MR. Tiggett Answers Important Question

An inquiry from an employee has cheered me. It comes from a young man who works for one of our related companies. He states in effect that he is being urged by a General Chairman to join a Railroad Union; that he wants to do the helpful thing for all concerned, but that he places foremost his obligation to those who are responsible for his having a job—and what should he do about it?

My advice to him or to any other employee connected with this Railroad or any subsidiary of the Railroad, is to join without hesitation any organization which he is convinced will help to secure or to insure fair treatment for himself and for others.

It should be deemed an honor to belong to a Labor Union which is used as a means to procure justice for its members and, also, justice for all others concerned. A dispute has two parties; a settlement is not fair unless it is fair to both sides.

Labor organizations can do much, not only in obtaining benefits for their own membership but also in aiding employers and the public through the just settlement of disputes.

If I should be permitted to voice a suggestion I would implore our employees to take a continuing and an abiding interest in the organization after joining—to the end that fair and able men may be chosen as representatives. It should be remembered that those who are selected will be regarded as expressing, while they are in office, the sentiment of every single member.

Taken as a whole, I believe that the men and women who work for our Company want to see the employer treated just as fairly as they expect to be treated. If that is true, they should take a keen part in seeing that their leaders represent their viewpoint.

The stockholders who are making it possible for the employees to have jobs are entitled to consideration from the employees. Those who represent the employees and those who represent the stockholders rarely ever fail to reach an agreement if they attempt to observe the general principle of the Golden Rule. Fair contractual relations and a generous recognition of our moral obligation to each other make for a happy industrial family.

Again do I express my appreciation for the attitude indicated in the letter which I have received. What I am saying in reply I am, without apology, making public. I think the question the young man has asked is a public question.

July 7, 1941.

I. B. Tiggett,
President.
G., M. & O. TAXES

The Rebel News, official publication of the Gulf, Mobile and Ohio Railroad, throws some interesting light on the tax situation as it affects that line.

The Rebel says: "During the last ten years the G., M. & O. paid almost $3,000,000 in taxes to the state of Mississippi. During the same period the roads stockholders received dividends of only about $300,000." "

What is true of the railroads is just about true of every other business.

The tax burden is getting heavier and heavier all the time, and so is the cost of operation. —The Columbus, Miss. Commercial Dispatch.

New Orleans—Mr. and Mrs. A. R. Walley are being congratulated on their 20th wedding anniversary, which they celebrated June 25th.

Two interesting passengers on the Rebel recently were the G. M. & O.'s oldest faithful commuter and the youngest passenger aboard that day. They are shown above—Mr. John P. Rausch, of Abita, Louisiana, who has been travelling via G&M&O from Abita to New Orleans every week day for nearly thirty years; and the little three-month-old daughter of Coach and Mrs. E. C. May of Tupelo, Mississippi, who was making her first trip on the Rebel Route.

RAILROAD PUTS COURTESY INTO SERVICE AGAIN

Tigrett’s Road Makes Columnist Feel Like a Prince

By T. H. ALEXANDER

Ed. Note: T. H. Alexander is a noted columnist writing for a number of newspapers. The article below was clipped from The Commercial Appeal.

I have been driving an automobile so many years that I had not realized what had happened to the railroads, until early May when my wife and I took a train for New Orleans where we took a boat to Latin America.

The change to which I refer is the revolution which has taken place in courtesy from railroad presidents on down to conductors. I can remember a time when the conductor took your ticket as though he were condescending to do you the greatest favor in the world.

We decided to go back to the railroads on the trip to New Orleans, and so the afternoon of the fifth of May found us in a parlor car, speeding towards Jackson, Tenn., where we planned to ride a streamlined train to New Orleans.

The streamlined train was "The Rebel," which is the de luxe passenger train of the Gulf, Mobile & Ohio Railroad. It operates from St. Louis to New Orleans. The road's president is an old-time Southerner, Ike Tigrett.

WELCOME TO THE REBEL

When we got to Jackson we were met by an official of the G. M. & O., who carried us and our seven pieces of luggage to the Southern Hotel for dinner. Then he came back for us and took us to the Rebel, which had by this time come in from St. Louis and was standing at the depot—a lovely sight it was, too, with its gleaming streamlined cars and glittering lights.

This official of the road apologized for Mr. Tigrett, the president of the railroad, not being able to greet us. I thought he was kidding us until there came a telephone call for me at the station. It was Mr. Tigrett. He said: "Mr. Alexander, I am very sorry I did not get to greet you personally; I have a sick headache tonight and am compelled to stay at home. But I did want to call you and wish you for a pleasant journey on the Rebel. Ask for anything you want.”

SLIGHTED BY CHAUNCEY

Thinking to put the poor man at ease in my simple, democratic manner, I said: "Mr. Tigrett, think nothing of it. Why, do you know I have been to Louisville and once or twice the president of the Louisville & Nashville Railroad failed to meet me. In the old days I used to go to New York, and you'd hardly believe it, but Chauncey DePew, the old seceder, as president of the New York Central Railroad, failed to greet me." This seemed to take away some of Mr. Tigrett's grief, and I went back to the train with a lighter heart.

In the observation car I was greeted by a young woman whom I took to be a Hollywood movie star, but who turned out to be Miss Elrod, the hostess of the Rebel. Miss Elrod showed us over the train, and having ridden on the Gulf, Mobile & Northern Railroad 25 years ago when it was a vagrant railroad without visible means of support, I marvelled at the trains magnificence.

Miss Elrod introduced us to members of the train crew. Even the conductor was glad to see us—the first time a conductor was ever glad to see me on an American Railroad!

ROSES FROM THE SOUTH

We got started in good time, and were invited to use the drawing room, which hadn't been sold for the trip, for a dressing room. We had a good night's sleep and the porter gave us a good breakfast the next morning. We were skimming along through the lower part of Mississippi after breakfast when we stopped at a station and the station agent got on. This station agent—I wish I had his name—is a noted grower of roses. (Ed. note: Agent Roy Givens at Jackson, Miss.) Well sir, he presented Mrs. Alexander with an armful of beautiful roses. Honestly, when we got to Central America they gave my wife about a couple thousand dollars' worth of orchids, gardenias and other exotic flowers, but she didn't glow as she did when she got the roses from the Gulf, Mobile & Ohio Railroad in Mississippi.

FEELING LIKE A MILLION

At that instant another pretty girl appeared on the scene and introduced herself as a representative of the press department of the railroad. She had a camera and she snapped pictures of us for the New Orleans papers. When we (Continued on Page 7)
CORINTH JOURNAL COMPLIMENTS C. M. & O.

We believe officials and trainmen of the Gulf, Mobile and Ohio railroad are the friendliest and most courteous people we have ever come into contact with. From President I. B. Tigrett down, they seem to go out of their way to be helpful, accommodating and cooperative. Whatever Corinth has asked of the road, since the merger, officials have made an honest effort to grant. They are apparently willing to do more than their part. Such spirit wins friends for any business, particularly a railroad. The G. M. & O.’s policy is a long step forward from the “good old days” of railroading when the attitude was frequently “just try and make us do it.” We wish the road all the success and increased business that it deserves.—Clipped for the News by C. F. Dean, Engine Foreman.

PASSES RESTRICTED ON HOLIDAYS

Because on numerous occasions the seating capacity of the equipment on Rebel trains 15 and 16 has been taxed to the limit, making it occasionally necessary for revenue passengers to stand, it has become necessary for the Operating Department to request that passes not be used on these trains over week-ends and on legal holidays.

This ruling, effective June 28th, affects trains leaving Mobile and St. Louis on Saturdays, Sundays and legal holidays.

MARY LEE TIBOR STARS IN STAGE PRODUCTION

“Yes, My Darling Daughter,” starring Mary Lee Tibor, Mobile actress, was presented by the Daphne Summer Theatre Thursday night as it went into its second week of the current season.

Miss Tibor played the role of Ellen Murray and her performance showed clearly her talent as well as her poise on stage. Miss Tibor is a student at Stephens College under the famous Maude Adams.—The Mobile Register.

Miss Tibor is the daughter of GM&O Freight Traffic Manager L. A. Tibor, and has attained some distinction for her performance in amateur productions. Her appearance on the stage of the Daphne Summer Theater adds to the attraction of this Theater for GM&O people.

This Summer Theater is the only summer theater south of Virginia, and we believe will prove to be a cultural asset to this part of the country.

No. 1 TRANSPORTATION OF THE WORLD

You are looking at one of our fast through freights, typical of those on other American railroads which are handling more than a billion tons of freight speedily and efficiently.

Railroads of our country, operating over 240,000 miles of privately owned track, handle more than eight times the tonnage handled by any other common carrier serving the nation. This train and others like it are ready to shuttle the materials of defense from mine, forest, and farm—to mill and factory—to assembly plant and warehouse—to camp and port. In speed and operating efficiency American railroads today are at the highest peak in their history. We, on the Gulf, Mobile and Ohio, do our part to keep things rolling.

GM&O RANKS THIRD IN EMPLOYEE SAFETY

In a statement based on reports of the Interstate Commerce Commission for the first four months of 1941, the Gulf, Mobile and Ohio was shown to rank third in its group. Its casualty ratio was 4.11 as compared with 2.44, the lowest ratio of any railroad, and 20.07, the highest for any railroad in the group.

In commenting on the fact that the GM&O was surpassed by only two other lines in its class, Vice-President and General Manager Brock said to his staff, “I think your standing as very respectable is worthy of favorable comment.”
The Gulf Transport Company has installed billboards in the principal cities on its route. Found inspecting one of these in Mobile were Trainmaster Bob McAlpin and Asst. to Gen. Mgr. Lawrence Windham.

PASSENGER DEPARTMENT PLANS SUMMER TOURS

To make plans for summer vacation tours, passenger department representatives and officials from the entire line assembled in Jackson, Tennessee on June 27th. General Passenger Agent Stanton Curtis and Passenger Traffic Manager P. E. Geil from Mobile and Executive Assistant J. B. Tigrett from Jackson, Tennessee had charge of the meeting, at which were present representatives from New Orleans, Mobile and St. Louis.

Arrangements were completed for the solicitation of business for the Merry-Go-Round Tours, which will be the first coordinated travel venture to be entered into by the airline, bus line and railroad. July 15th was set for the beginning of the operation of these trips. (See Col. 4)

Also the final plans were made for the execution of the Vacationer tours, which are all expense tours to the Gulf Coast from various points on the line.

Following the all day business session, a dinner was held in the evening at the Southern Hotel in the honor of Mr. Stanton Curtis, retiring General Passenger Agent. (Pictures below.)

INTERESTING REBEL PASSENGER

"Buenos dias, Senorita, como se va?" These words greeted me as I was passing down the aisle one day on a trip to New Orleans. I was startled only momentarily, for this is just an example of the many incidents occurring to a hostess daily, making her work interesting and exciting.

An elderly gentleman introduced himself and I sat down to chat with him a while. He stated that he was back in this country after being in South America for ten years. Many questions came to my mind that I might ask him, concerning life and existing conditions in this country.

His descriptions were vivid and I felt almost as though I had taken a quick trip to South America.

In return, he had many questions to ask concerning our railroad. He was obviously pleased over our modern and well-equipped train, and complimented the hostess service. He added that he would enjoy telling his friends in South America about the Rebel.

I was surprised to receive a post card from my South American friend. It was written in Spanish and post-marked Rio de Janeiro. Having a slight conception of the Spanish language, I was able to partially translate the card. A short, but interesting account was given of his visit there, and he wrote that he was beginning a tour of South American cities.

I shall keep the card as a souvenir, and it will always remind me of one of my most interesting experiences on the Rebel.—Hostess Jean Bell.
PLANE-TRAIN TRIPS NEW FIRST IN TRANSPORTATION

Our railroad has come to be known as the Rebel Route because we have frequently departed from the old and accepted transportation theme to bring our patrons modern travel methods. Many of these progressive steps have seemed revolutionary at the time—such as train hostesses—who made their first appearance in America on our streamlined trains.

Just as startling are our new “PLANE-TRAIN-BUS VACATIONS” which we have inaugurated in conjunction with Chicago and Southern Airlines and Greyhound lines. This is the first cooperative effort between railroads, airways, and bus lines to coordinate their facilities and to offer the public all three modes of transportation at one time.

The novel vacation package, comprising 1423 miles of travel by train, plane, and bus, is called the Merry-Go-Round because passengers may go either way in the circle between St. Louis, Mobile, Gulf Coast, New Orleans, Jackson, Miss., Memphis, and back to St. Louis.

The Merry-Go-Round is an all-expense vacation and passengers will use the streamlined Rebels between St. Louis and Mobile, Greyhound Super Coaches between Mobile and New Orleans, and Chicago and Southern Dixieliners between New Orleans and St. Louis.

Although the trip will be sold out of St. Louis, passengers may board either the train, plane, or bus at points along the route, going in either direction they wish first. The Merry-Go-Round makes it possible for travelers to plan their own vacations and spend time at Mobile, Gulf Coast, and New Orleans. The trip includes four days of hotel accommodations.

The trip offers to northern tourists the colorful Gulf Coast playgrounds of America and also offers the opportunity of a visit to the charming old cities of Mobile and New Orleans.

All three of the transportation agencies will use first class equipment for these low priced vacation tours and stewardesses will be aboard C. & S. Dixieliners and the Rebel.

TRAVEL IN STYLE...
FLY IN SAFETY...
LIVE in LUXURY at LOW COST.

In the ticket office of the Gulf Transport Company have been placed lighted counter signs, one of which is shown in the above picture to the right. Seen in the window are Ticket Agent Barrett at Jackson, Tenn., and Gulf Transport Driver J. D. Mason, Driver Mason’s father is a well known employee of the GM&O, in the Maintenance of Way Department.

STANTON CURTIS HONORED

On the eve of his retirement, General Passenger Agent Stanton Curtis was presented by his office force and the Mobile passenger representatives with a handsome fountain pen and pencil set in appreciation of his years of service with them. The pen and pencil were inscribed with his name, and a card of good wishes was included.

The Rebel hostesses also presented Mr. Curtis with a gift, a genuine alligator belt with silver engraved buckle.

Mr. Curtis retired from the office of General Passenger Agent on July 1st, after more than forty-six years of railroad service.

Passenger representatives of the Southern territory are shown together. They are, left to right, U. A. Tull, Ernest Chapman, Tom Cumberland and A. R. Walter.

Representatives of the North end are, left to right, Jonas McGraw, Paul Harlan and Dan Barnard.
RAILROAD MOURNS VETERAN MONTGOMERY OFFICIAL

Louis Charles Cardinal, executive general agent of the Gulf, Mobile and Ohio Railroad, died June 10, at 8:30 o'clock in the Missouri-Pacific Railroad Hospital where he had been a patient for about two weeks. He was in his 74th year. The railroad joins hundreds of Montgomery friends in mourning his passing.

The funeral was held Saturday afternoon from Memory Chapel.

A native of Montgomery (he was born there Dec. 29, 1867), Mr. Cardinal joined the old Mobile and Ohio Railroad in 1898 as traveling freight agent. Later he became commercial agent and about 21 years ago he was appointed assistant general freight agent. Upon the merger of the M. and O. into the G. M. & O. last fall he was appointed divisional freight traffic manager and subsequently was promoted to the office of executive general agent, his title at death.

Mr. Cardinal was the Gulf, Mobile and Ohio Railroad in Montgomery and had many friends both in the transportation and civic life of the state's Capitol. The railroad mourns the loss of such a valuable and faithful employee, and extends deepest sympathy to Mrs. Cardinal and the other members of his family.

Archaeologists use camel hair brushes and orangewood sticks, working carefully so as not to disturb buried treasures. Here one of the staff at Wickliffe fits together what he believes at first glance to be the head of a stone hammer.

Looking from the mound upon which Buried City was found. Here on a bluff many feet above high water of the Mississippi and the Ohio rivers, which can be seen in the distance, a race older than our Indians lived and left the traces which are being unearthed today. The GM&O main line can be seen in the foreground.

One of the most awe-inspiring mounds yet uncovered is the Burial Mound. Here are the skeletal remains of people who lived 1,000 years ago. They lie there as "found," each facing the sun on some point of its daily crossing. They are surrounded by their favorite weapon of tools, things they might need in another world.

The visitor next sees the Council House or Court House Mound, containing fire pits and the white ashes of ceremonial fires that burned centuries ago—while the elders of the city pondered this move or that and doubtless directed the civic destiny of the city.

1000 YEAR OLD CITY UNEARTHED AT WICKLIFFE, KY., ON G.M.&O.

Just south of Cairo where the mighty Mississippi and the Ohio Rivers meet is Wickliffe, Ky., site of an ancient buried city.

Here, high on a hill overlooking our tracks and the two rivers, is one of the most carefully excavated remains of a prehistoric metropolis, a community site built and inhabited by the mound builders one thousand or more years ago.

The reason for the mound builders, the ancestors of our modern Indians, selecting this site is easily discerned. As one of the highest spots at the confluence of these rivers it was safe from flood waters, and its natural position has protected its historic treasures from the destructive forces of erosion and shifting topography.

Archeologists are still busy unearthing the treasure from a group of some 40 mounds scattered about a 30-acre plot, where the public is afforded a

(Continued on Page 7)
St. Louis—To celebrate their 25th wedding anniversary, Mr. and Mrs. Grover C. Fairchild were given a party on June 7th, with about 150 guests attending. Mr. Fairchild is a popular member of our Purchasing Department.

RAILROAD PUTS COURTESY

(Continued from Page 2)
got out of the train at New Orleans, took some more pictures. Some of these appeared in the railroad magazine.

By the time we got in the taxicab we were feeling like the Duke and Duchess of Windsor. I thought of the old joke about the Irishman who died. At the funeral they praised him so highly that his wife sent one of the children to peep in the casket to make sure it was their papa. I wasn't sure it was us until we got on the ship and set sail for Latin America next morning.

1000 YEAR OLD CITY

(Continued from Page 6)
chance to examine a page of unwritten history. Here they have found a town which reveals life in this section as it was over a thousand years ago. The wonders to be viewed include tombs, temples, altars, sweat houses, dwellings, bones, flint, pottery, tools, implements, jewelry, ornaments, and remains of ancient fires and feasts.

To date, five of this important group of mounds have been opened, all with such extreme care that all remains may be seen in their original positions and nearly exactly as they were found. Excavations are to continue and more wonders of this lost race are expected to be uncovered.

Ada the Ayrshire

"I had to put the truck in to keep her happy."

Clipped from "The Country Gentleman"
Commercial Agent Tom Gallian of Tampa had a recent visit to Mobile with his young son.

Snapped at the Alabama State Docks recently were: W. G. Harrison, Chief Clerk to Supt. Trans.; G. E. Trauger, Supt. Car Service, Northern Refrigerator Line, Chicago, Ill.; and C. E. Lanham, Supt. of Transportation.

Assistant to the Vice-President, S. A. Dobbs of St. Louis and Attorney C. T. Prince of St. Louis and Mobile, together in Jackson, Tennessee recently.

J. N. Jarman and John Little on a case for the Chief Special Agent's Department.

In the shops at Mobile, Boiler Inspector Frank Hanly and Clerk Frank Brown were seen at the close of a busy day.

Douglas Hicks, son of Agent at Elrod, Ala. and grandson of Agent J. W. Dickert at Gordo.

District Freight Traffic Manager Roy Lapp was very much in evidence at the recent annual outing of the Transportation Outing Club of New York to Providence, R. I. The pictures above were made during the overnight steamer trip. With Mr. Lapp in picture No. 1 is Gen. Traf, Mgr. Hugo Ignatius of International Paper Co.; in No. 2, Geo. F. Hichborn, Director of Traf., United States Rubber Company; No. 3, Thos. G. Keen, Gen. Eastern Agt. C. C. W. B. R.; Jack F. Turt, Traf. Mgr. Diamond Match Co.

On a recent inspection trip these members of our Operating Department were pictured as they waited in a siding for a train to pass. From left to right: Gen. Supt. P. B. Bridges, Supt. Bulloch, Trainmaster Barr and Fred Kelly of Mr. Bridge's office.