BIRTHDAY CAKE FOR REBEL ON TENTH ANNIVERSARY

Bearing greetings from the Association Commerce and armed with a great big birthday cake crowned with ten candles, R. K. Longino and P. J. Rinderle climbed aboard The Rebel as she glided into New Orleans on July 10th. The occasion was the Tenth Anniversary of the South’s First Streamliner.

Aboard to receive the cake, like old times, was Mrs. Ross Pattullo, who as Katherine Sullivan made the first run and is America’s First Train Hostess.

Said Commerce Vice-President Longino, “The excellent transportation services which The Rebel has supplied have been a major factor in the economic and transportation progress which our city has made.”

The Rebel’s Record: 4,256,000 miles traveled... more than 1,600,000 passengers handled.

EARLY DECISION IS EXPECTED ON MERGER

The Interstate Commerce Commission has under advisement Gulf, Mobile and Ohio’s application to acquire The Alton and in view of the lack of opposition to the proposed purchase, Examiners’ Report and Briefs were waived and an early decision is expected. The application was presented on June 13 and 14 in Washington at a hearing in which officials of our Railroad and of the Alton Bondholders were present.

WHITE ON STAFF OF ALTON IN CHICAGO

Appointment of Culver White, a Vice-President and Director of GM&O, to the office of Assistant to the Chief Executive Officer of The Alton Railroad, was announced during the month.

Mr. White’s appointment to the Alton office is in connection with unifying operation of The Alton with Gulf, Mobile and Ohio. He retains his GM&O connections.

Protective Committee offered testimony. Following the decision by the I.C.C., the plan will go before the Federal Court in Chicago for final approval.

F. M. Hicks, Executive Vice President, who testified in Chicago, also took the stand again in Washington and asked the Commission to expedite proceedings.

(Continued on Page 7)
ENGINEER GETS SWITCHING ORDERS BY RADIO IN TEST AT MOBILE

Veteran railroad engineers who have seen the old-style iron horses gradually give ground to the streamlined Diesel locomotives, were running and “making up” trains in Mobile by radio direction during the past week in one of the South's first tests of train-radio broadcasting.

Looking toward the use of train radio in transmitting messages from caboose to engine, between approaching trains, and in classification yards where loaded freight cars are shunted about in assembling long trains, Gulf, Mobile and Ohio Railroad is conducting exhaustive tests in the use of radio on its system. The railroad which pioneered the use of streamlined trains in the South thus becomes one of the first to experiment with radio in operating its fleet of freight and passenger trains.

(Continued on Page 8)

REBEL AND ABE
To Make the Union Last

A PICTURESQUE DRAMA in which Springfield is playing a stellar role is written into the absorption of the Alton Railroad System by the picturesque Gulf, Mobile & Ohio Railroad which connects St. Louis and New Orleans, Louisiana, and Mobile, Alabama, and of which I. B. Tigrett is president.

There is an appeal to the sense of humor as well as to national unity and patriotism in the fact that the GM&O which penetrates what was the heart of the Confederacy in Civil War days, is now linked up under the same ownership with the Alton Road connecting St. Louis and Chicago, and which pivots on the home of the Civil War President, Abraham Lincoln.

THIS RAILROAD MERGER, involving such sentiment, so historic in its portent and so appealing to a sense of humor, prompts me to streamline the streamliners in a half dozen air-conditioned verses as follows:

The “Sunny South” and breezy North
New have a friendship, real,
To weld their brotherhood henceforth
With mighty bonds of steel.

Gulf, Mobile & Ohio rails,
The Alton System, too,
Will see that service never fails
To brighten smiles for you.

Behold the “Rebel” streamlined fleet
And “Abram Lincoln,” fast
United with “Ann Rutledge,” sweet
To make the Union last.

New Orleans, Mobile, Jackson, great
Marts of proud Dixie Land,
Join Abram Lincoln’s Prairie State—
King Corn graps Cotton’s Hand!

Chicago, Alton, Bloomington
And Lincoln’s Shrine now tell
The World they bask in Dixie’s Sun
And give the “Rebel” yell!

To Prexy Tigrett this our toast:
If from Mobile you roam
It would be Springfield’s happy boast
To have you call this “HOME!”

TO USE ST. LOUIS UNION STATION

Effective July 23 our Rebel trains will operate into Union Station at St. Louis instead of our own depot at East St. Louis. This will eliminate bus transfer. There will be a regular stop in East St. Louis. Check slight schedule change.
JACKSON ROTARY CLUB HONORS MR. TIGRETT AT LUNCHEON

The Jackson, Tennessee Rotary Club paid tribute to President I. B. Tigrett, a railroad builder and a fellow citizen as The Club and a large number of guests met in regular weekly luncheon session on June twentieth.

In brief opening remarks, Rotary Head Scal Johnson both praised and chided Mr. Tigrett who is an honorary member for his modesty and said that Jackson had found him like Calvin Coolidge, whose fishing guide, trying to borrow five dollars off the new President and again refused, remarked “Success ain’t changed you a bit.”

Frank Frankland, esteemed Jackson business man, referred to Mr. Tigrett as a “friend of friends” and pictured him as a man who “seeks out and opens up doors of friendship to those who need a friend.”

Frank Caldwell, President of the Second National Bank, traced the development of GM&O under Mr. Tigrett’s leadership and in remarking on the good reputation which he said the Railroad bore with the public, stated that “any industry is the lengthening shadow of the man who is at its head.”

“To the able staff of officers and to the hundreds of loyal employees, the larger portion of the credit should be given,” Mr. Tigrett said in reply and especially commended Executive Vice-President F. M. Hicks as an official—“loyal and able”— and as “a close personal friend” over a period of 30 years.

He thanked Jacksonians for a sympathetic interest and a helping hand in all the Railroad’s problems through the years.

NEW ORLEANS NOTES

Bob Reynolds, wild-life champion of the New Orleans office, and don’t get us wrong . . . is back from a fishing trip with Dave McCulough and some “shifty” friends. They report nice catches of speckles, goggle-eye bass and sun fish. We say report, because they have no pictures.

Lloyd Le Garde, Export Dept., planted two fig trees when he moved into his new home four years ago. He’s picked two gallons this year . . . Ruby Thomann, secretary Traffic Dept., has a German rifle her hubby sent her from across. He’s expected home soon, after two and one-half years overseas.

ABOARD MONTGOMERY REBEL

ON INAUGURAL RUN—Among the first diners on the inaugural run of the combination Pullman-Dining car on the Montgomery District were Mrs. John Morris and her children, Mary and Bill, shown being served by Walter Exell. Mrs. Morris, who resides in Montgomery, says she has been riding the Montgomery District train between Tuscaloosa and Montgomery since she was a girl, and she was delighted at the improvement in service.

$1,000.00 IN 4-H CLUB PRIZES

IN INTEREST FORESTRY CONSERVATION

In an effort to conserve and improve Mississippi timberlands, The Gulf, Mobile & Ohio Railroad is offering $1,000 in prizes to State 4-H Clubs.

Announcement of the program was made by Development Director Robert in cooperation with Monty Payne, Mississippi State College Forester and L. O. Palmer, Assistant State Leader in charge of 4-H Club boys.

Under plans for the contest each 4-H Club Boy entering must assume the responsibility for the improvement of a minimum of five acres of farm woodland, Palmer said. Boys would be required to remove eul trees, protect from fire, plant additional trees where stands are insufficient and keep a record of these activities, it was explained. Youths will also be judged on their ability to grade timber from a marketing standpoint.

Mr. Payne said the contest was the first 4-H Forestry Improvement Program projected and expressed the hope that it would lead to a nationwide contest as is done on other 4-H Agricultural projects.

In offering the prizes, which include two trips to Chicago at the time of the National Club Congress, Mr. Robert said that the Railroad is anxious to acquaint the youth of the State with the possibilities of farm woodlands as a source of cash income and to further development of industries who look to forestry products.

WELL KNOWN GM&O COUPLE MARRIED

Two Mobile General Office employees of long service were united in marriage during the month in a ceremony at St. Vincent’s Church.

Miss Janie Chapman, whose voice almost everyone on the Railroad has heard at one time or another through the Mobile PBX switchboard, became

Mrs. G. Russell Parker, bride of the Traffic Department’s Chief Clerk, who also has a wide acquaintance in the Rebel Route organization.

Following the wedding ceremony, a reception was held for the couple at the home of Mr. and Mrs. H. A. Chapman, 12 Blacklawn, after which they left on the Rebel for a honeymoon trip to St. Louis and Chicago. Mr. and Mrs. Parker are at home now at 33 South Lafayette street.
LANG'S MOBILE AGENCY SPARKLES IN NEW REHABILITATION DRESS

Typical of the building rehabilitation work done on stations on our Line in the past two years is the renovation job at the Mobile Local Agency. The entire warehouse and office building has been made into a modern rail terminal. Top photo shows the front part of the building which houses the clerical office and agent's office. Lower left shows Agent Clem Lang at his desk in his private office, and lower right pictures the inside of the warehouse, where freight cars are brought for unloading and loading. Skylights provide light for the warehouse, in addition to regular electric lights, and a new concrete floor has been installed to facilitate the handling of freight. Circled photo at left is of sign painter at work on lettering "The Rebel Route" on outside of building.

TOLSON NOTES

Oscar W. Hemmer, of Tolson Yards, East St. Louis, who entered the Army on May 10, 1944, died in service in Italy on April 25 this year, according to advices from the War Department to his family.

Mr. Hemmer was an oiler and packer for GM&O at the Tolson Yards. He was employed by the Railroad on July 8, 1941. His widow survives. The News sends its deepest sympathies.

When Master Mechanic J. A. Dempster retired at Jackson, Tenn., recently, a committee of Iselin Shops employees expressed their love and appreciation for him by presenting him with a Masonic emblem ring, and a pipe and tobacco. He was also given a fishing set by some of the people with whom he worked.

BOGALUSA NOTES

Bogalusa—Agent Buckingham down at the Rebel... Dispatcher Carter meeting his Navy Lieutenant Son just back from England... Dispatcher Bullock on The Rebel... Earl Joseph and Frank Tarut, Storehouse Dept. discussing mutual Problems.
"G M & O BOYS" BACK FROM PRISON CAMPS

Staff Sergeant James Doolittle, son of Trainmaster M. C. Doolittle of Louisville, Miss., who was captured by the Germans on Feb. 22, 1944, is home again.

And with him, Sergeant Doolittle brought a story. When his plane blew up in an aerial encounter over German soil, James bailed out and fell into the hands of German civilians. In getting out of the plane, his Army insignia was burned off his sleeve, and so he sailed to the ground with only his name tag as identification.

And what did the Germans think when a James Doolittle dropped in their midst? They thought they had captured the famous General Jimmy Doolittle, the famous Tokyo raider and later sent to the European warfront. Possibly that was the reason James received a little extra attention those first few days, his face and arms being bandaged promptly when turned over to authorities.

It wasn’t until several days later, after he had been turned over to the Gestapo, that the Nazis actually discovered that they had James Doolittle of Louisville, Miss., and not the famous general. But Sergeant Doolittle fared the better for their mistake for the time being, though what was to come was not the way an enemy treated a general.

The Red Cross kept him alive during his internment, as conditions grew worse during his more than a year of imprisonment, Sergeant Doolittle said.

Bill Davidge, air corps brother of blonde, blue-eyed Rebel Hostess Dulcy Davidge, wasn’t superstitious at all about the number 13. But that was before he was shot down over Paris on his Thirteenth Mission over the Channel.

Back home in Hattiesburg after 15 months in a German Prison Camp, Bill has regained almost all of the 65 pounds he lost while a guest of the Nazis. He was liberated by Patton’s boys and the General himself rode through the prison camp in his jeep, shaking hands with the freed doughboys.

Bill, wounded by flak and all four of his officers killed, parachuted from his plane and with fellow crewmen landed in the center of an airfield. He was rushed to a hospital where he remained three weeks before being placed behind prison wire.

Big Sister finds time between runs in Mobile for hurried visits home. Bill will report to Miami soon for reassignment or discharge. He wears the Purple Heart.

To top off all the ordeal James went through, he and other prisoners were made to march day after day just before final surrender came, with nothing but soup to eat much of the time. And it wasn’t until the 80th day of the march that liberation came.

Some 30 pounds heavier, James and his family spent last week-end with Mr. Broek on Mobile Bay.

MAJOR - GEN. ARNOLD VISITS G&O FRIENDS

Major General William H. Arnold, son of GM&O Track Supervisor L. C. Arnold of Mobile and one of America’s top-flight fighting men in the Pacific war, was a visitor on the railroad during the month.

For General Arnold, native of Dyersburg, Tenn., grew up at various points on the line, living at several towns in Tennessee and Alabama with his father.

General Arnold’s division, the American, was the one that invaded Cebu and wrested that island in the Philippines from the Japs. Just 44 years old, General Arnold is the youngest division commander in the Army.

CONGRATULATIONS FROM GOVERNOR

Governor Thomas M. Bailey of Mississippi wired Mr. Tigrett on The Rebel’s Birthday,

"On Tenth Anniversary of The Rebel may I express appreciation for myself and Mississippians for the progressive spirit which you and your associates have in blazing the trail of transportation. Personal regards to all."

From Wendell Black of The Jackson, Mississippi Chamber of Commerce.

... "Your Railroad pioneered with 'The Rebel' and showed the way to better railroad transportation, a policy now followed by most major railroads."
G., M & O THIRD IN SAFETY GROUP

The Gulf, Mobile and Ohio finished third in its group of 25 railroads in the 1944 Railroad Employees National Safety Contest, according to advice just received by Vice President and General Manager Brock.

Our casualty rate during the year was 7.37 per million man hours worked. And official figures indicate that we are second in our group for the first six months of 1945 with a casualty rate of approximately 5.45, a reduction of 26% compared with the last year.

With this promising start we are in position to attain our 1945 goal — Winner in our group. Mr. Brock again appeals to everyone in our organization for whole-hearted support in the prevention of accidents.

MERIDIAN HONORS PECARO

Mississippi will suffer a distinct loss in the recently announced promotion of George Pecaro. Flintkote Meridian Manager and GM &O Director, to an office which will take him to East Rutherford, N. J.

In a farewell dinner the Meridian Chamber of Commerce paid him high tribute for his unselfish contributions to the Business and civic life of the Community. Mr. Pecaro was very active as a member of the Miss. Agricultural and Industrial Board.


DRIVER BOB POLK HERO IN BUS TRAGEDY

Too much praise can not be given Gulf Transport Driver Robert Polk for his heroic actions in connection with the bus tragedy near Vanilla, Mississippi which claimed seven lives.

Driver Polk, though severely burned himself, rushed back into the blazing vehicle to rescue a woman passenger and later dived into the river to save a small girl after she had plunged into the water, in an effort to extinguish her burning clothing.

Mr. Polk was severely burned himself and has just been moved to his home in Tylertown from the hospital in Brookhaven.
NEW BUS SERVICE

With a view toward giving its patrons the best possible service, Gulf Transport Company on July 5 inaugurated new Relliner bus service between Monticello, Miss., and Covington, La., affording convenient connections for New Orleans.

The route of the Relleners on this run is through Tylertown, Miss. and Franklinton, La., and on to Covington. At the latter point, Gulf Transport’s schedule ties in with that of Teche Greyhound for the New Orleans run. Gulf Transport operated for some time between Franklinton and Tylertown and Monticello, on a separate schedule. The new Monticello to Covington run is on a complete new schedule, affording increased service between points enroute as well as through service.

MOBILE NOTES

E. O. Mangum, Banana Clerk at the Mobile Local Agency, has taken a 90 day leave because of ill health. Mr. Mangum will have 32 years service at the end of this year.

Miss Mamie Phelps, who retired from her duties as Mileage Clerk in the Transportation Dept. a couple of months back, dropped into the News office recently to say hello.

Upon her retirement, fellow employees gave Miss Phelps a $50 war bond, and Supt. of Transportation C. E. Lanham gave her a public farewell. She retired because of ill health, after 37 years of service. Her career began with the old M&KHC in the Car Record office, and she subsequently served in the Auditors office, and the St. Louis Car Record office.

It’s another son for Mr. and Mrs. John Greenwood . . . the little fellow arrived May 17, the third boy in the family. Mr. Greenwood is in the Mobile Receipts Dept. . . . and his wife is a former employee . . . congratulations.

THE BEST ADVERTISEMENT POSSIBLE IS A SATISFIED CUSTOMER

Scarritt College,
Nashville, Tennessee,
June 25, 1945.

Gulf Transport Company:

This is in regard to one of your bus drivers, Mr. Land, who drives a Gulf Transport bus from Jackson, Tennessee to Louisville, Mississippi.

Recently on my way to Nashville, I changed buses in Jackson. During the few minutes I had before another bus was due I carelessly laid my billfold on a table outside the bus station. Later I missed it; it contained about $44.00 in checks and bills. I need not bother you with details but wish to say if it hadn’t been for Mr. Land, I wouldn’t have had my billfold today. Through his efforts especially, I finally got it back after several hours.

Such courtesy and consideration I think is highly commendable especially since he was under no obligation to do it. Such a willing and helpful attitude on his part has gone and will go a long way in making the Gulf Transport Bus Line stand for courtesy and cooperation—often scarce items these days.

Sincerely yours,
Bonnie Bishop.

Milan, Tennessee,
July 2, 1945.

Dear Mr. Stevenson:

I would like to take this opportunity to thank you and your entire organization for the very nice courtesy and service given Mr. Ohmer on his return from the hospital in New Orleans last Thursday, June 28.

Mr. Chapman did everything possible to relieve Mr. Ohmer from any worries, his reservation and ticket problem, and saw to it that he received every possible means of comfort on the way back.

The hostess on the train and the porter were also very solicitous, and we are deeply appreciative of the efforts rendered by all your people in Mr. Ohmer’s behalf.

With best personal regards.

Yours very truly,

THE PROCTOR & GAMBLE DEFENSE CORPN.
Urban Meyer,
Traffic Dept. Head.

cc: Mr. E. A. Chapman, D.P.A.,
New Orleans, Louisiana.

Editor’s Note—Hostess David was on duty that trip, and the porter was Bennie Whitfield.
BOTH GM&O GULF PORTS ENDORSE
PROPOSAL FOR NEW ROUTE FROM LAKES

(Continued from Page 1)

"The two roads operated as one would be better able to attract industries now known to be surveying new post-war locations," he said.

He said that the two roads would be connected at East St. Louis, where they lack a physical junction of .8 of a mile, by an arrangement with the Terminal Railroad. He testified that GM&O would abide by terms of the Washington agreement, and said that although the merger would affect some 13,000 employees of both companies "we can conceive of no situation arising in this transaction and affecting employees which could not be resolved equitably."

E. B. DeVilliers, Freight Traffic Manager, told the Commission that over ten percent of all waterborne foreign commerce was handled through the ports of Mobile and New Orleans and said that both ports had endorsed the consolidation. He emphasized the fact that all existing gateways would be kept open so as not to damage competition and predicted faster merchandise and passenger service.

GM&O originates 50.6% of its tonnage and Alton 42.3%, he said, in offering exhibits to prove that a merger would improve Alton's traffic position. Combining traffic would make a more diversified tonnage and create a business less likely to be adversely affected by a general business recession. He said that 1105 industries were dependent solely upon the two Railroads for service and said that both Companies served 40.24 percent of the population of the counties through which they operate in seven states.

E. D. Scruggs, Consulting Engineer for GM&O, testified that the unified system would have a net working capital as of April 30, 1945, of $14,682,470, or almost half the long term indebtedness of $30,882,994. He said that on April 30 the estimated I.C.C. valuation of the Alton was $77,183,286. Against this valuation would be issued $38,600,000 in securities and the financial structure of the unified system would be sound.

Scruggs told the I.C.C that Alton equipment has deteriorated and extensive replacements are needed. This improving large equipment debt has hindered previous attempts at reorganization, he said. Under the present purchase program the GM&O plans to replace all its locomotives with diesels. In addition, he continued, GM&O and Alton rolling stock would be interchanged to reduce replacement needs.

Patric B. McGinnis of New York representing the Alton bondholders protective committee testified that in the interests of the bondholders, unification with GM&O is the best possible means of reorganization. He said the consolidation had the unanimous support of the committee.

McGinnis said that merger with the GM&O would for the first time make the Alton an integral part of a major system and not merely an adjunct as it has been under previous ownership. Unification would result in a stronger system, and the territory served by the Alton would benefit, he said.

The case was handled for our Company by General Attorneys Y. D. Lott and J. N. Ogden of Mobile.

JOBS ARE NOT BORN

We've heard and read much in the last couple of months about the need for sixty million jobs after Victory if every American who is willing and able to work is to have the chance to do so.

No one can or will argue with the idea that if a man or woman is willing to work—and is physically and mentally equipped to do so—he or she ought to have that chance.

But where are those jobs to come from? After all, we've got to answer that question before we can be at all certain that there will be plenty of jobs after the war is won.

Well, first of all—jobs are not born! Nor do they come floating down the gutter on a cabbage leaf. Nor can anyone pass a law making jobs—jobs that will provide real advancement.

Jobs come from just one place—business. The more business there is, the more jobs there will be for more people. The more goods we produce, the more services we provide, the more people will have to be employed in supplying those goods and services.

Isn't it just plain common sense then for all of us to try to encourage business—if more business means more jobs?

REBEL PIX ON SAIPAN

The following from Gulf Transport Superintendent Dan Dubois: "Attached is a picture of the first Rebel that was found in a book dated 1935 on the Island of Saipan, by one of our drivers who is now in the Navy serving on a Trosk Attack Transport, The U. S. S. Dickens. The driver is Paul L. Schilling.

HERE'S WHAT AERIAL BOMBS CAN DO TO A RAILROAD . . .

Rebel Router James H. Wheatley of the Jackson Tennessee Shops sends us the above pictures from Italy where he is a Sergeant in the Air Force. He says you can't imagine the damage aerial bombs can do to a Railroad. He says he's seen quite a bit of it in recent months in Italy and Northern Europe. Note the streamlined equipment which was in repair shop when struck, Sgt. Wheatley writes.
RADIO (Continued from Page 2)

For the test, a miniature radio station has been set up on top of our eight-story general office building in downtown Mobile. And from that antenna are beamed messages to engineers in cabo of locomotives all around Mobile— to G&M&O’s Beaueregard St. and Frascati yards, to Brookley Field, and on the shuttle runs between those points. From his office in the Beaueregard street yards, Superintendent of Terminals John J. Hoekema can keep in contact with his trainmen as they work around the city, issuing instructions for picking up loaded boxcars at one point, or delivering empties to another siding.

These preliminary tests, which also will be conducted on the silver and red Rebels operating between Mobile and St. Louis, were arranged by Vice-President and General Manager G. P. Broek, who has charge of operating the Rebel Route’s many trains. The radio equipment has been set up by K. P. Goodwin, G&M&O’s signals superintendent, and I. E. Morrison, field service engineer in railroad radio for the Bendix Radio Corporation, a division of Bendix Aviation Corporation, Baltimore, Md.

Mr. Morrison explains that war contracts have been responsible for the rapid development of radio for use in train communications. This train radio station operates on 156 megacycles, an ultra high frequency spectrum. It is practically static free, and not even an electrical storm will cause any appreciable amount of disturbance in the transmission of messages. This particular type of broadcasting is referred to as space radio, to distinguish it from other types.

When the equipment is installed on the Rebel passenger trains in the next few days, engineers will determine such things as the range of signals between the approaching trains. Engineers will talk back and forth as they approach each other, and details as to whom should take a siding for passing, and where, will be worked out as the trains meet. Thus, if one train is running late, the engineer of the other train would know it.

The radio engineers point out that this type of train broadcasting has no relation to dispatching of trains, which is done on G&M&O by telephone, mainly.

But radio can perform many other tasks. For instance, the conductor on a freight train, whose office is in the caboose, may talk with the engineer in the cab of the engine simply by picking up the microphone and switching it on. Thus, he would not have to walk the length of the train, which sometimes stretches to 100 or more cars, and lose valuable time in instructing his engineer. And radio can supplement dispatching in such cases as train meets, derailments or other breakdowns far away from a dispatcher’s telephone or other communication.

The day is not far off, either, points out Mr. Morrison, when a passenger on a fast train may sit comfortably at his seat and carry on a conversation with someone he knows in a small town through which his train is passing at 70 or 80 miles an hour.