TRAFFIC DEPARTMENT ANNOUNCES PROMOTIONS

To the average person, the Gulf, Mobile and Ohio Railroad means the trains, both passenger and freight, which he sees in operation. If he considers the offices the railroad maintains, he probably thinks only of those in the larger cities on the line. But GM&O has an office in every section of the United States with a force of trained solicitors, who under the supervision of General Traffic Manager L. A. Tibor, are doing an excellent job of keeping our freight trains supplied with tonnage from every corner of the nation.

(Continued on Page 2)
LONG HAUL BUSINESS IMPROVES WITH NEW TRAINS, FAST SCHEDULES

The public and not the railroad determines how much and what type service should be afforded.

The study of our passenger revenues has revealed that the long haul passenger prefers train accommodations while the short haul or local traveller is partial to the bus. With this in view, we have endeavored to make our streamlined through trains more comfortable and to operate them on faster schedules.

In this respect, it will be of interest to note that the average distance travelled by each passenger on the new Gulf Coast Rebel between Mobile and St. Louis has increased about 50% in 1941 over 1940 and that there are about three times as many Pullman passengers on the present Gulf Coast Rebel as there were on the former stream trains, Pullman and parlor cars combined.

Since 1929 our passenger train revenues have decreased sixty percent, while our passenger train mileage has decreased only twenty-nine percent.

N. O. - ST. LOUIS REBEL SERVICE IN FALL

Work is progressing rapidly on redesigning our first Rebel equipment, and early in the fall Gulf, Mobile and Ohio will inaugurate streamlined Rebel service between New Orleans and St. Louis. The Rebels which now have their terminus at Jackson, Tenn., will operate on through to St. Louis, and will afford a new route between these two points.

When Commercial Agent D. L. Jones at Memphis, Tenn was promoted to Division Frt. Traffic Manager in Montgomery, Alabama, a farewell dinner was held in his honor by his many friends in Memphis.

PROMOTIONS

(Continued from Page 1)

In these twenty-seven cities, a number of changes and promotions have been announced during July and August, which are listed below.

Mr. L. L. Lapp is appointed Executive General Agent, having jurisdiction over the New York and Washington agencies, with headquarters in Washington, D. C. Mr. Lapp was formerly District Freight Traffic Manager in New York.

Mr. R. F. Hobby is appointed District Freight Traffic Manager in New York, a promotion from Resident Freight Traffic Manager in Washington.

Mr. A. A. Anderson, formerly Commercial Agent in Birmingham, Alabama, is appointed District Freight Agent at Jacksonville, Florida, succeeding Mr. C. C. Fleming, transferred to Birmingham, Alabama.

Mr. D. L. Jones was made Division Freight Traffic Manager at Montgomery, Alabama, being promoted from Commercial Agent in Memphis, Tennessee.

Mr. W. D. Hinkle, formerly Commercial Agent at Memphis, Tenn., is District Freight Agent, Washington, D. C., succeeding Mr. R. F. Hobby, transferred to New York.

Mr. J. V. Kinard is appointed Division Freight Agent, Montgomery, Alabama, being transferred from Jackson, Tenn., where he held the same title.

Mr. C. C. Fleming was made Commercial Agent at Birmingham, Alabama, succeeding A. A. Anderson, who was transferred to Jacksonville, Florida.

Mr. L. S. Hoover is appointed Commercial Agent, Memphis, Tennessee succeeding Mr. W. D. Hinkle who was promoted. Mr. Hoover is transferred from Chicago where he held the same title.

Mr. C. L. Garrard, formerly Freight Traffic Agent in Montgomery, Alabama, is appointed Commercial Agent at Jackson, Tenn., succeeding Mr. J. V. Kinard.

Besides the above appointments all of which were transfers, six other traffic men were made Commercial Agents at the same places that they have been stationed. For these, the new appointment was a promotion, for they had formerly been Travelling Freight Agents. These newly appointed Commercial Agents are Mr. Glenn Keen, Memphis, Tennessee; Mr. A. E. Sporleder, Cincinnati, Ohio; Mr. J. E. Mowery, Birmingham, Alabama; Mr. L. M. Bucker, Chicago, Illinois; Mr. J. A. Gahen, St. Louis Missouri; and Mr. A. J. Engel, Atlanta, Georgia.

NEW SERVICE INAUGURATED BETWEEN ST. LOUIS - CAIRO

Another new and important highway operation has been added to the Rebel Route in line with our policy to afford our patrons fast, modern, coordinated rail-highway transportation.

The new route extends between East St. Louis and Cairo, and service was inaugurated on Saturday, August 16th. New clipper buses, with all of the latest modern improvements, are on the runs and as is customary over the entire system, tickets on our trains and buses will be interchangeable.

With the acquisition of this new route we now operate 927 miles of bus service in coordination with the railroad.
REBEL STEWARDS ATTEND CLASSES

Proving their desire to improve steadily in serving the public, the Rebel stewards have attended classes during the last few weeks at the Home Service Department of the La Cled Gas and Light Co. in St. Louis. Under the supervision of Miss Mary Louise Hutchinson, Home Service Director, the stewards learned the latest fads in culinary art. Each steward has taken his turn, and we shall all be looking for even better service at the buffet.

Another new feature at the buffet is the attractive new menu, which shows a Southern mammy on the cover, with "Dinner Aboard the Rebel" attractively inscribed.

Mobile, Alabama.—The News congratulates two Mobile GM&O boys who were winners in the city golf tournament just completed. More than 120 players participated in the annual event.

C. E. Nelson of our Foreign Department at Mobile won the first flight and B. S. Bowen of the Operating Department captured top honors in the third flight.

STEWARD GLISSON WINS CONTEST

Steward Howard Glisson was the winner of the contest just completed among the stewards of the Gulf Coast Rebels for general efficiency, Superintendent of the Dining Car Service J. T. Hamilton announced Wednesday. The contest, in which the men were judged on cleanliness, courtesy and effectiveness, ended with each of the stewards receiving commendation, but Glisson the winner. As a prize, the railroad is giving Mr. Glisson a week on the Gulf Coast with all expenses paid for himself and a guest.

STRIKES AND THE GOLDEN RULE

We notice an important letter in last week’s issue of the Rebel Route News from President J. B. Tigrett of the G. M. & O. Railroad Company. This letter is very important for it discusses one of the vital subjects now before the American people, that of Labor Unions. We have known Mr. Tigrett many years and know of his industrial work and principles, and have an idea that if all heads of industry were made up of J. B. Tigretts, we doubt if there would be any need for Labor Unions. To be sure there would be no necessity for labor strikes. Labor strikes and the Golden Rule do not go together.—W. C. Hight, Winston County Journal.
AMERICA'S FIRST TRAIN HOSTESSES

When Gulf, Mobile and Ohio officials planned the inaugural run of the South's first streamlined train in 1935, Mr. Tippet suggested that a train of such perfect appointments should have a hostess aboard to complete it. And so, America's first train hostess made her appearance on GM&O's Rebel.

For six years the railroad has maintained its hostess department in the effort to afford its passengers a warm personalized service, and contribute to their comfort in every possible way. The young ladies selected to be hostesses on the Rebel are chosen after careful consideration on the part of the officials and after trial runs on the trains. Primary qualifications are an interest in people and the willingness to be of service to passengers and the company by being the contact between the two. A hostess learns to put her guest's viewpoint in regard to accommodations, schedules, etc., and is always glad to help construct criticisms and add to the betterment of service.

In order to be fitted for the responsibility of such a job, the company considers it necessary for Rebel hostesses to have college educations and some practical experience in dealing with people before they are eligible for the job. They are required to have a first aid course and knowledge of typing. Attractive in appearance, virile in personality, the Rebel hostesses of 1941 are GM&O's contribution to modern transportation.
It Takes a Lot of Fixing to Make a Glamor Girl

If you have wondered what the Rebel does in her time off in a city like New Orleans, you were right if you decided that she, like any other glamor girl, goes to the beauty parlor.

An hour after the arrival at New Orleans, a visitor at the Canal Yard Shops would find a different train from that which leaves promptly at six each evening. Brushes, cleaners, soap and water are very much in evidence as the train is in the process of being thoroughly cleaned and inspected for another run northward.

It is daily routine at the shops to wash with brushes the outside of the Rebel, using only clear water on its surface. After this, the windows are polished with chamois skin to remove spots and dirt. Periodically the whole train is cleaned on the outside with a shop cleaner for removing spots and grease that do not come off with the daily washing in clear water.

After every trip, the whole interior is washed with ivory soap flakes and is sprayed to kill insects. All fixtures such as picture frames, electric light equipment, hat racks, etc., are cleaned and polished, and carpets are vacuum cleaned at the end of each trip. Once a week the whole train is fumigated, and every evening before the Rebel leaves the shops, it is sprayed with a pleasant deodorant.

"SAFETY FIRST"

In order for Rebel passengers to have a safe ride as well as a pleasant one, the train is placed on a raised ramp, like your automobile in a garage when it is inspected, and all electrical equipment, trucks, and engine equipment are thoroughly inspected daily. The entire equipment is oiled or greased and necessary repairs are made. Occasionally it is necessary to change the power truck under the engine, or one of the other trucks to improve riding qualities or to escape motor trouble. This is done in our own shops along with the other cleaning and repairing necessary to be done in the four and a half hours while the Rebel is in the city.

So when the Rebel passenger takes his place in the observation car, he may be assured that his accommodations are such as would be pleasing to the most fastidious passenger.
Orchids to Men on the Job . . .

New Albany, Miss.
June 11, 1944

Mr. J. B. Jones, Engineer,
Jim, Jackson, Tenn.

I have just learned that on train No. 401, June 3, 1944, at Dyersburg, you found a drawer key out of SAL 2334 and replaced it and put key pin in place.

This shows that you were alert and on the job. You are commended for your efficiency, and no doubt you prevented an accident which probably would have occurred had the drawer come out while the train was in motion.

W. R. Moore
Asst. Superintendent

Jackson, Tenn.
July 25, 1944

Mr. J. H. Johnsey,
Brakeman, Jackson, Tenn.

Dear Sir:

I have heard that you found GM&O 46092, merchandise, twelfth car ahead of us, on May 28, 1944, in the yard.

I wish to commend you for your alertness and watchfulness in this case, as it no doubt prevented an accident.

Yours truly,
D. F. Rice, Supt.

Charleston, Miss.
July 26, 1944

Mr. M. A. Fields, Foreman Car Dept.,
GM&O Mobile & Ohio R. R. Co.,
East St. Louis, Ill.

Dear Mr. Fields:

Many thanks for sending me my glass case which I lost on the Rebel train on our trip from Mobile to Meridian on July 23rd.

I am glad to have this opportunity to express to you, how much we enjoyed our trip on the Rebel. It was comfortable, the service was good, and everything was done to make our trip pleasant.

Again, thank you for sending the glass case.

Yours very truly,
J. N. Sullivan

Mobile, Alabama—Miss Nell Long of the Traffic Department has resigned from the company to become the bride of Cyril—"Willie"—Gibson, also of the Traffic Department. The wedding took place on August 9th, with many GM&O friends extending the best of wishes.

Mobile, Alabama—Two sons of GM&O men are working in the Traffic Department during their summer vacations. These are C. T. Prince, Jr., son of Attorney C. T. Prince and C. W. Peterson, Jr., son of C. W. Peterson, General Auditor.

Macon, Mississippi—A new frozen foods plant recently built by Macon Coop Creamery has just had its opening day this week. The new plant is located on our line and is expected to be of great benefit to the people of Macon.

Pittsburgh, Penn.—The friends of Commercial Agent Thomas E. Maroney are receiving post cards of the GM&O territory, for Mr. Maroney is taking his vacation time to visit on the line and become familiar with the changes here.
NEWS IN PICTURES ALONG THE REBEL ROUTE

John Armstrong at the control box in the observation car of the Rebel.

Mrs. A. R. Wailey, wife of Passenger Representative, A. R. Wailey.

D. F. T. M. Charlie Groom takes a Rebel ride on vacation.

Brakeman and Mrs. O. L. Hill, from New Albany, Mississippi, chose the Rebel for their honeymoon trip.

G. H. Hutto, Sec. Foreman, Churchula.

G. H. Villers

Supervisor of Lights M. H. Hall on Rebel.

Supervisor L. C. Arnold

Station at Artesia, Mississippi