G. M. & O. DIRECTOR E. A. STEPHENS

NEW DIRECTOR HEAD OF NEW ORLEANS DOCKS BOARD

Mr. E. A. Stephens is the second of our three new directors to be introduced to you. As a member of the Board of Commissioners of the Port of New Orleans and as Owner and President of Community Motors, he has been closely associated with Gulf, Mobile and Ohio for a number of years.

Our new director has just recently been elected President of the Docks Board, at the same time being reelected to the Board for a term of eight years. A native of Virginia, he came to New Orleans in 1933 to enter the automobile business. Community Motors is one of the largest automotive firms in the State of Louisiana and handles General Motors products.

As President of the Docks Board, Mr. Stephens has directed the Board on a new course of progressive policies aimed at developing the port as a trade link between the mid-west and Latin-American markets.

He has been active in civic affairs and is a past president of the Members’ Council of the Association of Commerce.

Gulf, Mobile and Ohio employees are pleased to welcome Mr. Stephens to their official family.

GULF TRANSPORT EXTENDS MAIN LINE SERVICE

Gulf Transport Company added approximately fifty miles to its main line service on Friday, June 13th, extending operation from the Mississippi-Tennessee line near Walnut, into Jackson, Tenn.

Inauguration of the route which will bring a new transportation medium to Jackson and neighboring West Tennessee communities, was made possible with the granting of Interstate Commerce Commission permission on June 10th. The Tennessee Commission had previously sanctioned the new service.

Two buses a day will be operated each way at Jackson and will afford short and fast schedules to Mobile, Meridian and the Gulf Coast...as well as mid-Mississippi points. Modern streamlined Relievers will be operated on the runs.

1,000 NEW FREIGHT CARS FOR G. M. & O. SHIPPERS

Our Railroad has just placed orders for 1,000 new freight cars. Eight hundred are to be box cars, 150 hopper cars and 50 automobile cars. Approximately $3,000,000 will be expended on the program.

NEWTON, MISSISSIPPI HAS NEW INDUSTRIES

Agent Jack Watts at Newton reminds us that Newton is still very much alive and growing. Three new lumber companies have just been located there, and all three are on the GM&O.

Located on the old planing mill site, the Wade Lumber Company has just installed a steam saw mill, which has been in operation about two weeks.

(Continued on Page 4)
Editorially Speaking

During the last ten years we paid almost $3,000,000 in taxes to the State of Mississippi.

During the same period GM&O stockholders received in dividends only about $300,000.

A community or a state should be reminded that it is useless to try to acquire a new industry until it is prepared to show that it treats its old ones fairly.

In talking to the General Chairman of the Railroad Brotherhoods recently Mr. Tigrett referred to the "forgotten man" of our railroad—the stockholders who put up the money to make our jobs possible.

During the last ten days, he said, we paid our employees almost as much as we paid the GM&N preferred stockholders during the last ten years.

In ten minutes we pay our employees more than the GM&N common stockholders ever got, as they have never received one cent of return from their investment.

We operate a two-car motor train each way daily between Jackson, Tennessee and St. Louis. For the first four months of 1941 we lost on this service $11,000.00.

The sign is shown in upper picture to left—St. Louis at night as seen from our Trendley Avenue Station.

G. M. & O. SIGN LARGEST IN ST. LOUIS

St. Louis people should know all about The Rebel Route and the G. M. & O. soon for our Railroad has just finished erecting the largest Neon sign in the city and one of the largest in the mid-west.

The sign has been erected just in front of our Trendley Avenue station in East St. Louis and standing on the river bank can be seen from the bridge crossing the river and from adjacent streets in St. Louis proper.

Letters in the sign are fifteen feet high.

JOHNNY GILL HAS A PICNIC

Reviving a custom for which he has long been famous, Johnny Gill on May 17th had a picnic for the Traffic Department and any others on the Railroad who wanted to attend.

From the wash-tub band which escorted the party in a Gulf Transport bus, to the famous two-for-a-nickel cigars which Mr. Gill generously distributed, the party had everything necessary to make it a success it was.

Things were wound up for a pretty (Continued on Page 3)
THE LETTER BOX

Jackson, Tenn.,
May 12th, 1941.
Conductor H. H. Gourley,
Brakeman J. F. Verbal.
I write to thank you for your prompt action in applying air on the extra 459 south, May 2nd, and stopping and extinguishing bridge on the just south of Millstadt Junction.

D. F. Rice.

We Like the Post Script Best...

Millstadt, Ill. June 2, 1941.
The Rebel Route News.
G. M. & O. R. R.
Mobile, Ala.

Gentlemen:

Everything is cock-eyed, everything is wrong, there ain’t no justice.

1. You spell the writer’s name wrong. It should be Wm. A. Cochran.

2. You run pictures of Waterloo and Columbus, but nothing about Millstadt, and (look up the figures) the tonnage in and out of Millstadt this year will be more than equal the tonnage in and out of Columbus and Waterloo combined.

3. I rush madly down to our “station” to take a picture of it with our veteran station master, and the station needs paint. SO-O-O-O badly that I would be ashamed to have it picture in your really nice magazine.

4. Columbus, Waterloo, etc., are simply whistling stops; Millstadt, however, like its sister City of St. Louis, is the END of EVERY RAILROAD that comes to it, and should be so recognized; you can ride through Columbus and Waterloo and if you are not watching, MIGHT miss seeing the town entirely, whereas in Millstadt and St. Louis this CAN’T happen.

5. We expect a bucket of paint, a picture, and just recognition of Millstadt, the biggest little city on your lines.

Yours truly,
Millstadt Lumber Co.,
Wm. A. Cochran

More News from the Army...

Bremerton, Wash.
April 29, 1941.
Editor Rebel Route News,
G. M. & O. R. R.,
Mobile, Ala.

Dear Sir:

I received your copy of the Rebel Route News. It is the first I have seen since I have been gone from home. You don’t know my joy of once more seeing the familiar pages and scenes.

Since I have been connected with the railroad all of my life and have seen it make many steps forward in the transportation field, but I sincerely believe that the new ‘Radio Rebelliner’ is the greatest step yet.

I have ridden the railroads many miles since joining the Marine Corps and I truly say, “I haven’t seen one to compare with our own Rebel.” I can hardly wait until I will again have the pleasure and privilege of riding the “Rebel.”

My father is Mr. E. T. Simmons, Road Carperiter, Union, Miss.

We wrote you and as a saying, the G. M. & O. is the greatest Railroad in existence; in my opinion.

I remain,
Yours in Railroading,
Pvt. Ralph T. Simmons
Marine Barracks,
Naval Ammunition Dept.,
Bremerton, Wash.

GENERAL PASSENGER AGENT CURTIS RETIRES

“Mr. Stanton Curtis, at his request, will retire as of June 30, after 46½ years of railroad service. He has served this company loyally and efficiently as General Passenger Agent for the past 19½ years, and his associate officers regret his retirement.” — L. A. Tibor, General Traffic Manager.

Mr. Curtis, who was the only official to hold a position on both the G. M. & N. and the M. & O before the merger was consummated, received the title of General Passenger Agent of the merged roads in September, 1940, a title which he had held on each road separately for a year prior to the merger.

Entering railroad service in the Accounting Department of the Michigan Central R. R. at Detroit, Michigan in 1895, Mr. Curtis remained with that line for six years, when he went to the Southern Railway. He was Assistant General Passenger Agent of the Southern, where he was appointed General Passenger Agent of the Mobile and Ohio, a position which he has held ever since.

Since the merger in 1940, Mr. Curtis has maintained his office in Mobile, where he will continue to make his home after his retirement.

The numerous friends that Mr. Curtis has made during his long connection with the railroad join the News in expressing regret at his retirement and good wishes for his future happiness.

JOHNNY GILL HAS A PICNIC

(Continued from Page 2)

good baseball game with Viv Cummings pitching and Kenneth Horton at the bat until the girls decided to get into it. Ernestine Strissel took the bat and broke up the game with a home run.

Wading for the youngsters (and Porter Pope) and swinging was enjoyed by the crowd in general. Inside the lodge the band kept up its music, where part of the crowd danced while the others made most of the summer attractions for which Grand View Park is famous.

Passenger Representative

Compliment...

Ripley, Miss.
May 17, 1941.

Dear Mr. Barnard,
The Scouts arrived home safe and sound and in high spirits with bows and arrows in good condition.

We certainly did enjoy our visit to St. Louis and I want to thank you for making us have such a nice and interesting time—You were so thoughtful of the children and won their hearts right away.

The candy was delicious and gave us enough pep to sing for two hours, which helped pass the time away. You were so generous we even had plenty to pass again when we got on the Rebel.

We will always remember our visit to St. Louis and the kindness and courtesies shown us.

Again thanking you and with very best regards to you and your family. I am,
Sincerely yours,

Elizabeth Smith.
MR. ROBERT ADDRESSES TWO CIVIC ORGANIZATIONS

Development Director S. A. Robert was asked to address two civic organizations this month, speaking at Philadelphia and Tylertown. Mr. Robert stressed the importance of agriculture and livestock at this particular time and urged both communities to develop the resources which, he said, they possessed in large quantities.

Mr. Robert has also been active in a movement to have the Laurel Sweet Potato Starch Plant handle cull Irish potatoes. With Mr. Casey at Laurel, Mr. Robert has discussed the matter with representatives of the Surplus Marketing Administration and the Farm Security Administration.

HOSTESS ADDISON GUEST SPEAKER AT MERIDIAN

At a recent luncheon of the Alpha Delphian Club of Meridian, Miss., Hostess Norma Addison took the guests on a Rebel trip from St. Louis to Mobile, explaining the duties of a train hostess enroute.

Miss Addison mentioned the fact that she and the other hostesses on the Rebel are known as America’s first train hostesses, for President Tiggert first inaugurated such a service.

In discussing her duties, Miss Addison said, “In being helpful and friendly to the old, the young, the sophisticated and the inexperienced traveler, we establish the reputation of the railroad. We are ever mindful that our duties are of a delicate and responsible character, demanding good judgment, tact and courtesy and that the satisfaction of passengers and the reputation of the company depend on our constant vigilance, care and discretion.”

NEWTON, MISSISSIPPI

(Continued from Page 1)

Just east of the old planing mill site, the Wade Lumber Company has installed a planing mill which is driven by diesel motor.

Located just north of Kearns Lumber Co., Mr. S. H. Hanville of Alexandria, La. is installing a saw mill driven by diesel motor, and planer mill which will be electric.

Jack reminds us that the GM&O has not gone to sleep in Newton, which of course, we know could never happen as long as he is Agent there.
SPECIAL C. M. & O. CHECKS

Banks in four cities have adopted the idea of furnishing special "C.M.&O. Employees Checks" to C&M&O employees, Treasurer White writes.

"Employees at the points where these banks are located, Mobile, Murphysboro, Jackson, Tenn., and Meridiana, should avail themselves of this opportunity to let their creditors know that these checks are evidence of funds placed in circulation by CM&O R.R."

Our Passenger Department is inaugurating this year a series of all expense tours to Mobile, the Gulf Coast and New Orleans. The tours will be called "The Vacationer" and have been priced in several different groups so as to afford a vacation for almost any pocketbook.

Feature of The Vacationer is the fact that travel is via our trains or our buses and that the initial cost takes care of hotel reservations, meals and entertainment, in addition to the transportation. Passenger Manager Gell announces that there has already been much enthusiasm over the tours and says only the best hotels and restaurants are being used on The Vacationer tours.

TALK OF A MULE

"What do you call your mule?"

"I calls him Railroad," answered the old Negro.

"How did you come to give him such a name?"

"'Fum studyin' de animal and readin' de papers. Dat mule gets more blame an' abuse dan anything in de township and goes ahead doin' his work jes de same.""—Atlantic Coast Line News.
HIGH SCHOOL SENIORS
TAKE OVER REBEL

During the past two months, hardly
a week has passed that at least one
senior class has not made our Educa-
tional Tour to New Orleans from some
point in our territory. From the Jack-
son, Tenn. territory during May, Pas-
senger Representative U. A. Tull had
eight parties of approximately thirty-
five each from Greenfield, Humboldt,
Bellevue, Tiptonville and Jackson, Tenn.
That the students enjoyed their trips
under the excellent supervision of Mr.
Tull is shown from the following ex-
cerpts from a story in the Greenfield,
Tenn. Gazette, written by one of the
"lucky seniors."

HIGH SCHOOL SENIORS TRIP
TO NEW ORLEANS

The sun was slowly sinking, and
Seniors rushed right and left. Bags
were given a last minute check-over
and nothing found missing—the lucky
seniors were off in cars for Jackson to
board the stream-lined Rebel for a very
grand and glorious trip to historic New
Orleans.

Happy and excited, we arrived in
Jackson and boarded the Rebel to begin
our fourteen hour trip through three
interesting states, Tennessee, Mississip-
pi and Louisiana. Supper was eaten
at all hours of the night and sleep was
impossible because of the super vim,
vigor and vitality of Donald Stroud and
Peggy Gilmore. The Rebel streaked
through the night bearing us farther
and farther from home and on toward
that long talked of city.

We ended our tour through the St.
Louis Cathedral and about 6:00 we
were on the Rebel again bound for
Tennessee. None of us were ready to
come home, but we had rather feel
that way can't homesick. We will never
forget the three days in New Orleans.
We loved every minute of it and only
wish more of you could have been in-
cluded. We had the time of our lives
and it is something we will always re-
member.

Mr. U. A. Tull, who represented the
G. M. & O., accompanied us on the
Rebel down to New Orleans and back
and helped to make the trip an enjoy-
able one.

In the city Mr. and Mrs. Walley were
in charge of the party and contributed
greatly to the success of the trip.

It’s a good thing to have the money and
the things that money can buy, but it’s good,
too, to check up once in a while and make
sure that you haven’t lost the things that
money can’t buy.—George Horace Lorimer.
AGENT'S DAUGHTER NURSE IN DEFENSE HOSPITAL

Seen from the windows of the New Orleans Rebel along the lakeshore on the outskirts of New Orleans is the New LaGarde Military Hospital. Among the first of the 120 nurses who will serve at the Hospital is Miss Helen Ball, daughter of GM&O Agent J. E. Ball of Abita Springs, Louisiana.

Miss Ball has enlisted in the United States Army Nursing Corps, and was among the first of the nurses to report for duty at the new hospital.

MEMPHIS TRAFFIC OFFICE SEES LINE FACILITIES

Members of the Memphis Traffic office were visitors to the line early last month when the entire solicitation force was the guest of Mr. Tigrett and the Jackson, Tenn. office.

The group arrived in Jackson in the morning and after a short business meeting made an inspection tour of Jackson facilities. Following this, lunch was served in the offices and a golf tournament was held in the afternoon. D. F. T. M. Stevenson ably defended local honors, winning first prize.

General Traffic Manager Tabor and Freight Traffic Manager (Solicitation and Service) Goslee were present from Mobile.

NIGHT-TIME ON THE RAILROAD

Night-time lends enchantment to the Railroad.

A busy station and a noisy yard, ordinary in the daylight, become fairy scenes of lights and sounds, as dark shadows highlight the activity of an industry which never sleeps.

People whom you pass on the depot platform in the daytime, are transformed into personalities at night. You wonder where they are going and why . . . what are they doing, and are they happy or sad.

Sounds have a special meaning. The straining locomotive which disturbs you in the sunlight, puffs its own song of power after dark. The rumble of cars as they are coupled up, is the music of distant thunder on a summer afternoon.

And so to the Railroad man who, with watch in hand, sweats and toils to get man and merchandise on and on to the next division . . . night reveals the true picture of his job . . . a job which has made an empire from a wilderness, a job with even larger responsibility today.

Present at the meeting of the Memphis force in Jackson, Tenn. were in the top picture left to right, Gen. Traffic Manager Tabor; Asst. Vice-President Dobbs; Ex. Asst. J. B. Tigrett; Agent Lamon; FTM Goslee; DFTM Crook and DFA Jones. President Tigrett is seated at the desk.

In the second picture are Gen. Agent Martin, FTA Keen, CA Patterson and Dev. Dir. Robert.

In the third picture are FTA Reiney, CA Bradshaw, CA Hinkle and CA Brown.

Seen in the last picture are Trainmaster Forlines, FTA Gillikin, DFTA Kinard, Agent Coltrain, D.F.T.M. Stevenson, CA Mayes and Pres. Asst. J. B. Carpenter.
OKOLONA CHAMBER COMMERCE ENTERTAINS

Just four days before the dedication of Wilson Park, the Okolona Chamber of Commerce entertained members of our Railroad family at a luncheon at which time President Tigrett met with business leaders of the city.

President D. F. Blissard of the Okolona Chamber presided and George Bean, local GM&O attorney, introduced Mr. Tigrett.

Present from the Railroad with Mr. Tigrett were: Vice-President Ervin; Ex. Asst. Whitley; Supt. D. F. Rice, Sr.; D.F.T.M. Stevenson; Dir. F. P. M. Marshall; F. T. A. Gillikin and Dev. Dir. Robert.

Following the Okolona luncheon, Mr. Tigrett went to Aberdeen where he addressed the Aberdeen Chamber of Commerce at a dinner meeting.

SONG FOR SUSIE

Come and catch de Rebel, folks,
Get ready to ride,
Streamline to de Southland,
Through de countryside.
What’s yo bag an baggage, folks,
Ah’ll lend you a han’.
Get aboard de Rebel train
An ride to Dixieland.
Come and catch de Rebel folks,
Dis way to de train,
Ah knows you’ll have a pleasant trip
And Ah hopes you’ll ride again.

(As a result of a recent story in the News about Susie, only colored woman red cap in America, who calls trains at Meridian, Miss., Mrs. Florence Martin of the Executive Offices in Mobile, wrote the above poem.)

CONSOLATION CORNER

By J. Luther McAIlley

In May, 1913, a young man walked into the office of J. J. Butler, Trainmaster of the Chicago & Alton Railroad.

“I want to thank you,” the young man said, “for saving my life seventeen years ago, and this is my first opportunity.”

In 1896 Mr. Butler was a fireman on the road. He was shocked one morning as he saw a little child between the rails ahead of his plunging locomotive. The engineer applied the brakes while Mr. Butler hurried out of the cab, along the side of the boiler and down to the lowest point of the pilot. He seized the baby from the very jaws of a horrible death. This young man had been that baby.

Our hearts admire any one who shows such gratitude. Yet, every day all people everywhere would be utterly helpless and in dire poverty if the Great Beneficient Engineer of this earth upon which we live did not reach down and rescue us by His own goodness and provision. If He did not give us light, heat, food, shelter, clothing for life and salvation from sin and death, life and the mysterious future would be awful indeed.

But are we all as thoughtful and as appreciative as this young man was to this compassionate railroad man? Do we thank our benefactor for His goodness, providence and compassion?

“Set your candle before a mirror,” an old lady remarked to her visitor, “and you will have the light of two candles instead of one.” The visitor caught the idea. She had only one rose, but she put it before a mirror and was amazed with the beauty of two beautiful flowers.

Gratitude is a flower that will cheer two hearts and lives if it is allowed to blossom through the expressions of thankfulness to others for their kindnesses. Not only railroad men have such opportunities, but every one in whatever vocation may enjoy the sweetness of gratitude.
A group of Bogalusa high school seniors on one of the Rebel Educational Tours. Center, back is Pass. Repr. A. R. Walley, in charge of the group.

Mr. T. H. Alexander, left, distinguished newspaper columnist, and Mrs. Alexander, right, were recent passengers on The Rebel to New Orleans. Mr. Alexander writes for the Commercial Appeal at Memphis and The Nashville Banner.

On No. 6 "Boota" Bennett, Joe Chapman and Conductor Jim Milmam were snapped together.

General (Roadmaster James) Corron watches the track from the observation car window.

Passenger Repr. Mrs. Maurice Rucker, left, and wife of F. A. L. Rucker, and son from the Rebel observation car at St. Louis.

Taking part in an all-night conference on No. 16 recently were Sup. W. R. Millis, GR James Corran, Sup. L. C. Arnold, Asst. Eng. S. R. Sproles, Chief Eng. Exley, and Roadmaster W. B. Harris.