SAFETY

Rebel Route Places Second In National Safety Contest

An announcement has just been received from the National Safety Council that the GM&O stood second in its group of 26 railroads in the 1942 Safety Contest. The Duluth, Missabe and Iron Range Railroad was first.

With a total of almost 7,000,000 man hours worked and 72 casualties to employees on duty, we averaged 4.33 casualties for every million man hours worked.

The average for all roads in our group was 33.25—so, again the GM&O stands far above the average.

Time passes quickly when we have a worthwhile job to do. It seems just yesterday that we looked toward the new year of 1943, with the hope that we, as individuals, might do our part in effecting peace and happiness.

We are now passing the half-way mark in our new year; and in commenting on the splendid performance of 1942, Vice President and General Manager Brock has expressed the hope that every employee will renew his efforts to improve our 1943 Safety record and will renew his resolution: "I resolve that I shall not be the cause of a NATIONAL INJURY."

PEOPLE

Forty Years as Centerville Agent

Agent O. C. Oakley at Centerville is a tradition both with our Railroad and the townspeople in the Alabama town.

He's been GM&O's agent at Centerville for 40 years, marking that anniversary last month, and his total continuous service with the Rebel Route adds up to 45 years. He'll be 65 years old—the retirement age—next year, but retiring is about the most remote thing in his mind. For the past nine years, he hasn't missed a day of work,

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and hasn’t had a vacation in that time. However, he plans to take one later this year.

Never Missed A Train

“I haven’t missed a train I was supposed to meet in all the years I’ve been railroading,” says Agent Oakley, proudly. “My wife says I’m always too accommodating, but about the biggest thing I get out of life is the association with other people, and tending to my job.”

Mr. Oakley’s record at Centerville started when he was but 13 years old—too young for railroading, perhaps, but not too young to begin building for the future. For he moved to Centerville as he turned 13, then left in 1898 when he first went to work for the M & O. After five years, one and a half of which were spent at Billingsley as Agent, a vacancy occurred in the agency at Centerville.

In his 40 years as agent, Mr. Oakley has found time to serve two years of an unexpired term as county tax collector, having been appointed to that office by the late Governor Bibb Graves; six years (1922-28) on the county board of education, and take part in various town activities. Besides he’s a steward in the Methodist church.

T’d Do It Again

In the Oakley family, there are four sons and a daughter. O. C., Jr., is a utility company manager at Dora, Ala.; W. W. is a government communications station supervisor in Louisville, Ky.; James W. is editor of the Centerville* Press; Cary B. is a utility company employee at Gorgas, Ala., and Mrs. Frances Cobb, the daughter, is the wife of a sergeant in the Army.

Looking back over the years, Agent Oakley says gently, “If I had it to do over again, I’d be a railroader.”

*While the town is spelled Centerville, the newspaper adheres to the old spelling of Centerville.

Quarter Century of Service

Forty-two year old William G. Harrison, Chief Clerk to Superintendent of Transportation, marks his 25th anniversary with our Railroad June 15.

As a lad of 17, Bill Harrison became Clerk in the Trainmaster’s office at Meridian, where he spent his boyhood days. From 1918, the year he began his railroad career, until 1927, he held a succession of jobs which include Secretary to Supt., Secretary to Executive General Agent, both at Meridian; Secretary to General Manager at St. Louis, and Chief Clerk to Superintendent at Murphysboro, Ill. In 1927, he took over the duties of his present position.

While Mr. Harrison spends most of his time at his desk, he finds time to take part in Boy Scout work, being a member of the Mobile Council of Boy Scouts, and to take occasional week-end camping trips with the boys. He has a son, Bill, 13, who is a Boy Scout, and of whom he and Mrs. Harrison are justly proud.

Lt. Walley Sends An A. P. O. Address

Second Lieutenant A. R. Walley, our Division Passenger Agent at New Orleans until he joined Uncle Sam’s forces several months ago, writes Passenger Traffic Manager Geil that he has been assigned to the passenger traffic branch of the Army.

Lieutenant Walley, now somewhere overseas, wrote:

“I like the surroundings here very much; it is beautiful, however located some little distance from the main city but that is in my favor as I expect to keep busy and will not have much time to play around. I want to be of maximum service anyway.” His address is:

Lt. A. R. Walley, T. C., 0921153
A. P. O. No. 846, c/o Postmaster,
New York, N. Y.

Retired Conductor Reminisces A Bit

Retired Conductor Rhodes was in the office the other day. He wanted us to be sure to send the News to his long-time friend and engineer, Frank Armor, (also retired) who has settled down for the duration at Pasadena, California.

“Frank,” Mr. Rhodes said, “is doing just like he always said he would do when he retired.” Ever since the last day he ran an engine over here he’s been traveling around the country in his home-like trailer, seeing the sites from Florida to Maine and from the Atlantic to the Pacific. But now gas rationing has him anchored, at least for a little while.”

Conductor Rhodes, who is 75, still looks as young as he did the first day we saw him on No. 6, the Gas-Electric which he and Armor ran between Mobile and Louisville.

“We never had a harsh word, all the many years we ran together,” Mr. Rhodes remembered as he talked about his association with Armor. “Whenever I gave him the go-ahead signal at a station and he didn’t move right off, I knew something was the matter and I would walk up to see if there was going to be a delay so I could report it to the Dispatcher.

“Frank was always looking for the signal and if the station was on the opposite side he would have the fireman, when we were on steam locomotives,
**HISTORY**

Editor's Note: Many passengers on our Rebel, and many of our business friends inquire, from time to time, why the "Ohio" is part of the name of our Railroad. The following historical notes provide the answer, along with other interesting data.

**Story of the M&O Founding**

The Mobile & Ohio Railroad extends from Mobile, Ala., to the Ohio River at Cairo, entering Tennessee from the south near Corinth, Miss. It was originally projected to strike some point on the Tennessee River, and run thence to the mouth of the Ohio. The company was organized in Alabama, and in 1848 received a charter from Tennessee. At the time of its inception this was the greatest railroad enterprise that had been inaugurated on either continent; and it was not until 1859, after many years of the most persistent effort, that the road was completed. During this war the road suffered greatly, and at the close of the conflict it was a splendid wreck. Sixty-five per cent of its original cost was lost; but by skilful and economical management, the road in a few years was put into a prosperous condition. The indebtedness of the State was paid off, and in 1870 the company resumed the payment of interest on all classes of its bonds.

—From "History of Tennessee, 1887"

**Madison County (Tenn.) Contributed to M&O in 1852**

In 1852 aid from Madison County was asked for the construction of the Mobile & Ohio Railroad. At the election on June 5, of that year, the people by vote authorized the county court to subscribe $250,000 toward that enterprise; and at the January term, 1853, that amount was subscribed payable in five annual installments of $50,000.

John C. M. Garland was collector of this tax in 1853; B. F. Young in 1854; John R. Woolfolk in 1855; W. B. Dickinson in 1856, and Stephen Brooks in 1857. Garland was bound in the sum of $100,000 for the faithful performance of his duty, with Stephen Miller, A. S. Rogers, W. R. Collier, Hiram Johnson and George A. Connally as sureties. The road was completed in due time after the issuance of the bonds. The Mississippi Central was built a few years later than the Mobile & Ohio, and a few years ago was leased by the present company—the Illinois Central. It is a main thoroughfare from New Orleans to St. Louis and Chicago. The Brownsville & Jackson Railroad was chartered in September, 1882, by Napoleon Hill, W. H. Moore, Louis Hanauer, J. C. Needly, J. R. Bond and W. P. Dunavant. It is intended to connect Brownsville, Haywood County, with Jackson, Madison County. The Ohio Valley Railroad was chartered in 1886, by J. W. Allison, J. L. Wisdom, W. P. Robertson, E. S. Mallory, of Madison, and J. J. Head, of Henry County. It is intended to connect some point on the northern line of the State with some point in Hardeman or McNairy, and to pass through the intermediate counties.

—From "History of Tennessee, 1887"

**INDUSTRY**

**New Bemis Bag Plant at Mobile**

For many years, the Bemis Brother Cotton Mill at Bemis, just south of Jackson, Tenn., has been a busy enterprise on our Line.

Last month, another Bemis Brother plant swung into operation on our Line, at Mobile. It was the newly established bag making plant of the firm. Assuming the managerial reins was C. E. Hayward, who broke into the Bemis lineup in 1924 in Brooklyn, and who has had a steady rise in the organization.

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**Let's Stop This Waste!**

Our trains are killing an average of 1600 head of livestock per year.

Last year we paid claims in this connection totaling almost $30,000; and we would naturally like to eliminate this expense.

What is more important now, however, than the financial loss to this Railroad is the value to our country of the animals involved.

The cattle and hogs being destroyed on the GM&O per year have a ration value of approximately $4,000,000—enough meat to feed 3,000 people for one year.

Horses and mules have never been more in demand, and as mechanical equipment wears out and cannot be replaced they will be even more indispensable.

Furthermore, these killings slow down and stop our trains, causing loss of time—man hours. They mean delays in the handling of passengers and war materials.

And then, they can cause serious accidents which we cannot afford. Most of our equipment is irreplaceable.

May we not appeal to the patriotism of the citizens along our lines to cooperate, at least for the duration of the war, in keeping their livestock off of our right-of-way.

I. B. TIGRETT
President

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**GULF MOBILE AND OHIO R.R.**

This advertisement appeared in all Line Newspapers

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BUSES, TRUCKS TO RESCUE

Freight trains were rerouted into St. Louis as soon as possible, holding delays to a minimum, and Gulf Transport buses took over the job of getting passengers between the trains at Perry and our St. Louis downtown station.

This emergency service worked hand in hand with our long practiced policy of co-ordinating our bus and train operations, and in just a short time after the rails went out Replayers were filling...
GM&O’S REBELS AND GULF TRANSPORT’S REBELINERS TEAM UP TO GIVE PASSENGER SERVICE DESPITE FLOOD

The Rebel Route’s co-ordinated services—rail and highway—teamed up to defeat Old Man River last month as raging flood waters swept over more than two and a half million acres of land in five states.

GM&O and Gulf Transport provided uninterrupted passenger service into St. Louis through the greatest disaster in the Mid-west in almost a century. As the floodwaters covered GM&O’s tracks in at least two large areas, just south of East St. Louis at East Carondelet and in the vicinity of Dupo, Ill., and at the Kaskaskia (commonly known as the Okaw) river bridge, our Rebels were terminated at Percy, Ill., 64 miles south of East St. Louis.

STORY OF RAILROAD EFFICIENCY

The story of the flood, and the subsequent rebuilding of the railroad where washed out is one of railroad efficiency, wartime style. No sooner had the water begun to recede than railroad Maintenance of Way crews were on the spot rebuilding the roadbed and putting the tracks back into place. While the water was rising, G., M. and O. and Gulf Transport officials were on the spot keeping abreast of the situation. As floating houses, logs and debris threatened to disable our lines of communication to St. Louis, men of the Telegraph and Telephone Department were out in boats, working night and day to keep the poles and lines free of entanglements and breaks. Officials consider it an especial tribute to the men of this department that at no time during the flood were the lines out of service.

St. Louis and other newspapers in the area and the American Red Cross called the flood the greatest in 99 years.

in the gaps with only slight delays to the public. In fact, the train-bus transfer was simply an extension of our daily operations at East St. Louis, where Rebel buses daily take passengers to and from trains to our downtown station (the Greyhound terminal) in St. Louis.

The floodwaters remained over the inundated section for about two weeks, though our lines were opened before the water had receded entirely. The Mississippi river at St. Louis reached a crest of 38.94 feet, highest in 99 years according to the weather station there. Besides the Mississippi, the Illinois, Ohio and Missouri rivers were also flooded.

On the combined operations of our trains and buses, several passengers were heard to remark that they thought GM & O and Gulf Transport handled the situation with ease.

Gulf Transport buses and trucks were used to help evacuate families from bottom lands when the angry torrents of water first swept toward their homes. Drivers of these Gulf Transport vehicles gladly donated their services to the relief cause. Those helping in the rescue work were: Bus and Truck Operators Raymond Novack, Lawrence Covell, Herman Baebler, Anthony Bruggeman, Frank Eisenhower, Wilbur Haberman, Elmer Schaeck, and Kenneth Snodgrass. Gulf Transport officials, including Superintendent Harold G. Wilson, Maintenance Superintendent T. E. Scruggs, and Assistant Superintendent William A. Dinan, directed operations on the scene, which was mostly around Valmeyer and Waterloo, Ill.

Now It Can Be Told...

President Roosevelt, in his private car, was on our Railroad on his last swing around the country visiting war plants and military camps and fields. His car was switched onto GM&O’s tracks at Montgomery, and he inspected Maxwell Field there via the Rebel Route.
First Turntable
The earliest known railroad turntable, according to Brian Fawcett, Assistant Chief of Motive Power on the Peruvian Central, dates back to 1714 and was used on a short passenger line built by order of Louis XIV of France. The line was operated on the palace grounds at Marly-le-Roi solely for the amusement of ladies and gentlemen of the Versailles court.

One of the biggest washouts was this bridge between East Carondelet and Dupo, Ill., where floodwaters knocked out bridge supports, took timbers floating away. Repair crews were on the spot as soon as water receded.

Tons of cinders and gravel were dumped on the roadbed in rebuilding, such as shown here at East Carondelet, where Supervisor L. A. King was in charge of the work.

The Illinois Militia was on hand, guarding the roads leading to our tracks.

Cortez Fowler, Telephone Maintainer of Murphysboro, shown in front of boat, who worked night and day keeping the lines clear. Aiding in this were Asst. Eng. Williams and Signals Supervisor Jack Wuerpel, rear and center, respectively.
Dad In Son’s Job

After the son left his job to go to war, the father took over and is presently carrying on.

Such is the story of T. S. McKinney, the father, and Corporal Gerald McKinney, the son. Corporal McKinney was a Storekeeper Helper in Mobile in March of 1942 when he left for the Army. His father expressed a desire to bid him job in at that time, but Son McKinney talked him out of it—said it was too strenuous for him.

After three months, however, Dad McKinney decided to take the job, and he has been doing it since June, 1942. Corporal McKinney meanwhile is serving as a radio and telegraph operator for Uncle Sam, at Sarasota, Fla.

His Two Sons Serve

The two sons of Flagman John Harry Johnsey, Sr., of Jackson, Tenn, are doing their full share for Uncle Sam in the fighting services. They are John Harry Johnsey, Jr., a Chief Specialist in the Navy’s physical educational program, station at Jacksonville, Fla., and Fred R. Johnsey, Second Lieutenant in the Army Air Corps, Moultrie, Ga. Lt. Johnsey won his wings on April 29. Chief Specialist Johnsey is a former assistant football coach at Union University in Jackson.

Three Sons Serve

Terminal Trainmaster I. N. (Ike) Herrington of Mobile has three sons in the services.

I. N. Herrington, Jr., is a Corporal at a Texas Army Air Corps field; Harold J. Herrington is Seaman Second Class at an Air Technical School in Oklahoma; Boykin C. Herrington is a Private at the Greensboro, N. C., Army Air Corps school. I. N. Jr., and Harold are former GM&O Yard Clerks.

Aviation Student

Pat Seals, son of Mr. and Mrs. Biscoe Seals of Jackson, Tenn., and nephew of Mr. and Mrs. Tigrett, is in aviation training school at Indianapolis. Pat is just 18 years old.

Until recently he was in college.

PEOPLE

(Continued from Page 2)

watch me so that there would not be the slightest delay.”

“And if I had a delay at the station,” Conductor Rhodes said, “Frank would be just as considerate.” “When it was time to leave Frank would tap the bell and if I didn’t give him the signal pretty soon I’d see him looking back, or if some little time passed, he’d climb down and come see if there was anything he could do to help me.”

Conductor Rhodes made a trip to Cleveland recently. He was impressed by the crowds. He told about a Conductor on a foreign line who apologized for not being able to come back and chat a little while with him but who, nevertheless, found time to show him a new coach one car ahead. The luxury coaches, in general use now, got Conductor Rhodes’ praise. “I like the wide windows, they make the cars look so much wider; and the individual seats,” he said.

The drinking he saw caused him some concern. “It’s bad on the other passengers and extra hard work for the Conductor.” One Conductor laughingly told Mr. Rhodes, “Cap, I’ve got 140 passengers and 139 of them are drinking.”

It’s always good to see old friends.

Miss Emily Thomas, daughter of Mr. and Mrs. Cody Thomas (Mr. Thomas is Commercial Agent) was graduated from Murphy High School at Mobile recently, and honored for unselfish service.
GARDENING

Suggestions to Rebel Food Gardeners

1. In the north end of the territory make successive plantings of string beans so as to lengthen the harvest season.

2. Where space permits, plant crops such as field peas, sweet potatoes, and late (second planting) Irish potatoes.

3. Fight the insects.

While in Mobile recently I observed gardens practically free from insects where a good control program had been carried out.

4. Save all vegetables that can not be immediately used. Canned goods will scarce another season.

Get sound advice before putting up vegetables. This information is available through any local agricultural agency or through publications. The Garden Leaders were supplied with bulletins for distribution. Call on them for one of these.

Gardeners on the south end should turn their attention to preserving commodities other than turnips and tendergreens, for instance, as these can be grown practically the year round in that section. Further north, these too should be put up.

5. Begin to plan for the fall garden. To stress some points mentioned, I quote from a letter recently received from Mr. H. W. Hochbaum, Chief, Division of Field Coordination, U. S. Department of Agriculture. This gentleman has spoken very highly of the fine program that the Rebel Route Gardeners are following.

"We can't afford to let a bit of food go to waste this year and from this end we are urging everybody to can, brine, dry, freeze or store fresh every bit of the products that cannot be used immediately out of the garden."

"With reference to fall gardens, I think anything you can do to push these will be most helpful. We are recommending mustard, collards, cabbage, lettuce, turnip greens, spinach, kale, for fall and winter garden. In view of the fact that white potatoes have become a delicacy, as the seed potato situation loosens up this summer, you can recommend late planting of white potatoes wherever the crop fits. We are beginning to think that people who have had enough should in addition to the garden stuff ordinarily produced also grow white and sweet potatoes, beans and cow peas for winter use."

S. A. Robert
Development Director.

EMPLOYEES APPRECIATE HELP
OF OFFICE OF EMPLOYEE
CONSULTANT

Editor's note: The Office of Employee Consultant, of which S. A. Robert and Eliseo Seals are officers, is maintained for the welfare of G&M&O and Gulf Transport employees. It extends aid in personal affairs to employees who are desirous of such help.

"Dear Mr. Seals:

Referring to your letter of April 30th enclosing your last check, words cannot express our gratitude to you. You have really helped us through a most trying period, and now that we are on our financial feet, we want you to know that we feel that we owe it all to your efforts in our behalf."

"Dear Mr. Seals:

Received your letter, also the check, and may I say that I feel like a new man or a fish in fresh water. As I haven't got words at present to express my appreciation for your kindness and attention and cooperation, may I just say that I appreciate what you have done for me and that if it had not been for your help I would have been in bad shape."

"Dear Mr. Seals:

I am sure glad to know that I am out of debt. I can sincerely say that if it had not been for your help I could not have accomplished this alone.

My family and I want to thank your Department and you from the bottom of our hearts. The very best we could say to praise your Department would not be enough."

"Dear Mr. Robert:

Referring to your letter of March 15, I cannot express in words just how I felt when I learned that I had paid out.

I assure you that I will do my very best from now on to stay out of debt."

"Dear Mr. Seals:

Mrs. Seals joins me in extending with much gratitude many thanks for 'pulling us out of the hole.' We were really there."

"Dear Mr. Robert:

You don't know how I appreciate your giving me this good hand and getting me out of debt. I feel like a new man. I am satisfied and am working with ease. When I find some good person in bad I'll send him to you. I thank you, Mr. Robert."

Railroad Heritage

-This little fellow comes of a family of Railroaders. He's Johnny Grayson of W. C. Grayson, Air Conditioning and Heating Engineer for our Railroad, and grandson of B. H. Grayson, Superintendent of Motive Power. Johnny was nineteen years old when this photo was taken recently.
Corporal O'Connor
Graduates

Jimmy O'Connor, former Check Clerk in our Tupelo freight office, has been made a Corporal in the Army, and was graduated recently from the Army Air Forces Technical Training Command school at Paterson, N. J.

Corporal James O'Connor, Jr., son of Mr. O'Connor, Sr., of Jackson, Tenn., finished a course in aircraft engines. An Army press release on his graduation stated in part:

"O'Connor, who had previously graduated from an airplane mechanics school in the APT Technical Training Command, has been promoted to corporal in recognition of his aptitude for specialized technical work. Only men who receive grades well above average in general alertness and mechanical aptitude tests are selected for technical training."

Social Notes...

Miss Louise Jones, Rebel Hostess for a year, was married to John Roberts, young Mobile businessman, on June 2 in a ceremony performed at the First Baptist church in Bayou La Batre, Ala., Miss Jones’ home. The couple is residing in Mobile.

The News received a note several days ago which read:

Anouncing a new arrival on the Babyland Special!

Name of special passenger—Bonita Ann Kennedy.

Time of arrival—6:40 p.m. Date—June 1, 1943. Weight—7 lbs. 4 oz.

Met at the station by—Mr. and Mrs. Ray Kennedy. (Mr. Kennedy is Bus Operator at Waterloo, Ill.)

QUESTION FOR AMERICANS

By R. L. Nicholson

What did you do for Freedom today?
A Marine on Guadalcanal,
Through a hail of lead and jungle hell,
Crested out to a wounded pal;
And he dragged him back through the slime
and muck,
Then, with never a thought of rest,
Back over that deadly route he went
And smashed a machine-gun nest.
It wasn’t much fun—the bullets—the mud—
He may have been scared, but he hid it;
He only knew of a job to do
And he didn’t quibble, he did it.

What did you do for Freedom today?
"All that you could," Think Well—
One-millionth as much as that Leatherneck
did?
They buried the boy where he fell.

What did you do for Freedom today?
A Gob on a rubber raft
Drained the last wet drop from his water
Then threw it away and laughed.

For eighteen days on an endless sea
In a torment of pain he lay;
Drenched and chilled to the bone at night,
And burned to a crisp by day.

He wanted to live, but he fell in his heart
That the odds were a thousand to one;
But he drifted and hoped, consoled by a
prayer,
And the thought of a job well done.

What did you do for Freedom today?
"All that you could," you declare.
But when you say it, remember the Gob
Who died on the raft out there.

What did you do for Freedom today?
Nine lads in a B-17
 Ran into a flock of Messerschmitts
And died in their wrecked machine.
Oh, they didn’t do bad with what they had,
But they flew through hell to do it;
They had smashed Berlin and a dozen
"one-ten’s,"
Their number was up and they knew it.
They were full of holes, with no controls,
And their ship was a comet of flame;
But they stuck to their guns and the useless
stick
And battled on just the same.

What did you do for Freedom today?
"All that you could," O.K.
But if those nine boys in the B-17
Were to ask you, what would you say?
What did you do for Freedom today?
I think they’ve a right to ask.
You’re in this fight just as much as they;
And with just as important a task.
Were you at your desk, or bench, or press,
And at work at the starting bell?

Did every minute of this day count?
And the job—did you do it well?
Did you sell a Bond or a Stamp today?

Did you collect any scrap for the pile?
Did you save your grease or throw it away?
Did you drive just an extra block?

Have you been down to the Red Cross Bank
And given a pint of your blood?
Did you send that V-Mail letter today?

Did you hoard any rationed food?

Before you begin to complain and gripe
That life is all work and no fun—
Would you trade your dinner for Ration K?
Or your overtime pay for a gun?

Just stop every once in a while today
When your lot seems hard and
And think of a Gob and a Leatherneck,
And nine boys in a B-17."