FIRST AID STATION ESTABLISHED
AS G., M. & O. AIDS WAR EFFORT

To relieve some of the burden placed on Mobile doctors by an increasing war population and a growing scarcity of physicians brought about by many being called to the colors, our Railroad has established an Employees' First Aid Station to augment the Company doctors' services. (Telephone No. is Belmont 7378.) A registered nurse, Miss Mabel Robinjeaux, has been placed in charge of the station, opened several days ago in Room 312 of the First National Bank building in Mobile. Miss Robinjeaux will serve in an auxiliary capacity with the Company doctors. She will render treatment upon recommendation of Company physicians, and will be under supervision of these doctors and the (Continued on Page 7)

EXTENDED TELEPHONE SYSTEM IN SERVICE

The vast new G., M. & O. communications system, virtually complete after more than a year of installation and construction work, swung into action last month.

Marking a departure from exclusive use of the telegraph code system in dispatching trains on the Northern and Southern divisions of the Railroad, the new system permits use of the telephone between all dispatching stations now. (The telephone system has been in operation several years on the other sections of the G., M. & O.)

Keeping step with the times and war, our Railroad will soon be completely equipped with three modes of swift, efficient communication—telephone, telegraph and carrier or “radio” telephone.

Besides making for greater safety and more efficiency in railroad operation, installation of the telephone system on the whole line makes it possible for those dispatchers who formerly used only the ticker to actually hear the voices of fellow workers they have been corresponding with via the dot-and-dash method so long.

(Continued on Page 3)

Miss Louise Jones Is New Rebel Hostess

Miss Louise Jones, brunet and brown-eyed, stepped from a graduating gown at Judson College into a hostess uniform of the G., M. & O. several days ago, and now rides the Rebels regularly.

Hostess Jones, daughter of Mr. and Mrs. A. I. Jones of Bayou La Batre, Ala., received a Bachelor of Arts degree from historic Judson College, in Marion, Ala., on June 1. She majored in dramatics, was active in choir and glee club, and captained the institution’s basketball team last season.
You Buy the BONDS and They'll Buy VICTORY—

Each month Disbursement Auditor Vost writes out a voucher to cover the employee payroll deductions for bonds. June's deductions are expected to reach $35,000, and Mr. Vost illustrates this for us graphically by writing a sample voucher to show how the monthly bond deductions mount.

APPLICATIONS for War Bond purchases via the payroll deduction plan mounted during the month, employees displaying their patriotism in gold cash.

With the nation needing more and more of our dollars to put to work in winning the war, employees had made 1400 additional applications for purchases by June 15. The total number subscribing to bond purchases thru the Company payroll plan stood at 4290.

The new buying spree came on the heels of a circular sent out by Vice-Pres. and Gen. Mgr. Broek, asking that employees buy more bonds.

Deductions for May amounted to approximately $25,000, and those for June were expected to be between $30,000 and $35,000, according to Vice-Pres. and Comptroller DeNeefe. This does not represent all employee bond purchases, since some buy them from banks, etc.

THEY'RE ALL BUYING 'EM—Men, women and children
Top photo: Machinist W. B. Logan, Fireman A. J. Lee and Machinist J. F. Goulard of Mobile, left to right, discuss the value of bond buying as they exhibit one. Center photo: Little Misses Madeline and Sharon Wall fashioning a V out of two bonds which are their very own and which will ripen—or mature—just when they get old enough to put the money to good advantage for education, etc. The bonds the money to good advantage for education, etc. The bonds
Lower photo: Women are pitching their dollars in for the duration, and longer, to do their part. Misses Nannie Walker, left, Rate Clerk, and Mrs. Charles M. Ellis, Cashier, of Laurel, consented to show some of the bonds they're buying.
Railroad Telegrapher Aids Plane In Distress By Flashlight Code

Tom Dalton’s adeptness at giving flashlight code signals probably saved an Army plane crew from the fate of crashing and possible injury or death recently.

To the G., M. & O., Louisville, Miss., telegrapher goes credit for aiding the Army fliers in distress, and telling them how to land. But let Mr. Dalton, who was in the signal corps in World War I, tell the story:

"It was a black, dark night in early April. I was eating supper and heard the plane pass over my home twice. I decided to go out and see if it was a Jap picking on me.

"The plane was circling the city. I noticed the pilot drop his floodlight and knew he was in trouble. I happened to know the wireless code pretty well so I grabbed a big flashlight and gave the proper signal several times before I was able to talk to the pilot, to be sure he had spotted me. I assumed the boys up there might be beginners, just as I was, so I’d be careful about my sending.

"I told him (the pilot) where he was, repeating once or twice. I noticed then that he came back right over me for some more of it, and I gave it to him and asked if he was in trouble. I told him there was a small field available for landing, that it was very small and rough. They had no flashlight signals on the plane and I got no reply, but as they kept coming right back over me I figured they were taking in my information.

"I watched their course and when they headed toward the little field, I told the pilot he was going directly into it. He dropped his spotlight and did not circle any more and made his landing without injury to any of the boys in the plane.

"I talked personally with the boys, who said they understood all my signals. Naturally, I felt good as I might have saved their lives. They were en route from a Louisiana field to the one at Columbus, Miss. The plane could not have flown over 15 minutes more on the fuel they had, the boys said."

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Wing Talk, popular aviation column by F. R. Neely in Collier’s, The National Weekly, discusses our application for rights to operate air freight, passenger and mail service over our route. The above is an excerpt from the column, current issue. Details of the application appeared in May News.

EXTENDED TELEPHONE SYSTEM IN SERVICE

(Continued from Page 1)

Setting up the network of wires and installing the new equipment required approximately 133,000 pounds of new wire stretching about 650 miles, according to Kenneth Goodwin, Superintendent of Telephone, Telegraph and Signal.

(Note to Donald Nelson and the WPB: This wire and equipment was acquired by the Navy and in conformity with the then defense program.)

Cost of the new system of communications, when fully completed, will be an estimated $133,000. Installation has been under supervision of G. D. McDonald, Assistant Engineer, Telephone, Telegraph and Signals, while Mr. Goodwin has been in charge of the project.

About 1500 additional miles of telephone circuits are now in use, and these are Simplex, which means telephone and telegraph may be used simultaneously over the same wires. There are 836 miles of carrier telephone in use and by July 1 Mr. Goodwin expects to have 1300 miles in use. More than 2400 miles of regular telephone circuits and more than 2200 miles of telephone circuits are presently operating.

Many improvements are gained through use of the telephone system, for example:

A dispatcher can hear the telephone ringing in any office called and can call any office, one at a time, on his line. In using the telephone, the telegraph operator wasn’t always sure he was being heard on the other end, and answers weren’t obtained as quickly.

The radio telephone is not new, but is being extended. It differentiates from the regular telephone used by dispatchers in that it is entirely separate network and is used only for distance communication. The radio phone is of a low frequency and, in a sense, radio that follows the wires instead of going through the air.
NEW CAIRO GENERAL AGENT—R. P. Beacham, former Agent at Laurel, took over as General Agent at Cairo, Ill., recently, filling the vacancy caused by death of General Agent Kilmartin. Mr. Beacham, with the Railroad in various capacities since 1910, is shown in center of top photo. He is shaking hands with Station Accountant W. S. Mertz; Chief Clerk J. G. Bouchet is between them, and Rate Clerk C. S. Fiournoy and Secretary Mrs. Bertha Brenneman are at the right in picture.

NEW LAUREL AGENT—W. R. Hargrove, shown with telephone at ear, was promoted from Chief Clerk to Agent last month, succeeding R. P. Beacham, who was named General Agent at Cairo. Mr. Hargrove was checked in as Agent by B. D. Casey, General Agent, also shown. W. L. Carr, lower left, was appointed to take Mr. Hargrove’s place as Chief Clerk. Mr. Hargrove has been at Laurel for the G. M. & O. since 1911, with exception of 1921-22 when he was Chief Clerk at New Albany. He has been Chief Clerk at Laurel since 1932. Mr. Carr was formerly Chief Clerk to Master Mechanic at Laurel, where he has been stationed since 1916. J. B. Wheelis of Jackson, Miss., will become Mechanical Clerk, filling Mr. Carr’s position.

Death Calls W. L. Palmes
Asst. to Comptroller of R.R.

Welton L. Palmes, Assistant to the Comptroller of our Railroad, was claimed by death on May 22 at the Missouri-Pacific Hospital in St. Louis, following an extended illness.

Affectionately known as “Pal” to his fellow workers, Mr. Palmes had a brilliant career with the G., M. & O., beginning in the accounting field of the Railroad approximately 27 years ago.

An ardent golfer in his more active days, Mr. Palmes had a host of friends both within the Railroad family and without. He was a native Mississippian, having been born August 25, 1898. He had resided in Mobile a number of years. Survivors, besides his widow and two stepchildren, are Mrs. Mary Palmes, Jacksonville, Fla., mother; Orville M. Palmes, wage record clerk for the G., M. & O., Mobile; Frank Palmes, Point Clear, Ala.; Albert Palmes of Atlanta; Russell Palmes of St. Augustine, Fla.; and G. H. Palmes of Fort Collins, Col., brothers, and a sister, Mrs. Swift Patterson, Jacksonville.

An Old Adage Holds True Today

An Ounce of Prevention Is Worth A Pound of Cure

A G. M. & O. through freight was passing. Perishables on the way to market, coal necessary to the operation of our own industry, war materials which must reach their destination to supply those who turn out guns, tanks, ships, planes and shells needed by our fighting men.

An observant, quick-thinking resident of a fine town, who paused as the train sped on, noticed a wheel on a freight car off the rail. He flagged a crew member, the train was stopped and thus an accident was prevented.

The crew on another through freight had a slow order over a portion of track where a culvert had recently been installed. As the train rolled on, the conductor realized something was wrong. He stopped the train, found that wheel on the 32nd car was derailed. Another accident prevented as the conductor acted promptly, not even waiting till he got to a switch a short distance beyond.

Still another freight was standing at a station recently when a roadmaster noticed a broken flange, reported it to the train crew. The car was set out with little delay—another accident in all probability prevented because the roadmaster was on the job.

These are only a few of the actual instances of accident prevention on our road, the facts being taken from files of Vice-Pres. and Gen. Mgr. Brock. Accidents are undoubtedly avoided daily by many quick-thinking employees, but of course no reports are made on such cases.

Mr. Brock urges each of us to be as alert, observant and quick-thinking as the citizen, the conductor and the roadmaster cited above—and thereby prevent accidents. Yes, Accidents Can Be Prevented!

BE SAFE — NOT SORRY

JEEP RIDE for BRIDE

Just after former Hostess Hazel Carter became the bride of Lt. T. C. Gardner, Jr., at Mountain View, Cal., she was whisked away in an Army jeep, but before the happy couple got away, the cameraman was there to take a peep at the jeep. Hostess Carter was married to Lt. Gardner on May 5. A graduate of Blue Mountain College, she had been a Rebel hostess about two years. Her husband is an instructor in the Army air corps, stationed at Moffett Field, Cal.
Agent Pickett Retires.
Tolson Succeeds Him

G., M. & O. Agent A. J. Pickett, Sr., nearly 60 years a railroad man and No. 1 on the seniority list, decided he'd spend the rest of his life in the quiet of his home and hobbies and on June 1 stepped aside from his job at Montgomery in favor of W. W. Tolson.

The tall, stately and white-haired Mr. Pickett, cousin of the George Pickett who in the War Between the States staged the famous "Pickett's Charge," began his railroad career in 1883 with the L. & N., joined the G., M. & O. in 1898 as cashier. He was named agent at Montgomery in 1923, and had held that position continuously until June 1.

Mr. Pickett descends from an old American family, long established in Alabama.

The new Agent, Mr. Tolson, is the son of the late B. B. Tolson, for whom Tolson, Ill., was named. Agent Tolson began as a messenger and has held various positions on the way up. He has been in Montgomery as Chief Clerk for the past 18 years.
EMPLEYES ENTERING THE SERVICES IN THE PAST MONTH

ROADWAY DEPARTMENT:
R. M. Barham, Lab., Laurel, Miss.
John A. Craig, Sect. Lab., Eoline, Ala.
Raymond Karberg, Sect. Lab., Baldwin, Ill.
J. P. Miller, Sect. Lab., High Point, Miss.
Harold Poole, Sect. Lab., Mill Creek, Ill.
Edward Sickmier, Sect. Lab., Columbia, Ill.
Thurman Watson, Sect. Lab., Franklinton, La.
Parrish Bean, Sect. Lab., Okolona, Miss.
OPERATING DEPARTMENT:
Frederick Wilson Fortick, Ex. Op., Rienzi, Miss.
F. R. Ricks, Fireman, Meridian, Miss.
C. F. Whitten, Sec. Trainmaster, Union, Miss.

MECHANICAL DEPARTMENT:
Julian D. Doyle, Jr., Pipefitter Appr., Louisville, Miss.

LEGAL DEPARTMENT:
Hugh N. Clayton, Atty., New Albany, Miss.
Hyman A. Rosenfeld, Atty., Tuscaloosa, Ala.
John L. Stewart, Atty., Murphysboro, Ill.

TRAFFIC DEPARTMENT:
Ernest Reiney, Jr., Ftr. Traffic Agt., Jackson, Tenn.

PURCHASING DEPARTMENT:
M. M. Hatton, Secty., Mobile
John E. Scott, Stat. Hldr., Mobile
I. N. Glover, Lab., Bogalusa, La.

BUILDING PERSONNEL:
Phillip Joullian, Mail Clerk, Mobile

Railroad Family Gives All Sons to U. S. Army

Three of the sons of Mr. and Mrs. R. G. Ireland of Cache, III., are in various branches of the U. S. Army, and a fourth is scheduled to enlist this month.

Mr. Ireland is the First Trick Dispatcher at North Cairo, Ill., for our Railroad. The eldest son is Sergeant Romeo C. Ireland, serving with the Headquarters Squadron of the 17th Air Base Group at the much-bombed Hickham Field in Honolulu. Corporal Lyle C. Ireland is serving an infantry group in a camp in the state of Washington and the third son, Garland C. Ireland, is stationed at Camp Forrest, Tenn. Garland is a private first class.

The fourth son, Leland F. Ireland, just 20, registered in the last registration and has said he will enlist as soon as possible.

Mr. and Mrs. Ireland and the entire Railroad family are proud of the record of the Ireland boys in patriotic duty.

From the Record Book—TWENTY-FIVE YEARS AGO

According to gossip in railroad circles here there is a good chance that a good many passenger trains may be taken off various lines in order to make room for the ever-increasing freight business. Passenger traveling is slated to be definitely cut.

—From the Jackson, Miss., Clarion-Ledger of May 27, 1942

NOTES FROM RAILROADERS IN THE ARMED FORCES

Corporal Montague B. (Monty) Lyons, Jr., left, sends greetings to his old railroad pals from San Diego Marine base. Monty is a former Legal Dept. Secretary. The medals he’s wearing are for marksmanship and bayoneting. Private William B. Adkisson, Jr., right, who was Secretary to Supt. Motive Power Lambeth at Jackson, Tenn., is now at Lowry Field, Denver, Colo.

Corporal Ralph T. Simmons, Quantico, Va., stationed at the U. S. Marine base there, writes that he is still receiving the “very welcome News,” and that others in the Marine Corps enjoy reading it. Corporal Simmons has completed a course in automotive mechanics, finishing with top honors.

Private First Class William R. Rice is now at Mumford Point, New River, N. C., U. S. Marine Corps.

Major Frank McKee, Field Artillery, writes from Camp Bowie, Tex., where he was stationed when we received his letter recently, that he’s at a tank destroyer school. The “Major” was agent at Meridian, and says tell everyone up there hello for him. Also adds that if we “ever see Pat Tallman, tell him to write me a letter.” Frank’s address: Hqtrs 114th Field Artillery Battalion, Camp Bowie, Tex.

Top left, Private First Class Garland C. Ireland; top right, Leland F. Ireland; lower left, Sergeant Romeo C. Ireland; and lower right, Corporal Lyle C. Ireland.

Corporal Dan Cazenave, former Clerk in the New Orleans office, is now somewhere in California, and was recently promoted from private. At right is Corporal F. Castro, of the Montgomery freight office, who is stationed at Keefer Field, Biloxi, Miss., or was when we last heard. Corporal Castro was recently promoted from a private.
Two More Flag Raisings On Line

The Stars and Stripes unfurled over our Louisville shops in a colorful and patriotic flag raising ceremony May 15.

Employees of the Railroad at Louisville donated the money with which a flag measuring nine by twelve feet was purchased. Time out was called at the shops for the ceremony and talks were made by Master Mechanic J. T. McIntosh, Mayor H. D. McKay, Editor W. C. Hight of the Winston County Journal, Frank Fairbairn, E. M. Livingston, Dr. M. L. Montgomery and Rev. C. N. Eliad, Negro Baptist, pastor. Dr. J. J. Baird of the Methodist church served as master of ceremonies and Red Richardson unfurled the flag. George Duck, General Shop Foreman, led a singing of "America," and Rev. J. C. Watson of the Presbyterian church concluded with a prayer.

IN MEMORIAM

In the past two or three months a number of our fellow workers have been called by death. These include:

Conductor Michael Mims Hartley of Meridian, who died May 22. Conductor Hartley had a service record of 30 years.

Engineer L. B. Newkirk of East St. Louis, who died April 18; native of Ava, Ill., born Jan. 3, 1866, and buried in Murphysboro, Ill., where he resided for many years prior to going to E. St. Louis.


Telegrapher Ancill (Red) Dowling, Cairo, Ill., who died April 9 after a year’s illness and many years service with railroad.

Luther Murdough, retired Car Repairman, who died April 12 after about 30 years service.


Alanthus Walter Fowler, Agent at Union City, Tenn., who died June 6. He had been with the Railroad 38 years, serving at various times at Humboldt, Columbus, Ky., and Cayce, Ky.

COLUMBUS EMPLOYEE BUILDS MODEL RAILROADS

Columbus’ Charlie Norris likes his railroading so much that he works for one by day and plays with his own by night and other off periods.

Model railroading is more than a hobby with Mr. Norris, a G. M. & O. Car Inspector; it’s a passion. His observant eyes are photostatic when it comes to noting details on boxcars, gondolas, tankers, locomotives and such.

For in his numerous scale-model trains, which he has built over a period of years and houses in a building set aside for just that, Car Inspector Norris has incorporated the minutest details found on trains—even to miniature coupling attachments which work, doors that slide shut just like you find on the large trains, and safety appliances.

One of his trains is built to a scale measuring one-half inch to the foot and another measures one-fourth inch to the foot. Model Train Enthusiast Norris is still working on the larger scale model, the scarcity of metals affecting his work somewhat.

Railroading runs in Mr. Norris’ family; his father having been a railroad man in Texas. Charles Henry has been working for the G. M. & O. since 1913 and the click of the rails fascinates him as much now as when he began.

“I’ve got to be around trains,” he says. “Nothing appeals to me like machinery, especially locomotives.”

FIRST AID STATION ESTABLISHED

(Continued from Page 1)

Miss Robicheaux will be able to take much of the burden off the doctors by performing a number of duties which are, with the physicians, routine.

Doctors who handle Company cases in Mobile have been called upon to do a tremendous amount of additional work, and this situation becomes more complex as the nation calls more of them to the Armed Forces.

Employees of the Railroad and Gulf Transport Company are eligible to use the First Aid Station when referred to it by a Company doctor. While it was hoped the Station might be located in the General Office Bldg., there was no room available.
THE MAIL TRAIN

President,
Mobile & Ohio Railroad Company,
Mobile, Alabama.

Dear Sir:

A number of contributing circumstances prompted me to take the liberty of noting with more than passing interest the item appearing in the lower left-hand corner of the attached sheet torn from a recent issue of Business Week. (Refers to picture of G., M. & O. freight engine published on front page March News.)

For one thing, I am a native of Alabama and was located in Mobile with a public-service institution for two and one-half years in the early Twenties. I, therefore, can take pardonable pride in any progressive activity or achievement creditable to my native state.

Since I am engaged in the interest of public service institutions, I am naturally sensitive to the manifestation of astute and progressive improvement among companies merchandising public service. I have, for a number of years, noticed that your organization is maintaining such a reputation in a field in which there appears to be lots of opportunity for the investment of such talent.

I, therefore, want to congratulate and commend you upon the visionary principles that seem to characterize your organization and upon the favorable distinction you are bringing to my native land.

Yours very truly,

H. M. Stewart, Ex Sec., Pennsylvania Independent Tel. Association,
Harrisburg, Pa.

New employee at Bogalusa is Miss Lynell Wilson, junior clerk... Division Storekeeper F. M. Tarut has completed a first aid course, and so has Miss R. M. Holden, employe in the office.

J. M. Quinn, vice-president of the Jackson State National bank and a director of the Jackson Chamber of Commerce, was on hand to greet the Rebel when it was extended to St. Louis recently. Accepting Mr. Quinn's good wishes on behalf of the Rebel is Hostess Margaret Curtiss.

The above charts give you a picture of how the Company dollar was made and spent during the year 1941. The percentages are based on the Annual Report for 1941.