BIG JOB STILL AHEAD

VE Day found GM&O and Gulf Transport employees at their tasks, with little celebrating except in their hearts, and with but slight interruption in their daily routine.

All eyes are now focused upon a speedy realization of VJ Day, when Rebel Route personnel in the Armed Forces may again be with us. Transportation's war job has not slackened with victory in Europe.

APPLICATIONS FILED BEFORE I.C.C. IN
PLAN FOR PURCHASE OF ALTON R. R.
Consolidation Will Create New 3,000 Mile Line
From The Great Lakes to The Gulf Coast

Applications were filed before the Interstate Commerce Commission in Washington on May 14 seeking authority for Gulf, Mobile and Ohio Railroad to purchase and operate The Alton Railroad. This is the latest development and it follows closely approval of the purchase plan by the Alton Bondholders' Committee, the Board of Directors of our Road and an agreement with the three leased lines affiliated with The Alton.

The Consolidation plan, though proceeding smoothly, still must have the sanction of the I.C.C., state regulatory bodies and the U. S. District Court at Chicago. It is expected the I.C.C. hearing will begin within 30 days.

Before actual steps were taken to bring the two roads together, traffic studies were made by our Railroad upon the request of certain "parties interested in The Alton" who had been wondering if G M & O ownership of their property might prove mutually satisfactory. President Tigrett said that the traffic studies indicate that the combined earnings of the two roads will be substantially increased under unified operations but that "GM&O will contribute much more than The Alton." He stated that in his opinion consolidation of the two properties would be beneficial to the stockholders, the territory served and to the employees of both companies.

The merger of the two roads will form a system of approximately 3,000 (Continued on Page 2)
APPLICATIONS FILED ON MERGER
(Continued from Page 1)

miles. Under the acquisition agreement, $22,675,000 of new GM&O four per cent
general mortgage income bonds and 328,787 1/4 shares of common stock
would be paid for the property, and
owners of the present Alton funded
debt would receive for each $1,000 par
value of their holdings $500 of new
bonds plus seven and one-fourth shares
of the common stock.

Acquisition of The Alton by GM&O
would create a new one-route system
from the Gulf at Mobile and New Or-
leans to the Great Lakes at Chicago,
and to Kansas City.

STATISTICS ON MERGER
1944

GM&O Alton
Chartered 1848 1891
Mileage
Operated 1949.66 958.89
No. Employees 6,365 6,315
Freight
Revenue $33,777,242 $24,766,509
Passenger
Revenue $ 2,746,236 $ 9,457,560
R.R. Operating
Revenues $37,736,865 $38,255,968
Expenses $25,952,250 25,443,724
Net Income $ 3,218,149 $ 2,614,864

ALTON TERRITORY

The territory served by The Alton
is largely productive farming land.
Among the principal agricultural prod-
ucts are corn, wheat, oats and soy-
bearing beans. There is some production of
bituminous coal.

Chicago, Springfield, St. Louis and
Kansas City are important industrial
and distributing centers. Also through
terminals in these cities The Alton is in
a position to participate in the haul of
a large amount of traffic originating
and terminating beyond its rails.

McADAMS RITES IN MOBILE

Funeral services for General Round-
house Foreman P. W. McAdams of Mer-
didian, whose death we announced in a
brief article last month, were held on
April 14 in Mobile. Mr. McAdams,
native of Eight Mile Station, Ala., was
born January 2, 1885, and entered the
M & O's service in 1902. He saw ser-
vice at Whistler, being Shop Foreman
there at one time. Survivors include
a brother and two sisters.
SERVICE FOR A SERVICEMAN

When the Rebel arrived in Meridian one day recently, the Hostess learned that a coach passenger—wife of an overseas serviceman—had a long distance call from her husband who had just landed in San Francisco.

Realizing the importance of such a call, the Hostess, Miss Viva Lea McInnis, immediately ran into the station, contacted the long distance operator, and asked that the call be put through. There was some delay and it looked as though the lady wouldn’t have time to wait for the call and continue her journey too. Miss McInnis arranged to hold the train briefly and just in time the long distance wires were connected. Although the conversation was a brief one, the serviceman, who had just returned after three years in the Pacific, got to talk to his wife. And the Rebel had a very happy passenger for the rest of her journey.

DO YOU KNOW THIS OFFICE BOY OF 1905?

It’s no doubt but what the efficient looking young man under the gas lights was headed for big things in the transportation world when he posed, watch chain and all, for the picture above. And the B.&O. office boy of 1905 is now our own L. L. (Roy) Lapp, Executive General Agent, the Company’s representative in the nation’s capital.

Roy says he remembers the incident well. He was office boy in the General Superintendent’s office, Camden Station, Baltimore. It has been about forty years since he started his railroad career under the gas lights of that day and on May 1st, Roy celebrated 25 years with the M.&O. He’s been in our Traffic Department at Meridian and Jackson, Mississippi, and at Chicago and New York. At one time he was General Passenger Agent at Mobile. But with all this talk of yesteryears don’t misjudge Roy; for he’s still the same fast-moving, irresistible Lapp who kept things humming when he was stationed on the Line.

OPERATING DEPARTMENT PROMOTIONS ANNOUNCED

Left to right: A. F. Walter, R. C. Lauten, L. C. Windham, E. S. Cato, and A. G. Johnson. Vice President and General Manager Brick announced several promotions during the month.

Mr. Lauten, formerly Assistant to Vice-President, was appointed Assistant Vice-President. His service with the Company dates back to 1922.

Mr. Windham was promoted from Assistant to General Manager to Assistant to Vice-President and General Manager. Mr. Windham is a veteran of 32 years service with the Railroad.

Mr. Walter, whose service dates back to 1926, was elevated from Chief Operating Statistician to Assistant to General Manager.

Mr. Cato, with some 32 years of service, stepped up from Chief Clerk to Office Manager. The changes were effective April 1.

Mr. Johnson, whose promotion to General Manager of Gulf Transport Company was announced last month, posed for the camera in his new office.

‘WE CANNOT RELAX BOND BUYING NOW’, SAYS GEN. CHAIRMAN IN SPECIAL APPEAL

Jackson, Tennessee,
April 23, 1945.

ALL EMPLOYEES:

On March 15, 1945, I attended a meeting of the Railroad Unit, War Finance Division, of the U. S. Treasury Department, in St. Louis, Missouri, representing employe Organizations in behalf of the 7th War Loan Drive.

It is the desire of everyone that $4,000,000,000 of the amount requested in the 7th War Bond Drive will be "E" Bond purchases. It is also hoped to secure additional Bond purchases during these three months, April, May and June, from the employees. Therefore, each of you is urged to sign up for an additional War Bond during this three-months period as it is felt that we cannot relax our efforts financially even upon the ending of the War as the soldiers will have to be brought home and rehabilitated.

Fewer employees on the Gulf, Mobile & Ohio Railroad purchased Bonds in the 6th War Bond Drive than did in the 5th. In the 6th War Bond Drive less than $25 in Bonds per employee was purchased. As each of you knows, all previous wars have been financed by private individuals or large financial institutions; but this war is being financed by the American public through the purchase of War Bonds by more than 85 million people. It was stated by the Treasury Department that each County thru which the Railroad runs gets credit for all Bonds bought through Pay Roll Deductions by railroad employees who are citizens of the County. Employees who do not purchase their War Bonds through the Railroad issuing agencies get no credited for themselves or the Railroad Company, as the credit goes to the issuing agency through which you buy your Bonds.

Roger Babson, the economist, has this to say concerning the safety of War Bonds:

"The owners of 10-year War Bonds need not lose a moment’s sleep. The buyers of savings bonds, ‘Series E, F, and G’ or any other unique protection. Their capital is safeguarded by the resources of an all-powerful Nation and a special covenant. Such war bonds do not suffer the vagaries of the market place. The Government in effect has pledged that the prices of these bonds will remain practically pegged regardless of rising interest rates. (Continued on Page 4)"
IT'S STRAWBERRY PICKING TIME IN TENNESSEE

Top left, GM&O Agent N. C. Bowen at Alamo inspects a crate of berries, with McNeil Hopper, a buyer; top right, boys paste labels on the crates at the various towns, publicizing the respective communities producing strawberries. Center, a typical field of berries, showing pickers gathering the fruit, near Alamo. Below, Sam Shatz, of the Kenton Berry Association, looks over a few of the berries; circle, a close-up view of two youthful Negro pickers, and at right, the railroad loading shed at Dyer, showing how the berries are brought in from farms.

The final few days of April and the first part of May find the strawberry pickers busy in the fields of West Tennessee, some within sight of our Railroad, picking a bumper crop. The strawberry movement is an interesting one. Picked at the best of the sun turns them red, the berries are carefully placed in quart boxes, which in turn are stacked in crates. Picking goes on from early morning until late afternoon. Scenes of most activity are our Railroad loading sheds, where wagons and trucks bring the berries to the late afternoon refrigerator cars, pre-cooled and iced, are pulled alongside the sheds and just as soon as the berries are labeled, inspected and classified, they are put into the cars to begin a journey to markets throughout the North and East. (Naturally, plenty of the luscious red-ripe fruit find their way into homes and restaurants of the section, where shortcake, ice cream and berries and cream are famous delicacies.) The area adjacent to GM&O on the Dyersburg Branch, including Bells, Alamo, and others and between Jackson and Unola City, Tenn., including Humboldt, Trenton, Dyer and Kenton, produce thousands of crates of berries each year.

NEW REBEL GREETER

Miss Dulce Davidge of Hattiesburg, Miss., is the newest addition to GM&O’s corps of Hostesses who greet passengers on the red and silver streamliners. Miss Davidge, a graduate of Mississippi Southern College, formerly taught at Gulfport, Miss. High School, and immediately prior to joining the Rebel Route she was a laboratory technician at the hospital at Camp Shelby, Miss.

A. PRIMO RETIRES AFTER 40 YEARS SERVICE

Genial Gus Primo, a veteran of the Operating Department, announced his retirement recently, because of ill health.

With a service record of approximately 40 years, Mr. Primo had built up a wide friendship along the system. His name appeared for years on M&O and GM&O passes, since he had supervision of issuance of passes from 1913 until the time he left service recently.

Mr. Primo started his service in 1906 in the office of Supt. of Transportation, and went to the General Manager’s office after a little more than a year. In 1920, he was transferred to St. Louis and made Chief Clerk to General Supt., and later to the General Manager. At the time of the Consolidation, he was Chief Clerk to Chief Operating Officer, and later came back to Mobile as Chief Clerk to the Assistant Vice President.

“Gus,” as he is familiarly known, will be missed on the Railroad, and his many friends are hoping he'll drop around occasionally to say hello.

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Someone inscribed the name “Rebel” on a large torpedo destined for a Jap ship, it was noted by Howard J. Curtis of the Purchases & Stores Dept. Mr. Curtis noticed the picture of the torpedo in a recent issue of Ryerson Steel Pictorial.

‘WE CANNOT RELAX BOND BUYING NOW’

(Continued from Page 3)

“Sure, some land mine of inflation might shatter the dollar itself. To raise that specter, however, is like worrying about which room is safest if your house should take a direct hit from a blockbuster. Suffice to say that whatever befalls, except a social or economic revolution, your 10-year War Bonds are as secure as any obligation on earth and far safer than most. In purchasing these bonds, you, moreover, contribute to the national welfare.”

Therefore, it is hoped that each employee will purchase an additional Bond above his regular monthly Bonds. Remember that three thousand dollars invested in Bonds will be worth four thousand dollars ten years from now.

M. C. PLUNK, General Chairman, Brotherhood of Maintenance of Way Employees, Jackson, Tenn.
REBEL ROUTE GARDENERS OFFERED WAR BOND PRIZES IN 1945 FOOD GROWING COMPETITION

Because the production of food at home is more important than ever this year, a $100 War Bond is being offered to the Rebel Route gardener who does the best job this summer.

This $100 War Bond award will be in addition to those awards by the National Victory Garden Institute of New York, which has again this year posted a prize of $1000 for the best home or company gardener in the nation.

The special $100 War Bond prize is being offered to G&M&O and Gulf Transport gardeners, according to Development Director S. A. Robert, in order to increase interest in victory gardening within the Rebel Route family. Though some persons may not realize it, Mr. Robert points out, the need for food will be greater this year despite the end of hostilities against Germany. Our Government will be called upon to supply food for many of the liberated nations.

In order to enter either the national or local competition, each gardener will have to keep a record on what he or she grows and harvests. Mr. Robert will supply gardeners with handy record books which may be obtained by request to him at Jackson, Tenn., by railroad or U. S. mail. The National Victory Garden Institute’s contest, officially known as the “Green Thumb” contest, is divided into two adult classes: Home and Company Gardeners, and first and second prizes in each class are $250 and $100 in War Bonds, respectively. The better of the two first place winners will receive an extra $1000 War Bond, the grand national prize.

The winner of the G&M&O-Gulf Transport competition will be chosen without regard to the national contest. Books of all local entries will be forwarded to the National Contest by Mr. Robert.

CONDUCTOR NICHOLS MARKS 50th ANNIVERSARY

Conductor C. W. Nichols, who heads the seniority list on the Northern Division, celebrated his 50th wedding anniversary May 1. Conductor C. S. Vineyard took Mr. Nichols’ run for him that day, so Mr. and Mrs. Nichols could celebrate.

Gardeners who expect to enter the local or national contests must be sure to obtain a record book and keep it up to date. These books must be sent to Mr. Robert by October 1. He then will forward them to the national contest. Last year G&M&O had two entries in the national competition—Mrs. Homer Davidson of Jackson, Tenn., and Mrs. Renie M. Vanevender of Lauderdale, Miss.

With the advantage of good weather and good soil, Rebel Route gardeners have an excellent chance to win in the national contest. So come on gardeners, let’s shoot for the prize—with our own organization and in the national Green Thumb contest, too.

NEWS CAMERA VIEWS: REBEL ROUTE PERSONNEL PHOTOGRAPHED AT RANDOM

No. 1—Ticket Agent James R. Watson at Columbus, Miss., a veteran of some 37 years service with our Railroad, holds down a busy post. You see him above in one section of his office, attending to a telegraphic message which had just flashed over the wires.

No. 2—Mr. and Mrs. J. E. Taylor, right and center, respectively, are shown with the new Express Route Agent, R. Hewell, at Kenton, Tenn., where Mr. Taylor serves as Agent for the Rebel Route. No. 3—An all refrigerator car train speeds by the Kenton station late in the afternoon.

No. 4—Baking pies for Rebel Route diners is one of the jobs of Chef Arrie Gilford, Negro, of our East St. Louis Commissary. Here you see him putting the finishing touches on some delicious pastry for the trains.

No. 5—Standing by the vault in the East St. Louis Agency is Cashier Robert E. Peel, who keeps a keen eye peeled for G&M&O’s money at that important system point. Mr. Peel has been with the Company many years.

No. 6—Miss Marion Stacy, shown at her special tabulating typewriter, also helps keep track of financial matters at the East St. office.
MASTER MECHANIC J. A. DEMPSTER RETIRES—
G. M. DUCK SUCCEEDS AT ISELIN POST

Master Mechanic John A. Dempster of Iselin Shops at Jackson, Tenn., a familiar figure at our large railroad shops for the past 43 years, retired on May 1 because of ill health.

From the time he turned 15 years old, John Dempster was a railroad man. And all but a few months were spent with the M&O and GM&O. During that time, he made scores of friends within the organization, and though he has now officially stepped down from active service he will still visit his old friends at the shops occasionally.

Mr. Dempster served his apprenticeship as a Machinist from 1900 to 1904, and was named Gang Foreman in the Roundhouse in 1912. The following year he was promoted to General Foreman of Shops, and in November of 1942 became Master Mechanic.

As a token of love and appreciation, the foremen, and employees of his own and Assistant Superintendent W. Q. Daugherty’s offices presented Mr. Dempster with a complete fishing outfit upon leaving.

HERE AND THERE . . .

Chicago: Railroads will soon borrow an innovation from the big four-motor ed bombers. The Burlington Railroad and General Motors announce a new glass-top passenger car which will afford freer vision for travelers. Designed for smokeless locomotives only, the car will consist of a raised middle car section, with two levels and a glass “astral dome” top. Such new developments will be the answer of the railroads to post-war competition.

Mobile: Vice-President and General Manager Brock and Director H. A. Pharr are current Directors in the Mobile Chamber of Commerce.

St. Petersburg, Fla.: P. E. O’Dell, retired vice-president of our Railroad, celebrated his 75th birthday in this Florida city on April 25th. Congratulations Mr. O’Dell.

Jackson, Tennessee: Hazel Carter Gardner (one of our first Rebel Hostesses) was passing through Jackson recently with her husband (army pilot) and bright little daughter. Husband Jack plans to name his new bomber, The Rebel. He’ll stencil the Gulf Transport’s Minute Man on the nose. You’ll remember Hazel as quite a singer . . . Yes, her two-year old daughter can sing, too.

“HIGH IRON”

“High Iron” is one of America’s not-so-secret weapons. It is a railroadman’s term for the 230,000 miles of mainline track—built, paid for and kept up by the railroads—which knit America together. • Over these strong highways of steel moves America’s might—three quarters of all intercity transportation, 90% of all war freight. • In this mass movement of freight—a movement that far exceeds anything moved before by any means of transport—lies a vital lesson. • The lesson is this: America needs and must have—for success in war, for prosperity in peace—the low-priced, mass transportation which only railroads can deliver.

Association of AMERICAN RAILROADS
All United for Victory

CONDUCTOR ROLAND A. CRUMP OF MONTGOMERY DIST.
RETIRES AFTER 58 YEARS SERVICE ON OUR RAILROAD

In the 47 years Roland A. Crump served as Conductor on the Montgomery District of our Railroad, he came to know just about everyone along the line who traveled. Many he knew so well he called them by their first names. But whether he knew them or not, he was always greeting passengers with friendly words.

Conductor Crump retired on April 30th, bringing to a close a railroad career that spanned more than half a century. He entered service on the M&O in October of 1887 as a Switchman, and progressed through the ranks as Brake-man, Freight Conductor, Mixed Train Conductor and Passenger Conductor.

Down through the years, Mr. Crump had become a standby on the Montgomery District. It gave him a special delight to comfort mothers with crying children. “I always told them not to mind if their babies cried,” he recalled the other day, “because all of us did the very same thing when we were young. And I believe the mothers appreciated my consoling them.”

Ending his last run on the Artesia-Montgomery train the night of April 30, Mr. Crump said that his traveling days were over. Unlike other railroad-
ers who retire and want to do some pleasure traveling, he says his one desire now is to “stay home and just take a little walk for exercise.”
TWO REBEL ROUTERS FREED FROM GERMAN PRISON CAMPS

The best of news that could come to loved ones of U. S. prisoners of war in enemy hands came to at least two Rebel Route families during the month.

It was news of liberation—liberation that coincided with total victory in Europe. The two freed prisoners of war are Pvt. Clyde E. Smith of Mobile and Pvt. Weyman Elmo Jobe of Corinth, Miss.

Smith, an American Ranger captured in Italy while on a dangerous patrol action, was released from a German prisoner of war camp near Danzig, Jobe, whom we reported a prisoner last month, was freed by advancing Allied armies on March 30, and arrived in Corinth, for a furlough on May 2.

With the war over in Europe, other Rebel Route men in the service who have fallen into enemy hands will be coming home soon, it is expected.

PLEASANT B. KELLEY KILLED IN ACTION

The fact that the “killed in action” notices still reach the Rebel Route News office is but a grim reminder that although V-E Day has been proclaimed the war is still very much with us.

At least one former employee was reported killed in action in the month past—Pleasant B. Kelley, painter apprentice of our Bologna Shop. He was killed on Luzon, January 31, in the great battle liberating the Philippines. To all his friends and loved ones, the News extends a note of sympathy.

WOUNDED IN ACTION

Captain Forrest B. Gowan, a former employee and son of Engineer Carpenter E. B. Gowan of Iselin Shops at Jackson, was wounded in action on April 12 in Germany, according to word received by his wife. He was commanding a rifle company of the 78th Division, 309th Infantry of the First Army. Captain Gowan is a nephew of Master Car Builder R. D. Douglass of Mobile. Extent of his wounds was not learned.

Sergeant Carl W. Ragle, former fireman non a derick at Tamms, now a paratrooper, was wounded in the Philippines. This was the third time he was wounded in action, it was said, and his condition was reported as satisfactory.

Chief Clerk W. L. Carr of Laurel has two sons in the Army. One of them, Pfc. Richard Michael Carr, with the Seventh Army, airborne infantry, was hit by shrapnel in January but recovered. the other, First Lieutenant W. L. Carr, Jr., a navigator-bomber pilot in the Air Forces, left recently for the South Pacific after duty in New Mexico as an instructor.

Cashier W. D. Bradford of Laurel has a son in a tank destroyer unit, and he took preliminary training at Camp Hood, Tex.

General Agent Casey's two sons in the service, Major O. L. Casey with the quartermaster department in China, and Lieutenant (j.g.) Dudley Casey, Jr., with the Navy in Washington, are making commendable records.

Dispatcher Bill Conner’s boy is with the Navy, on the high seas giving his all in the fight.
BOARD CHAIRMAN GOODYEAR ON OKINAWA

By The Associated Press, Okinawa, April 22.—Shaggy-browed A. Conger Goodyear is about through prancing around this war theater, he said today. The decision was welcome news to tired young army and Marine officers who have been trying to keep up with the 67-year-old Red Cross man.

Goodyear, millionaire New York businessman and industrialist who is serving as Red Cross deputy commissioner for the Pacific ocean areas, was an artillery colonel in France in World War I.

He became a brigadier general of the New York State Guard at the outbreak of this war but that was too far from the front. So, he obtained the Red Cross post and has been bouncing about ever since in the Pacific.

“I just had to see some of this war,” declared Goodyear, white-haired and slightly bald. “I’ve seen quite a bit of it now and I’m ready to go home.”

He explained he thought the Red Cross setup in the Pacific was now about complete.

Goodyear acknowledges the honor when army and navy officers call him “a grand old war horse” but replies that he’s “just a danged old fool.”

Only yesterday—when others in a jeep dived for a ditch at the sound of an explosion, Goodyear calmly kept his seat. He said he knew the explosion was just an engineer’s road blast. “If you hadn’t been in such hurry,” he told the others, “you would have known it, too.”

Goodyear is a director of Paramount Pictures, Inc., board chairman of the Gulf, Mobile and Ohio railroad, head of the Gaylord Container Corporation of St. Louis, and former president of the New York Museum of Modern Art.

Mr. Goodyear, back in the States but still in uniform, attended the special board meeting May 9 in St. Louis.

THE MAIL TRAIN

PEOPLE STILL APPRECIATE SERVICE...

Dear Sirs:—

During these busy days the disappearance of courtesy to the general public has become very alarming. The average traveler is confronted with many curt remarks during the course of a week. Multiply these for one month and it presents a most discouraging picture for the welfare of “tomorrow”.

After such a week it was my good fortune to choose your Rebel train to Jackson, Mississippi from New Orleans, La. It is with sincere appreciation that I wish to compliment your company and your employe, a Miss Jewel Kruse—Hostess on this train. Her charming, gracious and extremely pleasant personality made the entire week past seem more pleasant. Certainly many companies need employees with qualities and enthusiasm such as Miss Kruse possesses which is a necessity to make travel these days more pleasant.

Needless to mention that I am looking forward to my next “Rebel Ride” the route where courtesy prevails with comfort for the traveler.

Very truly yours,

Don E. Sanders, Div. Mgr., Prest-o-Lite Battery Co., Indianapolis, Ind.

You, Too, Were Alert, Mr. Brown

Sirs:

Permit me to personally commend the employe of your company in the caboose of the northbound freight train March 31, 1945, at 6:14 p.m. at a point just north of Gibson, Mississippi, for being on the alert to receive from the crew a shot of a hot signal in the middle of the train.

He immediately pulled the alarm, which perhaps saved an accident and the train departed at 6:59.

The alertness on his part shows both a loyalty to the company as well as to the war effort.

Yours very truly,

L. W. Brown, Attorney at Law, Starkville, Miss.

P. S. This was the first opportunity I have had to give such a signal since leaving the employment of the Illinois Central in 1930.

Editor’s Note: Vice-President and General Manager Brock complimented Mr. Brown upon his thoughtfulness.

Sirs:

The Oklahoma City Model Railroad Club is enjoying the press and route news that you have been sending and their one hope is that it will not stop. They also wish to thank you for the pictures and wish you to know that they are very grateful for it all.

Very truly yours,

C. A. Emry
1720 N. W. 30th, Oklahoma City 6, Okla.

TWO CHANGES AT TAMMS YARDS ANNOUNCED

H. E. Hanson has taken over as Terminal Trainmaster at Tamms, Ill., and W. P. Lynch has been appointed Acting General Foreman there, according to an announcement.

Mr. Hanson was formerly Night Yardmaster at Jackson, Tenn., and Mr. Lynch was a Machinist at Iselin. Both have long service records with the Company. Former Terminal Trainmaster A. W. Hoffman has returned to train service.

Among other happenings at Tamms, Carman A. H. Scott retired on April 1 after more than 30 years of service.

We hope that Chief Special Agent King, who has been confined to Touro Infirmary in New Orleans for the past few days, soon will be up and with us again. Mr. King’s condition was reported as improving when we were going to press.

Our good friend Bill Bennett, Chief Clerk in the Louisville, Miss., Master Mechanic office and Secretary of the Rotary Club in his home town, helps edit a Rotary paper for overseas servicemen. A sample Bennett Railroad joke:

Two hillbillies who had never been on a train before had been drafted and were on their way to camp. A food butcher came through the train selling bananas. The two mountaineers had never seen bananas and each bought one. As one of them bit into his banana the train entered a tunnel. His voice came to his companion in the darkness.

First mountaineer: “Have you et yours yet?”

Second: “Not yet, why?”

First: “Well, don’t touch it. I’ve just et one bite and gone blind.”

Miss Sarah Catherine Mauldin, Stores Machine Operator in the Mobile Disbursements Department, was married on April 20 to Arthur Herbert Fallis at Clinton, Miss.

Miss Nina Lee Howard and Miss Sara Margaret Black, Secretaries in our Jackson, Tenn., Executive Offices, recently were installed as President and First Vice-President, respectively, of the Pilot Club of Jackson.

Turning Back Pages of History: In Excavating during rehabilitation of the Mobile Local Agency building, a stone slab memorizing the late M. J. D. Baldwin, founder of the M&O, was uncovered. It reads: “M. J. D. Baldwin originated the Mobile & Ohio Railroad and drove the last spike.” No date was given. Presumably the last spike was driven in what is now the Mobile Yards. Actually, the M&O was completed in 1881.