GM&O FATHER AND SON INVEST IN THE INVASION...

National Garden Contest Announced

GM&O—Gulf Transport Employees May Enter

Rebel Route Victory Gardeners have a chance to win several valuable prizes in a contest being conducted by the National Victory Garden Institute of New York.

The Institute is sponsoring what it calls a "Green Thumb" contest throughout the nation. It is for both young people and adults. In the adult class, a $1000 war bond is being offered as first prize. In the young people's class, a $500 war bond is offered to the national winners in each of two classifications—elementary and high school. In addition, there are state and local trophies to be given.

Contestants will be required to enter a completed Green Thumb Record Book with Victory Garden Chairmen or local sponsors by not later than Oct. 1. For specific information on the contest so far as GM&O people are concerned, write Development Director S. A. Robert at Jackson, Tenn. The entry rules are simple, and the prospect of reward is great, since Rebel Routers have proved that they are good home gardeners.

Remember, we won the highest award of the Victory Garden Institute for our collective efforts last year—and just as among all the successful gardens we had some outstanding ones in 1943, surely we must have some in '44.

The term "Green Thumb" has been applied for years to those who have a special knack of getting things to grow.

GM&O—Harrington family of Mobile has really gone to war. And when 23-year-old Hal Harrington, Navy aviation machinist mate, third class, was home recently he took his savings to buy three $1000 war bonds to help put the fifth war loan over the top. Not to be outdone, Terminal Trainmaster J. N. Harrington, Hal's dad, went along and bought three $1000 bonds. You see them above getting credit for their purchases from Assistant Treasurer William J. Wall, who marked the purchases up toward GM&O's own quota.

"I decided it was the best investment I could make," declared the youthful Harrington, whose four brothers—I. N., Jr., Dwight P., Boykin C., and Bobby—are either in active service or awaiting call, as in the case of the latter. Several are on fighting fronts.

FOREVER... The Rebel who was traveling from Pensacola, Fla., to Nome, Alaska, his home, on furlough. The passenger, A. C. Lee of the U. S. Navy, was traveling by rail to Seattle, where he was to board a plane for the last leg of the journey to Nome, where his father operates a mink farm.

—1—
Rebel Route Engineer Pulled General Pershing's Special Train in France During First World War

It may be a long haul between wars, but Rebel Route Engineer Sidney L. (Sid) Yelverton, who started piloting engines in France during the first World War, has made it and is still going strong.

As a matter of fact, Engineer Yelverton ran General Pershing's train in France on one occasion during the first world conflict, and worked as a locomotive engineer in many parts of France, including sections where Allied forces are now fighting.

"The railroads are the backbone of the world," reflected the veteran GM &O engineer who now runs between Mobile and Okolona and resides just outside of Meridian, Miss., and Hitler's "flying that out now."

Mr. Yelverton recounted how he joined the Army in 1917 and was assigned to a railway operating battalion. He took a few weeks of training at Camp Upton, L. I., N. Y. and was rushed overseas. When he left our Railroad's service, he was a fireman, but became an engineer a short time later.

Engineer on a passenger run between Paris and Orleans for a time, he also ran into such other French cities as St. Nazaire, Bordeaux, Le Havre and Tours at intervals and for six weeks was engineer on a supply train running to the flaming front at Verdun.

"We had to put a tarpaulin over the cab and tank of the locomotive so the Germans couldn't see the reflection from the fire," he recalls.

The occasion on which Mr. Yelverton piloted General Pershing's train was on a run in the central part of France.

"It was a 14-car train, all red," Engineer Yelverton remembers. "All first class trains in France were red. This was Pershing's headquarters, and it was standard equipment. I saw General Pershing only once during the trip, and that was when he alighted at the end of the journey."

Railroad Feels Great Loss
In Death of Ben Alexander
G., M. & O. Director

It was with deep regret that the News learned of the death of Ben Alexander, President of Masonite Corporation and a Director of GM&O.

Mr. Alexander died July 6 following an operation at Mayo Clinic in Rochester, Minn. Funeral services were held July 8 at Wausau, Wisconsin, Mr. Alexander's birthplace.

Employees and officials of GM&O had come to be closely associated with Mr. Alexander, both as head of Masonite Corporation which maintains a large plant at Laurel, Miss., and as a Director. His loss is felt keenly.

Mr. Alexander was educated at University of California and began his career as logging boss for the Wausau Paper Mills Company in 1918. He became a director of Masonite in 1926, and President in 1929. In addition, he was Vice-President and Director of the Silver Falls Lumber Company; Director in the McLoud River Lumber Company and the Marathon Paper Mills Company; Secretary and Director in the Walter Alexander Company, and until recent months he was a member of the War Production Board, resigning because of ill health.

The Alexander home is in Phoenix, Arizona. Survivors are his widow and four adopted children.

Oliver C. McKay Steps Aside After 45 Years

Oliver C. McKay, who has spent 45 years in the Railroad's service in the Operating and Freight Traffic Departments, retired July 1.

Mr. McKay began his career at Meridian in 1899, and served at many points along the Line during the succeeding years, including Stonewall, State Line, Houston and Meridian in Mississippi, and Cairo and Murphysboro in Illinois. He has served as Freight Traffic Agent at Meridian for the past few years.

Mr. McKay is well known not only in the Meridian territory but all along the Line. The News wishes him many pleasant years in retirement.

Crossing Flagman Jesse L. Swain, 58 years old, of Corinth, Miss., died June 29 in the Missouri Pacific Hospital. He had been with our Railroad for 30 years.

Railway Sent 'Conscience'
Payment of $3 for Rocks

MOBILE, ALA., July 1 (AP)—The Gulf, Mobile & Ohio railroad frequently gets conscience letters, but its treasurer, G. M. White, says one he received from a Detroit man beats them all.

White said the man sent the railroad a money order for $3 to "pay for some rocks which I took from your right-of-way 25 years ago, for my slingshot." (From The Tulsa World, Tulsa, Okla., July 1.)

The above was distributed by The Associated Press throughout the nation and appeared in many large metropolitan newspapers.

Tuscaloosa Employee Dies

Death ended suddenly the railroad career of Homer Appleyard, 54-year-old emplor of the GM&O shops at Tuscaloosa who had been working there for the past 35 years, on July 9.

George Duck Named Traveling Master Mechanic

George M. Duck, General Foreman of the Louisville, Miss., Shops since 1941, was named Traveling Master Mechanic—a new office—during the month by Supt. Motive Power & Car Equipment B. H. Gray.

Mr. Duck was succeeded at Louisville by George D. Pittman. The former had been at Louisville since 1923, holding various positions during his 21 years of service.

Back the Attack . . .
BUY A BOND TODAY!
THOUSANDS upon thousands of the powerful shells being hurled at Hitler and Tojo are being served up from the prairie fields of Northeast Mississippi which only a few short years ago were devoted to the peaceful cultivation of cotton and corn.

Things are still peaceful in the broad expanse of those fields—thanks in part to the very shells being produced there—but out of the furrowed rows has mushroomed a $20,000,000 shell loading plant that is changing the complexion of life in this otherwise quiet agricultural area.

And just as surely, it is weaving a far different change on the battlefronts for our enemies.

Hands that once gripped hoes and plowshares, pots and pans or pointed an enlightening finger to little Johnny Schoolboy are now turning out 40 millimeter anti-aircraft shells, 57 millimeter anti-tank armor piercing shells and a special type rocket shell—each of which is an important unit of the United Nations' firepower.

All this, and more, too, is being accomplished at the heretofore unpublicized Gulf Ordnance Plant located on our Railroad at Prairie, which is situated as though at the third point of a tripod with Aberdeen and West Point, Mississippi. The Plant, operated by the Proctor and Gamble Defense Corporation at the request of the Government, spreads out over approximately 6700 acres and embraces a number of buildings and a goodly number of employees, exact figures in these instances necessarily remaining a closely guarded secret until Victory is ours. It was built within the space of a few short months in 1942, and has been turning out loaded shells for nearly two years now.

But while in the early days of the war it was regarded as a prime necessity to keep our enemies from knowing even of the plant’s existence, it now can be revealed that it is playing a vital role in the war.

So far as Proctor & Gamble is concerned, the story is literally one from soap to shells. But from the standpoint of the locality the story is one of how farmers, housewives, schoolteachers, service station attendants, mechanics and garment workers and others stepped up to shell loading production lines and within a short time began turning out the wweedethal for our forces to use.

As incredible as it may seem, some 99 percent of the employees are native Mississippians, and 45 percent of them are women. Among the employees are young and old, ‘teen-age boys and girls and gray-haired grandmothers and grandfathers, working side by side. There are veterans of the battles of Guadalcanal and in Europe, young men with medical discharges who know how important it is to keep the shells rolling to the fronts.

Typical of the women employees is one neatly uniformed young lady who supervises a shell packaging section. Asked why she was giving her time to such a job, she replied:

“Well, it’s the best thing I could do now. My husband’s in the army, and since I can’t be with him I feel I’m doing the right thing by helping support the war effort here.”

Incidentally, on the production lines—where it takes speedy, agile hands to keep up with things—65 percent of the employees are women.

While the shells and their contents are manufactured elsewhere, the loading process is in itself a herculean undertaking, but broken down by P & G until every operation is comparatively simple. Powder is poured into the shell, compressed by a powerful hydraulic machine; loaded cartridge case is added, the shell is capped, the fuse is fastened. Then, the completed shell is inspected and re-inspected, fitted into a chamber gauge to make sure it will fit the gun it is made for, and put into a fiber container and sealed for shipping.

It’s not all that simple, however. On the many production lines in the plant, there are many individual tasks to be done. Every measurement must be precise, each fitting exact. Ninety-nine and 44/100 percent right isn’t enough! Production costs are watched closely and the plants with the best record get the contracts.

(Continued on Page 8)
SHOULD RAILROAD EMPLOYEES BE FURTHER BURDENED BY INCREASED PAYROLL DEDUCTIONS?

A so-called Railroad Social Insurance Bill has recently been introduced in both Houses of the National Congress. The Bill generally proposes Life Insurance benefits and a general scheme of sick and accident insurance for railroad workers, the cost to be met by an equal payroll tax on the part of the employee and the railroad.

Just a few years ago, representatives of railroad workers agreed with rail management on legislation which provided a Railroad Pension and Unemployment Insurance Program for employees. This legislation was intended to set up a permanent plan and not to be a temporary stop gap.

Rail companies and rail employees now each pay 3½ percent of the total compensation into the retirement fund and, in addition, the companies pay a 3 percent tax for unemployment benefits. The unemployment fund has now reached the staggering proportions of $500,000,000. It has been suggested that the amount paid in is in excess of the actual needs therefor.

THE AMOUNT OF COMPULSORY DEDUCTIONS FROM RAILROAD PAY CHECKS IS BECOMING MOST BURDENSOME TO EMPLOYEES AND EMBARRASSING TO MANagements. It is likely that income tax deductions will continue for many years. A large percentage of our employees have availed themselves of the privilege of buying insurance, paying for it through deductions handled by the Company. Most employees have authorized deductions for the regular purchase of Savings Bonds. The “Take Home” part of the pay check gets smaller and smaller.

HOW THE BILLS WOULD AFFECT EMPLOYEES

Notwithstanding these facts, ill advised parties in Washington are pressing for the passage of the new “Social Security” bills, which would increase the amount paid by employees and the companies from 3 ½ percent to 5 percent each. In 1961 this amount will be stepped up to 6 ½ percent for employees and employers and the Company would continue to pay 3 percent as an unemployment tax, making a total levy of 19 ½ percent against railroad payrolls.

Recent wage increases to railroad workers would be to a large extent consumed by the proposed increases.

Railroad workers remember the very lean days and these lean days will come again—when employment was governed largely by the amount of money on hand in the Treasury. “Steady employment is the best form of Social Security” and such a heavy tax burden weakens this security . . . would even imperil the Pension Program now in effect.

HOW THEY WOULD AFFECT THE RAILROADS

To the railroads it would mean $100,000,000 in payroll taxes if put into effect this year. Certainly such a financial burden would imperil their financial structure and would handicap them in meeting the uncertain competitive situation ahead.

HOW THEY WOULD AFFECT THOSE WHO USE THE RAILROADS

To those who use the railroads it would no doubt mean increased costs for transportation, as the money for these payments will have to come from railroad freight rates and passenger fares paid by the public. Increased rates would mean but one thing to the railroads . . . the loss of business to other forms of transportation . . . ultimately, fewer jobs to offer railroad men and women.

Introducing Several New Rebel Hostesses...

Among the new Rebel Hostesses greeting passengers on GM&O during these times of heavy travel are the young ladies pictured in the accompanying layout.

Top left photo shows Miss Bible Crittenden of Hallis, Tenn. Miss Crittenden attended Union University in Jackson, Tenn., and is a graduate of Peabody College in Nashville.

Standing at the Pullman car door in upper right photo is Mrs. June Morgan of Philadelphia, Miss., a graduate of Blue Mountain College.

Seated, checking over a railroad official guide at center is Miss Frances Dale of Prentiss, Miss. Miss Dale is a graduate of Mississippi State College for Women at Columbus.

Shown at the door of one of the Rebel’s Pullman cars is Miss Annie Marguerite Mathison, also of Prentiss. Miss Mathison finished Belhaven and Millsaps Colleges in Mississippi and later taught music in her home town.

Lower photo shows Miss Mary Knox Thompson (flower in hair) at the Ticket Office desk in the Mobile General Office Building talking over a ticket sale with Ticket Agent J. C. Midgette, as two young ladies look on. Miss Thompson, graduate of Randolph-Macon College of Lynchburg, Va., is the daughter of Asst. Vice-President Vester J. Thompson. She will make occasional trips as a Hostess and will also aid in the sale of tickets, at which she has had previous experience with another railroad.
THE “LITTLE REBEL” INSPIRES GOOD WILL, PROVIDES HOME-LIKE ATMOSPHERE FOR TRAVELERS

There's something about the “Little Rebel,” (as GM&O folks designate the New Orleans-St. Louis streamliner) that fosters a spirit of neighborliness among passengers, that has them chatting and having fun together before the trip has half started.

The “homey” observation car, the personality of the hostess and the general compactness possibly have something to do with it. Anyway a ride on the “Little Rebel,” so travelers tell us, has all the informality of a long ocean cruise, and the miles roll by in pleasant relaxation.

“AS AN ILLUSTRATION . . . the other night coming into West Columbia, Miss., Sleeping Car Porter Walter Alexander slashed his wrist on a piece of glass as he was preparing to open the vestibule for that station. A silver-winged sergeant who was headed for Nashville and a rest hospital after approximately 100 missions over Africa and Italy, quickly took charge. While he deftly worked to stop the flow of blood from a severed artery, his buddy quietly explained that the Sergeant knew what he was doing; that he had been in addition to his duties as flight engineer, first aid corpsman aboard his plane . . . that he also bore scars from three 50-calibre bullets and had been aloft two and one-half hours after being wounded before getting hospital treatment.

With assistance from Hostess Crittendon and her complete first aid kit—standard equipment on all Rebel trains—Alexander was soon resting easily and ready to continue to Jackson, Miss. for hospitalization. However, he could not perform his duties . . . and as it was getting late and there were three children waiting to go to bed—the berthas had to be made down.

Right at this point was where the navy took charge. Despite the fact that the train porter had been summoned from his duties ahead to help, four blue clad middies, enroute to St. Louis, insisted that this was their department and cited a combined bed-making service record of nine years as proof of their efficiency. While they folded sheets in regulation Navy style, several women passengers put pillows in slips and everyone joined in with suggestions and good-natured banter. In short order the children were abed and things were back to normal. Passengers were enthusiastic over their work. However, everyone agreed that they had a new respect for the skill of sleeping car porters, especially their ability to make up more than one berth at a time and not have to lay a single thing on the floor.

Yes, we speculate, where else could you turn a “service failure” into a “good will builder” . . . except on the “Little Rebel!”

It's What You Make It

“Good Will” is rather an illusive description of the most important commodity—next to service—that a railroad has to offer. So often we hear people say that “Good Will” is a fine attribute, but that it has no tangible money value.

As a concrete example of what “good will” is worth in dollars and cents the property of the Coca Cola Company was sold a few years ago for $25,000,000--$5,000,000 of which represented physical property and $20,000,000 represented good will. Also Chrysler Corporation purchased the Dodge Brothers Motor Company paying $146,000,000 of which $80,000,000 represented good will.

Railroad employees should remember “that our product is service and that our customer, at the end of the transaction, has no tangible object to look at as having been purchased from the railroad. Customer impressions are therefore limited to the relative and short period of time in which the service is rendered. It follows, therefore, that each transaction must be conducted in a very satisfactory manner, if “Good Will” is to be established and maintained.”

Former Engineer Passes

Joshua H. Poole, Sr., 61-year-old railroader who learned to run trains on the M & O and subsequently worked for the L & N, died during the month following a long illness.

Mr. Poole, father of J. H. Poole, Jr., of our Mail Service, worked for the M & O from 1906 to 1923, as fireman and engineer. He was engineer on the L & N from 1923 until illness forced him to quit in 1943. He died June 20 and funeral services were held two days later, in Mobile.
S. H. Mayes Retires
After Many Years of Service

Farmer and Foxhunter is the new title of S. H. Mayes, for this well
known GM&O'er retired from active service on the first of July after 42
years of railroad service. Mr. Mayes, who started his railroad career as a
warehouse clerk for the Frisco Railroad in 1902, plans to retire to his farm
at New Albany, Miss., and devote his full
time to a hobby which his work has
greatly curtailed for these many years
. . . raising hounds and running foxes.

Mr. Mayes' many friends hate to see him leave the Rebel Route, where he
went first in 1905 as Agent at New
Albany, Miss., and served at many
points including Laurel, Miss. Sixty-
four years of age, he was actively en-
gaged as Commercial Agent in Jack-
son, Tenn. (21 years here) at the time
of his retirement and if you are ever
down New Albany way and want some
real sport, drop in and just say the
word to S. H. Mayes, foxhunter and farmer.

Express Appreciation

Little Margaret Sidney Yelverton, five-
year-old daughter of Engineer and Mrs. B. L.
Yelverton of Meridian, died recently fol-
lowing an illness of several months.

Mr. and Mrs. Yelverton wish to thank
the many members of the Operating Depart-
ment and others of the Railroad who so
kindly assisted them during the many
months of their daughter's illness, both
while they were taking her to and from the
Mayo Clinic at Rochester, Minn., and after
she was returned home. Little Margaret
Sidney, like her father, was a railroad fan,
and she had become to be known by many
who operate or ride our trains.

It was only a few years ago that Mrs.
Harry Schlenz was Hostess Norma Addison
of our Railroad. She's shown with our little
girl, Susan Schlenz, 6 months, and they
reside at Giasco, III., just out of Chicago.

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To the Services Last Month

ROADWAY

Tin J. Frerl, Sec. Lab., Waterloo
Howard D. Henderson, Sec. Lab., Deer
Park, Ala.
Roland H. Voss, Sec. Lab., Baldwin, Ill.
Barnell Brown, Sec. Lab., Murphysboro
Thomas Jenkins, Sec. Lab., Meridian
Howard D. Snyder, Sec. Lab., Coker, Ala.
Robert Lee Townsend, Sec. Lab., Jackson,
Miss.
George W. Hill, Carp. Helper, Lexington,
Tenn.

MECHANICAL

James V. Barter, Frt. Car Repr., Meridian
Wm. C. Davis, Mech. Appr., Mobile
James H. Grubbs, Machinist, Jacksion,
Tenn.

Jed D. Hudson, Mach. Welder, Jackson,
Tenn.
John G. Holland, Mach. Helper, Jackson,
Tenn.

Joseph L. Johnston, B.M. Appr., Mobile
Richard Edgar Owens, Jr., Picker, E. St.
Louis
Earl W. Parnell, Mach. Appr., Mobile

OPERATING

Paul J. Fontana, Fireman, Bagalusa
Charles W. Ward, Helper, Montgomery
James Roy Jeffer, Sec. to T. M., Union,
Miss.

N. B. Grissom, Fireman, New Albany,
Miss.

James G. Mccarthy, Yard Clerk, Jackson,
Miss.

STORES DEPT.

James W. Mills, Clerk, Louisville, Miss.

Supervisor Smith's Son Helps Run U. S. Submarine

Supervisor Smith of West Columbia,
Miss., was wearing a wide grin on his
face the other night as the Rebel sped
northward out of Shidell . . . for await-
ing him at home was his "Submariner"'s
Son, Robert, in for his first furlough in
almost two years.

Young Smith is a Diesel Engineer
and is ready to go "hunting" after
having finished at various Navy schools
for submarine men.

We agree the old saying that "the
Navy has the pick of the country, and
the Submarine Fleet the pick of the
Navy," holds true in this ease.

Incidentally you can't be on the
Louisiana Division long without seeing
Supervisor Smith. Thirty-two years of
riding trains, he still makes 100 miles
a day on motor cars and the same on
freight or passenger engines. We are
glad you are home, Robert.

We hope that Dispatcher W. J. Buck-
ingham of Laurel has fully recovered
by now . . . notice he was confined to
the hospital for a time in Bogalusa,
where his brother, Agent A. O. Buck-
ingham, represents GM&O.
Conductor Gideon's Son Acclaimed for Heroism

Lieutenant Colonel Robert R. Gideon, Jr., son of Conductor Gideon of our Railroad, of Jackson, Tenn., has been awarded the Silver Star for his part as wing leader of a formation of five groups of B-24's in a raid on a German aircraft assembly plant. The War Dept. citation follows:

"On February 25, 1944, he was the wing leader of a formation of five groups of B-24s on a particularly dangerous mission to bomb an enemy aircraft assembly plant in Germany. The target was of the highest priority and consequently was heavily defended. Determined and pressing enemy interceptor attacks were encountered by the formation enroute to the target, but by tightening the formation into a perfect pattern of concentrated fire power and fought off the attacks without loss. Screens of intense and accurate flak inflicted many hits within the formation over the target area, and the leading aircraft was struck, causing malfunction of the number-two engine, but in face of all opposition, he gallantly held the formation on the bombing course. This action was largely responsible for the accurate bombing which destroyed the target. Interceptors again attacked as the bombers left the target and for a period of one hour a running fight was waged, during which the gallant leadership of this officer was accountable for a minimum loss in the formation and the inflicting of a costly toll upon the enemy attackers. On the return route, hazardous weather conditions were encountered over the Adriatic Sea, rain storms and low cloud formations necessitating flight as low as 500 feet over the water. Confronted with poor visibility which was accentuated by gathering darkness, he led the formation back to its home base for a safe landing under an extremely low cloud ceiling. The mission was confronted with all of the major hazards to aerial success and by his clear thinking, sound judgment and gallant leadership he has reflected great credit upon himself and the armed forces of the United States of America."

Lieutenant John M. Warren, son of Manager of Purchases and Stores H. E. Warren, was at an Army Air Corps base somewhere in India when the above photo was taken. He's been in the Army three and a half years and won his commission at Officer Candidate School.

H. E. Warren, Jr., recently was graduated as an Ensign in the Navy from the Midshipmen's school at Notre Dame University. He is now in the Pacific on duty.

Miss Mary Kathryn Robinson of the Receipts Dept. was married to Corporal John O. McInnis on June 7... Miss Evelyn L. Pitts of the same dept. became Mrs. J. A. Willerson on June 15.

Back the Attack...
BUY A BOND TODAY!

Jap Guessing Game

Major Frank McKee, former agent at Meridian who is now on the fighting front in New Guinea, sent his old friend and compatriot, District Freight Traffic Manager Farrell of the same city, a sheet of paper on which is printed a number of Japanese alphabetical characters. Frank penciled on the sheet:

"This sheet of paper was taken from a Jap captain of air corps during the Holland landing operations. No aircraft being in the vicinity at the time, it is presumed that the officer was a liaison officer to the ground troops."

Needless to say, all the boys in Meridian are wondering what those Japanese inscriptions could mean.

Willie is AWOL and His "GO" Is All UP in the Air

Somewhere south of Columbus on the GM&O Railroad Willie, a part Husky and a part German police dog, is looking for his master, and at Camp Shelby, Miss., Captain Harry C. Tiller and all the men of the Third Battalion of the 138th Infantry are inconsolable over Willie's loss. Willie and his master were enroute to Hattiesburg on a troop train last Wednesday morning and when the train stopped at Meridian at 6:30 A.M. Willie was missing. He was last seen on the train about 5 A.M. and may have jumped off at the last stop before Meridian, which was south of Columbus.

Captain Tiller, who is returning to the states after more than two years in the Aleutians, acquired Willie about 18 months ago when he was a puppy. He is a large dog weighing about 50 pounds, and is black, brown and white. He has four white feet and a brown spot over each eye.

Captain Tiller is very anxious to find Willie and asks anyone who has seen the dog to communicate with the superintendent of the GM&O at Meridian or write him at 3400 Seventh street, Port Arthur, Texas.

From: Commercial Dispatch, Columbus, Miss.
June 28, 1944.
They Load Shells...

(Continued from Page 3)

As to physical aspects of GOP, there are 23 miles of railroad and a like number of highway miles; four specially built "baby" Diesel powered locomotives to pull the loaded freight cars onto the GN&O main line; a police force of more than 100 with a fleet of squad cars and a short wave radio station; a fire department with three trucks; a telephone exchange which is the second largest in the state; a mammoth sewage plant and a water tower which was on the docks ready for shipment to Java when the Japs struck that Dutch West Indies outpost.

P & G Defense Corp. operates the plant under the direction of Plant Manager R. H. Kellogg. But to see that work is done to specifications, Army Ordnance has a staff quartered at the plant under direction of Major Charles T. Pottinger.

Many of the workers are quartered on the grounds in dormitories and apartment houses. Many travel to their daily jobs by bus and automobile.

In the matter of safety, the industry as a whole is second only to the ladies garment industry, and the Gulf plant last year was cited for its safety record.

From the staff immediately in front of the administration building proudly floating in the breeze beneath "Old Glory" is the Army-Navy award flag and the Treasury Minute Man banner.

The story of Prairie is the story of American ingenuity—the story of how hundreds of unskilled workers were trained to be highly skilled workers by some 25 key supervisory officials brought to Prairie by P & G. How these new skilled hands are turning out the weapons of war and how they offer a stirring challenge to the South's postwar field of industry as potential producers of products of peace!

The Rebel Way

Through Alabama and Mississippi
The Rebel's streamlined coaches slip,
With ease and comfort seldom found
She dashes on St. Louis bound.

Across fair Tennessee she flies,
And 'neath Kentucky's welcome skies
The Rebel rides en silver rails,
Traversing ancient Indian trails.

The blue Ohio soon is spanned,
And scenery lies on every hand
As Illinois fields roll and fade
To beauty the Rebel Trail.

A friendly, home-like atmosphere,
With courtesy and service near
The Rebel's soft, reclining chairs
Will vanish all your travel cares—
John R. Myers.

Editor's Note: Mr. Myers, who is employed by the NC & St. L. Railroad at Jackson, Tenn., recently made a trip on the Rebel.

Death Calls Former Accounting Dept. Employe

Jacob M. Forbes, who had a service record of 55 years with our Railroad when he retired in 1941, died June 23 in Mobile. Funeral services were held the following day.

Mr. Forbes held several positions in the Accounting Department of the Railroad during his lengthy career. He was born Nov. 20, 1863, and entered service in the Accounting Dept. on Oct. 3, 1886.

Some of the Men Behind Movement of Our Trains...

The men above are the blacksmiths and their foremen at our Jackson, Tenn., shops, where Rebel Route trains are kept in running order. They are, left to right, front row:


"Pappy" Nosed Out

In Finals... 3 and 2

C. D. "Pappy" Brinkley, while not quite the golfer he was in his younger days, managed to take a series of opponents to the finals in the Jackson, Miss., Country Club tournament recently.

The veteran Traffic Department employee was in quite a dilemma in the semi-finals when he was paired with one of his shipper customers. Twenty holes were played before "Pappy" could decide what to do in such a case. Time will tell whether he was right or not... HE WON.

F. S. Searls, Jackson, Miss., General Agent, is back on the job after a serious operation. Well known as a railroad man and as a civic figure in his home town, Floyd received a hearty welcome upon his return to his desk on July 5, 1944.

Sons of Commercial Agent

Clifford, Jr., and Bobby Garrard are the two up and coming sons of Commercial Agent Cliff Garrard at Jackson, Tenn., Mr. Garrard represents G&M&O over a large part of Tennessee.