, and I am engineering and damage control officer. (Amm also ship censor, a most thankless job.)

While at the sub-chaser school in Miami, I had the good fortune to meet a Lieutenant Dobbs, who was none other than a nephew of Mr. S. A. Dobbs. He is a very fine fellow and was particularly well liked by the student officers.

Also saw John Burton Tigrett and his wife, in Hollywood (Fla.), and later on I ran into John Day, that on the street in Miami. He seems to like his assignment fine...

Sincerely,

ENSIGN HARRLAN

What We See in the Papers

THIS ‘N THAT—The ole mule is kicking away for victory in this war, just as he did in the last... thousands of the animals, including a goodly portion of the Missouri version, have been shipped to North Africa, where they aid the allied supply lines in Tunisia... the East St. Louis mule market perked up quicker than a mule’s ears after the North African invasion. Few people noticed it, but papers carried the death notice recently of one Ernest A. Han- wi, 59, who was none other than the inventor of the ice cream cone. The one man who’s always talking about buying war bonds, and promoting their sale, is prohibited by law from buying any of them himself... he’s See of the Treasury Morgenthau... what’s more, his wife is likewise restrained from purchasing any such bonds or any other Government securities for that matter... the law dates back to 1789 when Alexander Hamilton was Treasury Secretary.

THE FRUIT OF LABOR

Abraham Lincoln once said:

“Property is the fruit of labor; property is desirable; it is a positive good in the world. That some should be rich shows that others may become rich, and hence is just encouragement to industry and enterprises. Let not him who is houseless pull down the house of another, but let him work diligently and build one for himself, thus by example assuring that his own shall be safe from violence when built.”

March, when the first Tax Installment fell due, bond sales were 6.4% higher than in February, and more than 65% ahead of March, 1942.

Sincerely,

Eugene W. Sloan, Executive Director, War Savings Staff, Treasury Dept., Washington, D. C.

The National Association of Negroes in American Industry

Because, during the year 1942

THE ASSOCIATION OF AMERICAN RAILROADS

Made an appreciable contribution to the economic progress of the American Negro. The Board of Directors and Industrial Advisers of this organization have extended, in grateful recognition, this

BOOKER T. WASHINGTON

Industrial Award

FOR VICTORY

BUY UNITED STATES WAR BONDS AND STAMPS

The Association of American Railroads

Made an appreciable contribution to the economic progress of the American Negro. The Board of Directors and Industrial Advisers of this organization have extended, in grateful recognition, this

BOOKER T. WASHINGTON

Industrial Award