New Equipment…
Additional Jobs

We are always reluctant to increase our debt and this hesitancy is surpassed only by the desire to give the best possible service.

We have, therefore, ordered new freight and passenger equipment costing more than eight and one-half million dollars—more than twice our net earnings last year, which was an especially good year.

We must make a cash down payment, of course, and then we must borrow $7,000,000—at a higher rate of interest than heretofore.

This new equipment will not only enable us to better meet the needs of our on-line shippers, but the additional business which it will afford will mean additional jobs for our own personnel.

It behooves all of us who work for this railroad to be ever mindful of the large investment and debt which have made our jobs possible.

I. B. TIGRETT,
President.

Regional Claim Meet
Held In Meridian

Vice-President and General Manager G. P. Brock held a meeting in Meridian, Mississippi on June 28 to discuss methods of reducing freight damage, both from the standpoint of better customer relationship and in an effort to decrease claims which last year cost the Company $781,026.

Approximately 85 Agents, operating supervisory officials and representatives of other Departments attended the one-day conference which was under the direction of O. Ashworth, Bloomington General Agent in charge of Freight Claims Prevention.

Speakers Named
Program speakers were Vice President and General Manager G. P. Brock, Assist-
(Continued on Page 2)
Featured speakers at the Meridian Claims Prevention meeting included (left to right) Superintendent of Transportation C. E. Lanham, Vice President and General Manager G. P. Brock, Chief Special Agent E. Mason Brown, General Agent O. Ashworth, Assistant Vice President (Traffic) E. B. de Villiers, Auditor of Receipts F. N. Johnson, Freight Agent D. A. Stewart, Assistant to Vice President L. C. Windham and Manager of Merchandise Traffic J. I. Gillikin.

Center photo shows, left to right, seated: Agents R. Barton, Mexico, Mo.; B. H. King, East St. Louis; Mark Millard, Bloomington; R. K. Cooper, Chicago; Frank McKee, Meridian; R. G. Kingman, Kansas City, Mo.; Homer Pruett, Higginsville; P. D. Williams, Columbus, Cary Kelly, Memphis; A. O. Buckingyam, Bogalusa; A. E. Coltrain, Jackson, Tenn. Standing: Montie Harmon, Jackson, Miss.; W. H. Polsgrove, Tupelo; W. R. Hargrove, Laurel; C. G. Lang, Mobile; Geo. Kaufmann, New Orleans; J. C. White, Corinth; O. H. Tebb, Tuscaloosa; R. W. Hill, New Albany; H. B. Lowe, Louisville; W. W. Tolson, Montgomery; C. O. Jones, Chief Clerk to Agent, Montgomery; F. S. Pearce, Alton; J. C. Buscher, Springfield; O. F. Richardson, Birmingham; R. P. Beacham, Cairo.

Right-hand photo shows the Meridian group, together with two visitors. From left to right they are: Division Freight Traffic Manager Leslie Farrell, Road Foreman of Engines J. W. Tennill, Roodhouse; General Car Foreman E. A. McAdoo, Freight Agent Frank McKee, Superintendent Southern Division L. C. Spencer, Secretary to Superintendent Mrs. W. T. Parker, Claim Clerk Mrs. Claudia R. Vick, Warehouseman C. D. Sullivan, Train Master C. M. Ellis, Road Foreman of Engines J. P. Hancock, Jackson, Tenn.; and General Road Foreman of Engines J. N. Sanders.

Claim Prevention Committee Holds Regional Meet In Meridian

(Continued from Page 1)

ant Vice President (Traffic) E. B. de Villiers, Freight Claim Agent D. A. Stewart, Superintendent of Motive Power J. O. Green, Chief Special Agent E. Mason Brown, Superintendent W. H. Forlines, and Agent Carey Kelly, Memphis.

Urges Cooperation

Mr. Brock urged cooperation of all departments in the reduction of the heavy claims' expense and cited the necessity for more economical handling. He praised the efficiency of Divisional and Agency heads and told them that their leadership was responsible for the operating record which the GM&O enjoys among American railroads.

Loss of Shipments

Mr. de Villiers pointed out that the sum paid out last year for freight claims would have purchased approximately 150 new freight cars and that they in turn could have earned as much additional revenue. The traffic official stated that the Traffic Department must sell service and that loss and damage to freight can result in loss of shipments.

Mr. Stewart outlined the procedure in the payment of claims and pointed out that there has been a noticeable reduction in claims this year. In 1947 83,100 claims were processed.

Opening Address

Following an opening address of welcome by Agent Frank McKee of Meridian there was a general discussion of procedure in the handling of merchandise at the various large junction points. Short talks were made by Agent Cary Kelly of Memphis, Agent C. G. Lang, Mobile; J. C. White, Corinth; R. T. Kingman, Kansas City; Montie Harmon, Jackson, Miss.; George Kaufman, New Orleans and R. K. Cooper, Chicago. Various suggestions were offered for more careful handling.

Other impromptu addresses were made by Gulf Transport General Superintendent H. G. Wilson; Manager of Merchandise Traffic, J. I. Gillikin; Superintendent of Terminals, J. J. Hoeksema, Mobile, and Superintendents W. R. Moore, New Albany; L. C. Spencer, Meridian; J. R. Conerly, Slater; Agent R. Barton, Mexico; Agent W. W. Tolson, Montgomery; Auditor of Receipts F. N. Johnson, Mobile; Superintendent of Transportation C. E. Lanham, Mobile; Assistant to Vice President L. C. Windham, Mobile; General Road Foreman of Engines J. N. Sanders, Meridian, and Yard Trainmasters H. D. Feltenstein, Springfield; S. H. Parker, Meridian; S. G. Thomason, Bloomington, and J. P. Elliott, Okolona.

Two Are Promoted In Purchasing Dept.

G. M. Wahl and V. Y. Shoemaker, both of Mobile, were named Assistant Purchasing Agents on July 1, according to an announcement by Vice President H. E. Warren. In addition, Mr. Wahl was named Purchasing Agent for the Gulf Transport Company.

Mr. Wahl started his railroad career in 1913 as a clerk in the Purchasing Department of the old M&O, and was later named chief clerk. In 1929 he joined the Purchasing Department of the GM&O. His entire 35 years of service was interrupted only once, that during World War I, when he served in the Infantry.

Mr. Shoemaker came with the GM&O in 1918 as Stationery Storekeeper after nine years with a Texas railroad. In 1925 he was transferred to Murphysboro as Assistant Storekeeper and in 1928 was named Division Storekeeper in Meridian. Prior to his recent promotion Mr. Shoemaker was Assistant to the Purchasing Agent, Mobile.
Insurance Executive Praises GM&O Passenger Service

Dear Sir:

The "Alton" is a good train. I always ride it between St. Louis and Chicago.

Miss Bobbie Porter, Hostess, is a very smart, accommodating and attractive young lady. A few weeks ago, my wife and I were on the Alton enroute from St. Louis to Chicago. Our train was over an hour late and Miss Porter was very courteous and kind and rendered us a special service in connection with our hotel reservations in Chicago.

For many years I have been a friend and advocate for our railroads and railroad travel and am happy to give you this testimony of my appreciation of your system and its service.

Sincerely,
E. T. Harrison, President
Trinity Universal Ins. Co.

Due to increases in wages and higher costs of materials and supplies since 1939, railroad operating costs have advanced 3½ billion dollars annually but increased rates and fares so far authorized are yielding less than three billion dollars a year.

Safety Awards To Be Presented To Best Gulf Transport Drivers

According to an announcement by Gulf Transport Vice President A. G. Johnson, safety emblems for outstanding driving records will be awarded to Bus and Truck Operators next month.

The emblems, which are green enamel for Bus Operators and red enamel for Truck Operators, will be jeweled to denote the length of the driver's service without an accident. Distinctive markings, range from sterling silver with a pearl for one year's service to a gold with a three point diamond for six year's service.

Drivers have been notified of the award they are to receive and have until August 1 to check their records for errors. Formal presentation will be made during the month of August at the various divisions points along the Gulf Transport route.

Washington Traffic Man Edits Magazine

District Freight Agent V. M. Perry, Washington, D. C., edits the traffic club publication in that city. During the recent labor dispute his timely article on the situation aroused wide comment among his readers.

Legion Youths Ride GM&O Special To Camp

When the American Legion Premier Boy's State held their annual meeting in Springfield, they traveled via GM&O special train from Chicago to the Springfield Fair Grounds where they camped.

The special movement carried some 300 youths directly to the Fair Grounds, where they were to spend a week in learning the legislative practices of the State. Under the supervision of American Legion State Transportation Chairman James B. Cassidy, assisted by City Passenger Herb Cromwell 224 of the delegates boarded the special at Chicago, to be joined at Joliet, Bloomington, Pontiac and Dwight by the other youthful legislators.

After a week in the capital city they again boarded the special Red Train for the return trip.

Center photo shows a group of the delegates boarding the GM&O special, while the third photo shows, left to right, Trainmaster S. G. Thomason, Road Foreman of Engines Jack Tennill, Mr. Cassidy, Mr. Cromwell and Conductor P. Sullivan.
Birthday Cake Presented "Abe" Lincoln By Rebel Crew

During the month of July, three of our famous streamliners will celebrate inauguration anniversaries.

THE ABRAHAM LINCOLN made its first run between Chicago and St. Louis on July 1, 1935.

THE NEW ORLEANS REBEL made its first run between Jackson, Tenn., and New Orleans on July 29, 1935.

THE ANN RUTLEDGE made its inaugural run between Chicago and St. Louis on July 26, 1937.

Because the Abraham Lincoln's birthday came first, it was decided to observe the thirteenth year of its inauguration in service with a small ceremony at St. Louis. A giant cake bearing thirteen candles was presented to the crew of The Abraham Lincoln at Terminal Station just before the train's departure. The cake was cut by Carl Giessow, Transportation Director of the St. Louis Chamber of Commerce and Hostess Mary Henry, who had just arrived on The Rebel.

Assistant General Passenger Agent B. C. Pate and City Passenger Agent George Gerdes made the round trip between St. Louis and Chicago. Together with Hostess Eloise Beckley they pinned a red rose on each passenger and saw that they received a piece of the birthday cake in the diner.

Newspaper pictures were made at St. Louis, Springfield, Bloomington and Chicago and there were several passengers aboard who had made the inaugural trip thirteen years before.
Along the Line

Assistant to Comptroller L. A. DeOrnellas and Mrs. DeOrnellas are the proud parents of a daughter, Mary Lee, born in Mobile last month.

Dr. Fred M. Hunter, son-in-law of Commercial Agent Bob Reynolds, New Orleans, has just begun his internship at Henry Ford Hospital, Detroit. Dr. Hunter graduated from the Medical School of Tulane University in June.

Patton B. Seals, whose father is Employee Consultant Bisco Seals, is on a tour of the European continent. Pat, who is enrolled in the School of Commerce, University of Alabama, was a navigator on a B-17 during the war, and held the grade of First Lieutenant. The purpose of his trip is to visit the areas over which he flew.

Chief Statistical Clerk Joe Askew and Mrs. Askew, Mobile, became the parents of a son, Joe B. Jr., on July 5.

Mrs. Maxie Arnold, who lives near the right-of-way at Mathiston, Miss., informs us that her granddaughter, Earlene, recently underwent an appendectomy at Houston, Miss. Earlene, who is unofficial mascot for the train crews in that area, hopes to return home in a few days.

The News regrets to learn of the death of Assistant to the Auditor of Receipts Homer A. Pierre, Mobile, who died June 16. At the time of his death Mr. Pierre had more than 42 years of railroad service.

GM&O Car Foreman Wins Jackson Bowling Meet

Car Foreman Jim Keaton, Iselin Shops, Jackson, Tenn., was the recent winner of the "City All Events" title in that city. He bowled 649 in the doubles, 623 in the singles and 573 in the team event to capture high honors and the title.

His single game of 242 pins was high among the hundred entrants.

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WHO GETS THE BEST VALUE IN MEN'S SUITS:

A wool worsted suit costs the average American worker what he gets paid for 28 hours and 20 minutes of working time.

In England the average worker pays for the same suit what he earns for 45 hours of work—or double our time.

In Russia it takes the average worker 583 hours and 20 minutes to earn enough to buy the suit—or about twenty-three times as long as in America.

We should be proud of the way we do things in this country and of how much more our economic system does for us than any other system does for any other people.—From one of a Series of Advertisements by The First National Bank of Chicago.

Wrote How Father Railed First Engine Delivered By Boat

Dear Mr. Tigrett:

A month ago I attended the Shurtleff Commencement and was glad to see you receive the L.L.D. degree. Perhaps you recall that I was designated by President Weaver, the oldest alumnus present. I graduated there in 1893.

My purpose in writing you is about some Alton history. I thought that you may be interested to know that my father, Franklin Moore, had the honor of putting the first locomotive on the Chicago & Alton Tracks. I think it was in 1852. At any rate the time when the road was being constructed between Alton and Springfield. This is how it happened:

Mitchell Bros., who operated a flour mill at Alton at that time, were active promoters of the Alton road. THE FIRST ENGINE ARRIVED FROM PITTSBURGH AND THE PROBLEM WAS TO GET IT FROM THE BOAT TO THE TRACKS. My father was running a sawmill near Alton then and Mitchell Bros. engaged him to remove the engine with his oxen. It was done very successfully and that's the story.

Sincerely yours,
FRANK E. MOORE,
Chicago, Ill.

Commendations

Brakeman U. Wilhite, Slater, for his alertness in discovering a fire as his train was passing through Blackburn, Mo.

Operator Lee Cramer, Louisiana, Mo., for his discovery of a broken flange on a car in a passing train.

Brakeman C. McRaken, who was dead-heading on Train 23, for his assistance to the crew in making a detour with a minimum of delay.

Operator M. F. Spencer, Murphysboro, for his discovery of a dragging brake beam on a car as it was passing his station.

Operator S. B. Totten, Springfield, for his discovery of a broken bolt on a brake hanger on a car on the siding near his crew.
Chicago Fair Provides Thrills For Visitors

You can have the time of your life for less than a dollar in admission charges and fares at the national Railroad Fair opening on the lakefront between 29th and 30th streets on July 20.

Entrance to the spectacular mile-long exposition of grand-scale pagentry, exhibits and entertainment will cost only 25 cents, including tax. For your quarter's worth you will be privileged to enjoy 50 acres of dramatized displays and thrilling entertainment to be presented by most of the nation's major railroads and a number of the railroad industry's leading supply and service organizations.

"Wheels a-Rolling"

Spending another 60 cents, which also includes tax, and you can sit through an hour and a quarter of gigantic spectacle during a performance of "Wheels a-Rolling," the Railroad Fair's fast-moving action-packed pageant of transportation.

"Wheels a-Rolling" will be produced on a mammoth 450-foot outdoor stage, employing 220 professional performers, 880 period costumes and hundreds of priceless antiques tracing the history of transportation in this country from the late seventeenth century. Three full-scale railroad tracks will stretch across the huge stage, for use by 19 famous old time locomotives and trains operating under their own power.

Industrial Dept. Adds New Member To Staff

In order to further industrial development in the cities which it serves, the GM&O has employed William A. Riggs, Geologist and Civil Engineer, of Shreveport, Louisiana as a member of its Industrial Relations Department.

The new Industrial Engineer will make a systematic appraisal of all natural resources and physical assets in GM&O's territory, Vice President T. T. Martin said. This information will be made available to existing industries throughout the Railroad's territory and to new industries seeking locations, according to Mr. Martin.

Mr. Riggs is a graduate of George Washington University in Engineering and Geology, and was an ordnance engineer in the Navy in World War II. He has previously been employed by the Mining Section of the Reconstruction Finance Corporation; The Anaconda Copper Mining Company; The South American Development Company in Ecuador; subsidiaries of United States Steel Corporation and the Aluminum Company of America; and the Atlantic Coast Line Railroad.

"Deadwood Central"

There is one other charge at the Fair—and that's the third and last one, making a total of but 95 cents. For 10 cents you can ride the length of the Fair grounds on the "Deadwood Central" narrow gauge railroad system. This colorful little line will be a re-creation of the type of narrow gauge systems in operation years ago in the Rocky Mountains region.

The forthcoming Railroad Fair will be open from July 20 through the summer, from 10 a.m. to 10:30 p.m. daily. Schedules of free entertainment such as moving pictures, rodeo shows, Indian singing and dancing festivals, stage shows and musical programs are being so planned that each hour of the day will include a wide variety of appealing attractions.

Added Features

The GM&O will exhibit one of its new Luxury Parlor Cars and one of its new Reclining Chair Cars. August 18 is GM&O Day at the Fair.

Main Entrance

Main entrance to the Railroad Fair will be at 23rd street, where a large paved oval will serve for loading and unloading of public transportation vehicles, and from which a paved road will lead to the Fair's parking lot for 1750 cars at the south end of the grounds. The site can be reached handily from Illinois Central suburban lines, and is but 10 minutes from Chicago's loop by surface or elevated transit.

What a manufacturing plant employing 150 men means to a community:

Every Business and Every Taxpayer Benefits When a New Payroll is Created!

From Manufacturer's Record
Steamliners Celebrate Anniversaries


by Kate Smith, radio singer. The broadcast then switched to Washington, D. C., where the Baltimore and Ohio Glee Club sang, "I've Been Working on the Railroad."

The program then switched to Springfield, where it was heralded by two long and two short whistles from the locomotive.

H. B. Voorhees, vice president of the railroads, then was introduced by the announcer and, in turn, introduced Governor Horner.

Band Plays:
After the christening the Springfield Municipal band played the Baltimore and Ohio Centenary song. The radio announcer then described the train. The program next was switched back to Washington for a song by the Glee club and was closed with a farewell by Kate Smith.

(Continued on Page 6)

Newspaper Story Tells How South's First Streamliner Receives Name "Rebel"
The following is taken from THE NEW ORLEANS ITEM, June 27, 1935

Acclaimed by shouting throngs at every city and way station, the Gulf, Mobile and Northern railroad's new streamlined, air-conditioned train, The Rebel, wrote a new page in the history of local railroad development today.

Following her arrival in New Orleans, The Rebel was given a hasty bath in G. M. & N. yards and was then moved into the Terminal station for public display until 8 p.m. The train will remain on display Friday morning, Friday afternoon will be taken on a private test run and Saturday will convey some 150 members.

Relative of Ann Rutledge Christened Train in 1937
(The following is from Illinois State Journal, Springfield, July 27, 1937)

The Alton railroad yesterday introduced another streamlined train to Illinois as a companion train to the two-year-old Abraham Lincoln, first streamlined train to operate between Chicago and St. Louis. This newest in modern railroad transportation methods is called the Ann Rutledge. It made its maiden run from Chicago yesterday morning.

Fully two thousand persons saw the christening of the train yesterday morning at the Union Station in Chicago. Following a half hour radio broadcast over a nation-wide hookup, in which an early life scene between Ann Rutledge and Abraham Lincoln was depicted the train was
"Abe" Christening
(Cotinued from Page 5)
A large group of the railroad officials
was present for the ceremony. Mayor
John W. Kapp also was present.

With the dedication completed, the train
was left for public inspection until 9 p.m.
today. It will leave at 8 a.m. Thursday for
Chicago, stopping at points en route.

The train, after being displayed in the
middle west and the east, will be put on
regular service on the Alton railroad be-
tween Chicago and St. Louis about July 1.

Re-Modeled Lounge-Diners
Placed In Service On Rebel

The newly re-modeled diner-lounges,
j ust completed at the Bloomington shops,
were placed in service on the Rebel last
month.

The new cars were completely refin-
ished throughout, with emphasis on diner
efficiency and lounge comfort. Featured
in the new cars are the latest type of
fluorescent lighting, properly adjusted for
reading comfort and soft, relaxing interior
paint. Special lounge seats have been in-
stalled, and enlarged photographs and
modern drapes add to the home-like at-
mosphere of the new cars.

Ann Rutledge
(Cotinued from Page 5)

christened in a bottle smashing ceremony.

Train Christened

Comedy Ann Rutledge, grandniece of
Lincoln's New Salem sweetheart, dedi-
cated the train by breaking a bottle filled
with water taken from the Rutledge tav-
ern at New Salem.

Miss Rutledge recently officiated at the
dedication of the Rutledge tavern at New
Salem. She is now appearing as the lead-
ing lady in "The Lonely Man," current
Chicago state production. John Huston,
who is co-starred with Miss Rutledge, as-
isted in the Lincoln-Rutledge radio skit
presented during the christening cere-
monies yesterday. He took the part of Ab-
raham Lincoln and Miss Rutledge the part
of her illustrious great-aunt.

Others on the program included H. B.
Voorhees, vice president of the Alton
railroad, and W. G. Brown, passenger traf-
ic manager of the road.

First Run

As soon as the christening ceremonies
were completed, more than one hundred
passengers boarded the train. They were
augmented by twenty-five guests of the
road, including newspapermen from Chi-
icago and downstate.

The train made stops at Dwight, Pon-
tiac, Bloomington and Lincoln before pull-
ing into Springfield at 11:20 a.m. All
along the line crowds were out to see this
newest streamlined, and at Bloomington
3,900 persons lined the station platform.

About two miles south of Elkhart the
engineer on the Ann Rutledge tooted his
whistle three times, and he was given a
similar answer by the engineer of the Ab-
raham Lincoln, as the two streamlined
trains passed.

Motion Pictures Were Early
Alton Passenger Feature

Among the early American railroads to
feature moving pictures on trains was the
Alton. On December 27, 1924, a film por-
traying the life of Abraham Lincoln was
shown on a special train carrying a move-
ment of Kiwanis Club boys.

It is believed that this is the first use
of the moving picture on trains among
any trains in the mid-west.

Rail Presidents Comment
On Industry's Progress

In the June issue of "Manufacturer's
News," leading rail presidents were asked
to comment on the "Public Reaction to
Railroad Progress." Among those polled
were President Tigrett, Illinois Central
President W. A. Johnston, Northern Pa-
cific President C. E. Denney, Rock Island
President J. D. Farrington, and Santa Fe
President F. G. Gurley.

Mr. Tigrett's Comments

Mr. Tigrett commented that the GM&O
has recently spent over eight million dol-
ars for new equipment.

"Our effort toward modernization has
not been extreme," he said, "I mean to
say that we have not gone overboard on
speed and gadgets. We have, in so far
as possible, rather stuck to proven meth-
ods and operations, emphasizing in equip-
ment safety, comfort and cleanliness. All
these are, of course, essential, but there
is nothing which the public appreciates
more than interested and friendly service.
Without these qualities no service is com-
plete."

Lost On Passenger Service

"Our passenger operation is carried at
a considerable loss," he continued, "but
that in no way dampens our effort to give
as good transportation as there is.

"I believe that the railroads' war record
earned for them more public enthusiasm
and interest than they ever before had.
Railroad management is at the same time
more mindful of its dependence upon pub-
lic support and I am sure will try earn-
estly not to deviate from a policy which
will justify that support."
The "Rebel"  
(Cotinued from Page 5)  
of the Association of Commerce on a trip to Bogalusa.  
Contrasted with the ordinary steam train, the Rebel looks much like a racehorse; would look beside a farmer's plow horse.  
Passenger Comfort  
Everything has been done to insure the comfort of passengers and to make train riding a new experience. Gone is the soot, dust and cinders of the old steam train. Gone is the noise and jolt of the old trains. Substituted for these things are things which will make a long journey seem short and weather an element not to be bothered about.  
Back again in the cool and quiet of one of the coaches I was enoying a cigarette—smoking being permitted everywhere on the train because of the air purifying system which keeps the cars from becoming smoke-filled—when Mr. Tigrett, president of the G. M. & N., dropped into the seat along side and began a conversation. I asked him how he had chanced to name the South's first streamlined train.  
The "Rebel" Name  
"That's been a subject that has occasioned much comment," he said. "Sometimes the comment hasn't always been favorable. The truth is I wanted to name the train for my wife, 'Mav,' but disliked to inject so much personality into it when I happened to read a book that gave me a happy solution, I thought, to the problem. This book was explaining what various feminine names meant. Jane meant one thing, Sarah another and so on. The book said that the name Mary indicated a rebel. And so I named the train for the Rebel in our family, my wife Mary."  
Trial Run  
Aboard for the trial run, which constituted delivery of the new train to the G. M. & N., were officials of the road headed by President Tigrett. Other Gulf, Mobile and Northern men who were aboard are F. M. Hicks, executive vice-president; G. P. Brock, general manager; L. A. Tibor, general freight agent; R. P. Tallman, secretary; G. M. White, general passenger agent, and T. T. Martin, general agent. One of the train's own officials, Kathryn Sullivan, hostess, also made the run.  
Afterswards the train will make a brief tour of Louisiana and Mississippi cities, going on exhibition in each, and returning to New Orleans soon to go on regular service on the G. M. & N. line from here to Jackson, Tenn.  
Mobile Inspection  
In Mobile, the streamliner was inspected by crowds estimated at 12,000 to 14,000, returning to the Gulf port late Wednesday after an exhibition run to Laurel, Miss.  
The Rebel is the first train of the new streamline type to be seen in the South. The railroad world, since the beginning of the depression, has looked to two cures for its ills: air-conditioning an lined Diesel or gasoline operation speed and greater comfort, winds by the roads' executive the only hope of the industry the nation. Streamlined, lightweight construction, solved all of these problems.  
The mob, on hand to view this Orleans' resident, pushed and pulled a tight knot around the door of the car until police wisely made them wait outside a line. One by one aboard, viewed the beautiful in pointments, uttered a chorus of "oohs" at the innovations, colorful modernistic decoration.  
City Passenger Agent Profits  
By El Paso Passenger  
Following a trip over the G&M&O, El Paso, Texas, letter of appreciation to City Agent J. C. Midyette. In part said:  
"Mr. Zeigler joins me in assuring you that your courteous and service-curing reservations) will be bented. My trip was a very pleasant one for quarters and the many courtesies I found your conductor, car attendants, porter all solicitous for. I'm looking forward to ar to G&M&O."
Some of the GM&O force at Tuscaloosa shown above are: left side, top photo, Trainmaster W. R. Barr; center photo, standing is Dispatcher W. E. Albright; Assistant Chief Dispatcher W. J. Buckinghum is shown in the foreground, and L. S. Hussey is shown in the background. Lower photo shows Agent O. H. Tabb.

Center photos, top to bottom, show (top) Secretary Meriam Watson, Shop Foreman Henry G. Stevens, Labor Foreman Frank Elliott, and Shop Foreman G. M. Williams. (Center) Chief Clerk Charles McGill and Terminal Trainmaster W. St. John. Lower photo shows Frank Prince and V. M. Park supervising the transfer of an LCL shipment.