GM&O TANK TRAINS HELP KEEP OIL FLOWING TO THE WARFRONTS

Solid tank trains, moving over The Rebel Route from New Orleans to St. Louis, far removed from Hitler’s menacing subs, are playing an important part in keeping the warfronts supplied with oil. From St. Louis, other railroads haul the tank trains to the East. Upwards of 800,000 barrels of oil are moved daily by American railroads to Eastern points for use and shipping to war fronts, according to the American Association of Railroads. These picturesque photos, front and rear, were taken recently as one of many such GM&O trains pulled into our Jackson, Tenn., yards.

Hitler’s submarines can’t fire . . . their torpedoes at this oil

Special Agents in Shifts

Chief Special Agent Charles H. King announces three shifts among personnel in his department.

Special Agent C. A. Payne, who has been at Jackson, Tenn., for some time, has been shifted to Murphysboro, Ill. D. D. Crocker, Special Agent at Meridian, was transferred to the Jackson, Tenn., post, and J. W. Payne, father of the Special Agent at Murphysboro, was elevated from Assistant Special Agent to Special Agent at Meridian. The younger Mr. Payne replaces J. E. Hock at Murphysboro, who resigned.

PRESS

All Railroads Ask is Fair Play

“One of the brightest spots in the rail transportation picture is the group which the public has obtained of the job the railroads are doing and of the problems the railroads face in meeting future transport demands,” editorialized The Jackson Sun recently. The Sun, discussing the railroads’ problems and heaping praise upon them for the job already done, said further, in part:

“Jackson, being a railway center, is much interested in the welfare of the railroads. We know that success of the railroads means much to the several thousands of our citizens who are employed by the three companies [GM&O, I. C. and N.C. & St.L.] whose lines pass through Jackson.

“The remarkable job the railroads are doing is emphasized by the fact that passenger and freight and motive equipment was at the time of Pearl Harbor far under what

On the Beam

The observing eyes of Agent W. J. Howell of Egypt, Miss., probably prevented an accident during the month, On July 28, he noticed a dragging brake beam on Train No. 31, and promptly stopped the train so that repairs might be made. In commending him for his action, Superintendent F. M. Bulloch of Meridian wrote him as follows:

“There is no doubt that this prevented an accident and I want to express my appreciation as well as that of the Management to you for the efficient service.”

(Continued on Page 3)
Newsmen In Army
Sends Greetings . . .

Rebel Route News:

'Twas mighty fine to hear from you the other day. I have sadly missed you and others who used to call on me back in the good old days.

Your expressions of good will are appreciated. And they are sincerely reciprocated.

If the paper shortage hasn't embarrassed you too much, how about adding my name to your mailing list for your paper. I always enjoy its columns and it would help me keep up with things.

When in Atlanta, you must be sure to give me a ring out here at the Ford. Best wishes always.

Sincerely,


Editor's Note: Lt. Hewitt is Managing Editor of the Jackson Miss., Clarion Ledger, on leave for the duration.

Advertising Executive Praises Rebels . . .

GM&O Railroad:

...Our trip from St. Louis to Union City and return on the Gulf, Mobile and Ohio Railroad was the most comfortable and pleasantest part of our trip from the East Coast through the Middle West. The service was excellent and we were impressed with the comfort and convenience of your "Rebel" trains.

Very sincerely yours,

G. Ellsworth Harris, President, Gotham Advertising Company, 2 West 46th St., New York, N.Y.

Editor's Note: Mr. Harris' letter contained also an expression of gratitude to our Mr. Barnard of St. Louis for return of eyeglasses belonging to member of the Harris party and left on our train.

---

GM&O Railroad:

Attention Mr. Barnard:

Permit us to thank you for the excellent manner in which your Company handled members of our troop on their recent trip to and from Camp Vanderventer.

The courtesy of the Station Agent, Conductor, Hostess, Porter and Bus Driver could not have been better. It was a real treat for most of the boys. I am sure that none shall ever forget the trip.

Sincerely,

Charles J. Kastner, Scoutmaster, Troop No. 1, Boy Scouts of America, East St. Louis, Ill.

---

Lucedale, Miss., July 15, 1943.

Editor GM&O News:

I would like to thank the GM&O RR for garden seeds furnished for planting Victory garden last spring.

I would also like to mention what success I have had with my Victory Garden. As early as Easter Sunday, April 25th, I was gathering five different kinds of vegetables and since that time have had all we could use. I have also canned one hundred fifty two quarts and expect at least one hundred more. Yours truly, Mrs. S. G. Perry.

---

Some of Our Rebel Routers At Jackson's Iselin Yards . . .

Wartime traffic has greatly stepped up activities in the Jackson, Tenn., yards, just below Iselin Shops, where something like 60,000 cars are handled monthly, on the average. Situated at the junction of the lines running to Mobile and New Orleans, Iselin Yards is perhaps the busiest on the GM&O. The people in the photos above are, top; from the left: Route Agent J. P. Cole, Chief Clerk E. J. Poole, Terminal Trainmaster A. G. Dancy, and Assistant Terminal Trainmaster H. F. Murphy. Bottom, from the left: Yard Clerk W. A. Lane, Messenger Charles Branch, Demurrage Clerk T. M. Geyer and Interchange Clerk S. E. Brunmel. At the dispatcher's desk is First Trick Operator T. A. Ware. These photos are, of course, only of the day time crew.

---

IN MEMORIAM

Passing of F. W. Miller
Mourned by Many

Death ended suddenly the life of Traveling Claim Adjuster Frederick William Miller on August 2. Stricken while at his desk on that afternoon, Mr. Miller was removed to Mobile Infirmary, where he expired of a cerebral hemorrhage several hours later.

Mr. Miller, who had been with our Railroad continuously for 46 years with the exception of one year, had observed his 56th birthday on July 29. While he held the title of Traveling Claim Adjuster, Mr. Miller had spent the past year and two months in the Mobile Freight Claim office. His family had continued to reside in Jackson, Tenn., where they had made their home for many years.

The news of Mr. Miller's sudden death came as a shock to his associates in the Mobile office, and to his many friends all over the Railroad. Funeral services were conducted in Jackson.

Among the survivors are Fred W. Miller, Jr., Memphis; Richard O. and Joseph Miller, in the Army, sons; Mrs. Ruth Sossman Miller, the widow, and Mrs. Harry Touart, a sister, of Mobile.

---

Crash Claims Life of Section Foreman's Son

Army Air Cadet Victor D. Dennison, son of Section Foreman Dean Dennison of West Columbia, Miss., who would have received his wings on Aug. 25, was killed suddenly in a plane crash recently. Cadet Dennison was on a routine flight at Moody Field, Ga., when the crash occurred.

Funeral services and burial were held in Columbia. The many friends of Section Foreman Dennison and his son gathered to pay last respects to the boy. From members of the Railroad family, as well as from others, came many expressions of sympathy and sorrow.
St. Louisans Mourned After Fatal Crash

The Gulf, Mobile and Ohio Railroad grieves with St. Louis in the devastating loss among its civic leadership early this month in an aviation catastrophe.

An Army glider plunged to earth during a demonstration flight and crushed out the lives of the Mayor, Deputy Comptroller, Director of Public Utilities, President of the Chamber of Commerce, Presiding Judge of the St. Louis Court, President and Vice President of the Robertson Aircraft Corporation, high ranking Army officers and members of the crew.

As the largest city on the Railroad, the northern terminus of the line and one-time home of the general officers—this company personally feels the loss of these men who embodied and represented precious assets of the city and nation.

Thomas N. Dysart, President of the St. Louis Chamber of Commerce, we regarded as one of our very own associates. As a close friend of Director Cox and President Tigrett, and as spokesman of St. Louis business, we knew well his boundless enthusiasm and great abilities.

He was a leading figure in one of America's greatest cities and extremely devoted to anything that would contribute to the industrial or commercial welfare of St. Louis.

A tireless worker, he gave unstintingly of his time to countless charitable drives and was very active in recent war financing campaigns.

Never too busy to lend a helping hand, he was a wise counselor and a friend of this railroad and we shall miss him greatly.

Louisville Editor Dies

Mississippi newspaperdom lost one of its best known publishers Aug. 6 in the death of Will C. Hight of the Winston County Journal at Louisville. He had been publisher of the Journal for more than half a century, founding it in 1892.

Mr. Hight, 77, served as mayor of Louisville at 21 and as legislator for a term after that, but declined further public offices. His proudest boast was that the Journal had never missed an issue.

The widely known Mr. Hight had many friends within the GM&O Railroad family, and always took an active interest in any undertaking that would help his home city. To members of his family, The Rebel Route News offers kindest sympathies, and joins them in their sorrow.

P E R S P E C T I V E

(Continued from Page 1)

it was in the first world war. In the intervening period, passenger automobiles had increased from 4,500,000 to 26,000,000; buses from almost none to 160,000. Both freight and passengers had been drawn away from rails by these and by highway trucking, and by coastwise shipping. The situation was suddenly reversed.

"Not a handful of experts, but millions of Americans, know that the railroads must have a certain minimum amount of equipment to do the nation's emergency hauling job. Their requirements are general knowledge insofar as scarcity of strategic materials will allow; those requirements must be met. Whatever happens, public opinion will give the railroads a fair break because the facts are known. And that is all the railroads ask.

Anniversary

Murphysboro, Ill., an important point on our Railroad, becomes 100 years old in September.

To commemorate the occasion, the Murphysboro Daily Independent will issue a special centennial edition recounting the progress of the city. The city prides itself on being the "heart of Egypt," Southern Illinois being known as "Little Egypt."

Active on the Home Front

General Agent F. S. Dean of Jackson, Miss., already an air raid warden, has recently been appointed by the Secretary of the Treasury to assist in promoting the payroll savings bond buy-

SERVICE NEWS

Former Bus Operator Recounts Experiences

Rebel Route News:

May I be admitted to your circle for a few minutes? As you know, I have been in the Navy Seabees since Dec. 10, 1942, and was a Bus Operator prior to that time . . . I was sent to Camp Endicot, R. I., and remained there until June 25. Moved from there to Camp Parks, Cal., (near Oakland) and am here now, about 60 miles from San Francisco. Have seen about 29 states since I have been in the service and no doubt I'll soon see some of this world across the Pacific.

Am thoroughly satisfied with my branch of service and think it one of the best. Had an unusual experience last week, which looked like home to me. Was in Reno, Nev., getting gas for a convoy and saw one of your boxcars come through, then I saw the second car this week at Santa Barbara, Cal. They really cover the U. S. Have been receiving your Rebel Route News and surely enjoy it—just like a letter from home with a contact of your (GM&O's) good work in this war effort. We boys in the service appreciate the fine work, too.

Give my regards to all the folks and keep the good work up so we will be able to march down the streets of Tokyo and Berlin with "Old Glory" waving high.

Sincerely yours,

W. M. Howard, Flc.
66 U. S. N. C. B.—B.4
Fleet, Postoffice.
San Francisco, Cal.

Rebel Router Now Runs Train In Africa

Charles J. Pennebaker, former Brakeman-Conductor on GM&O freight trains on the Tennessee Division, is reported to be "running a train" in North Africa in connection with the Army occupation.

Trainman Pennebaker enlisted in the Railway battalion of the Army last November 11. He is now Sergeant Pennebaker, and his address is 11467088, Co. C 715th RY. Opp. Bn., APO 512, care Postmaster, New York, N. Y. (For other service news, see pages 8 and 9.)
WHERE THE STREAMLINED REBELS MEET

This is the scene as the north and south bound streamlined "little" Rebels meet each day at Percy, Ill., providing each is on schedule. The two red and silver trains glide by each other amid much ceremony which has been built up between personnel of the trains since the route of the New Orleans Rebels was extended to St. Louis a year and a half ago. Engineers, conductors, flagmen, hostesses and passengers alike wave greetings to each other from the windows and doors of the two trains.

THINK WHAT YOU'RE DOING WHEN YOU'RE DOING IT!

Today we all have problems confronting us—many new ones, which we have never faced before. And, it is in such trying times as these that our minds are so likely to stray from our work; even to the extent of danger to life.

It isn't easy, but we must realize that it is our obligation to let nothing interfere with the safe performance of our job—THINK WHAT YOU'RE DOING WHEN YOU'RE DOING IT.

The increase in our personal injuries during 1943 has been distressing. Too many employees are getting hurt through the carelessness or thoughtlessness of someone.

It is a serious thing when you stop to think you may be the next victim of a careless or thoughtless act. For your own protection, set the proper example, and insist on your fellow employe performing his duty in a safe manner.

The difference between life and death or injury may be the momentary pause that we devote to thinking and acting safely.

THINK WHAT YOU'RE DOING WHEN YOU'RE DOING IT!!

G. P. BROCK,
Vice-President and General Manager

HOW GARDEN HELPED FEED A FAMILY

Flagman and Mrs. A. J. Coleman of Mobile are shown inspecting their store of home-canned vegetables which will save them ration points and help out the home front food situation. From a sideyard Rebel Food Garden, the Coleman obtained enough butter beans to put up 24 pints, enough pole beans to can 48 pints and enough tomatoes to can 24 pints. Besides, while the garden was in full bloom, they had all the corn, squash, beets, okra, cantaloupes, eggplants and tomatoes necessary for their table. In fact, they had so many tomatoes that some were served on the Rebel dining cars. This is an example of what can be done through home gardening. Dozens of GM&O and Gulf Transport Company employees have cultivated home gardens this year because of the food shortage, and to help out in the war effort. For the Coleman, as an example, this was the first garden they had grown in a decade...and most of it was planted from the seed furnished by our Company early in the spring.
Jackson Shopmen Play Ball

Our Railroad employees at Jackson, Tenn., have a team in the local softball league there, playing three times weekly. Though the standing shifts about, our boys keep The Rebel Route well represented. A $25 war bond is given away each night as an attendance prize. Other teams in the league are the Exchange Club, a Service team and the Illinois Central team. The two railroad teams have worked up a spirited though friendly rivalry, and fans turn out in great numbers to cheer for their favorites.

New Line Food Plant At Macon

Further growth of the dairying industry in the South was seen in the opening by Wilson & Co. during the month of a butter and cheese producing plant at our Line town of Macon, Miss. Officials of the nationally known food organization decided to establish the plant at Macon after a survey which indicated there was a ready supply of milk and cream in the Noxubee county territory, it was said.

Apology

In our last issue we erroneously said that the Cairo, Ill., bridge which our trains use spanned both the Mississippi and Ohio rivers. However, this bridge spans only the Ohio, several miles above the actual junction point of the two great streams.

Think What You're Doing When You're Doing It.

Logging Device Aids in Marketing Hard-to-Get Timber for War

Inset photo: W. A. Taylor, left, explains his Logger's Dream to Dave Marshall, District Freight Traffic Manager at Louisville, Miss.

With the war creating a greater demand for lumber of all kinds, lumbermen have begun to seek out the timber heretofore inaccessible places. Designed especially to get logs out of such spots is the Logger's Dream, developed by W. A. Taylor, president of Taylor's Machine Works at Louisville, Miss. As you may observe in the photo above, this is a unit built on a ton and a half truck with stationary boom and cable lines resembling a crane. It yanks logs out of hard-to-get-to places in a minimum of time and with a minimum of damage to young trees. An automatic line reload feature makes it unnecessary to carry the line into the isolated spots once it is set up. The cables reach from 500 to 1000 feet.

Because the machine, first built by the Taylor firm about six years ago, retrieved logs so well in an exhibition once, an oldtime hardwood man said: "Taylor, that's an answer to a logger's dream." Hence the name. A number of these machines have been shipped via GM&O to various parts of the South, Southeast and Southwest, and are daily in use.

ALONG THE LINE—The smiles of Car Foreman E. A. McAdoo and Trainman Williamson, both of Meridian, are familiar characteristics of these two GM&O men, as shown at left. Center photo was taken recently on a business car, as men of the Traffic and Operating departments conferred. From the left, they are: E. B. Farrell, Traffic Manager (Solicitation and Service); Lawrence Windham, Assistant to Vice Pres. and Gen. Manager; J. I. Gillkin, Gulf Transport's Freight Traffic Manager, and E. B. de Villiers, Freight Traffic Manager (Rates and Divisions.) At right you see Agent John Poule, seated, who has been at Monticello, Miss., for 23 years with our Railroad, and Track Supervisor Casey Jones of Georgetown, Miss.
A Short Talk from the Editor

A mother and her four children sat in one corner of the station, anxiously awaiting arrival of the train. Another mother, elderly and silver-haired, strode through, arm in arm, with her uniformed son. A young girl and her soldier fiancé shifted about outside on the platform, chatting before a departing embrace.

In a few minutes, the train arrived, with scores of men and women and children getting off, others stepping aboard briskly to claim their seats. From all walks of life came the travelers—old and young, some manifesting great happiness at greeting their loved ones, others showing signs of sadness and loneliness as they kissed their loved ones goodbye.

All of it adds up to make the Railroad Station just about the most cosmopolitan place you can find. For where could you get a better cross-section view of life of the American people these war busy days?

Yes, this a day chock full of hardships, disappointments, even happiness and opportunities. It is a day which you might call a "comeback" for the railroads. It is also a day when all of us who are engaged in the promotion and operation of Our Railroad might well keep on our toes, collectively doing everything to make sure that this "comeback" is not short-lived.

Think What You're Doing When You're Doing It.

Bus Operator C. O. Garrison and Supervisor Cecil Hataway of Gulf Transport Company were in serious conversation about a bus problem when the camera caught them recently at Louisville.

FARMING

Vegetable Production Can Be Profitable in Territory

Strikingly illustrative of the fact that vegetable crops can be profitable in our territory is the case of C. A. Turner of Route 6, Humboldt, Tenn., who received $2,393 from the sale of tomatoes grown on a two acre plot.

The story behind Mr. Turner's success is one of progressive truck farming. He used the best seed obtainable, grew his own plants, transplanted them into the coldframes in dirt bands and took care not to dislodge dirt from the plant roots when replanting them in the fields. The soil in the fields used for planting had been built up through rotation of crops practices. And Mr. Turner makes it a practice never to plant tomatoes two years in succession on the same land.

Production of vegetables is a major program of West Tennessee. Progressive farmers who have followed the best line of procedure in growing these crops this year have netted handsome returns. This is in contrast to the farmers who follow haphazard methods of farming, ignoring the approved practices.

The same Mr. Turner who did so well with his tomatoes also harvested 32 tons of cabbage from four and a half acres, had a profitable strawberry yield and will soon gather other crops.

Gardening Notes

Everyone should have a fall garden. Seasonal rains have now fallen. Hasten the planting.

Can everything in sight. We can not urge too strongly the necessity of putting away vegetables for winter use.
WHAT COURTESY MEANS...
Trainmaster’s Wife Pays Fare and Makes Interesting Observations
Tuscaloosa, Alabama.

Dear Mr. Tigrett:

It was so good to see you again and was a pleasure which I wish could come to me more often. I also wish I had already been on my train trip to Indiana before I saw you so I could tell you about it instead of writing it, as I do a better job of talking than I do writing.

But hear about it you must because had I been able to go all of the way on the GM&O R.R. I would have been sure people were exaggerating travelling conditions. It is true, the train was crowded—very crowded—but the spirit of cooperation was so fine that one did not mind being a little inconvenience. I noticed that the passengers on the GM&O responded in like manner to the courteous and considerate attitude of all of the trainmen. This is what I want you to know—that I have never been on any train, at any time, anywhere, when everyone connected with the train service was as courteous, pleasant, accommodating and helpful. I overheard comments among the other passengers on the GM&O such as, "This is the best train I’ve been on." Or, "This conductor is much more pleasant than the one on the So and So railroad."

LIKES OUR COURTESY

I experienced a rude awakening upon my arrival at Union Station in St. Louis. After that, every foreign railroad employee with whom I had any contact acted exactly as though I were a nitwit who had been let loose upon the long suffering public and they addressed me accordingly. I was not travelling on a pass either because Bob and I didn’t think I should.

Transportation conditions at present are trying, it is true, but no more so on one railroad than on another. If the personnel of one road can stay courteous under existing conditions why are the other systems passing up this golden opportunity to get the good-will of the travelling public?

A few years ago, when the railroads were pleading with the public to ship by rail and travel by rail and were appealing to people’s loyalty on the grounds of what the railroads meant to the country—taxes for schools, parks, etc.—the public’s answer was, that when the railroads had everything going their way they didn’t give a hoot about the public so why should the public feel any sense of loyalty.

MOST PLEASANT TRIP

I wish you could just see the difference between the attitude of the passengers on our road and that of those on some of the others.

If our men can create this feeling of good-will, the men on all of the systems can do it. While even just one will help one alone can not turn the tide, where as if all of the roads were as successful in getting the good-will of the people as the GM&O is, think what it could mean to the future of transportation by rail!

Thank you, because I feel that you are directly and indirectly responsible for the most pleasant train trip of my life.

Bob joins me in very best wishes to you and Miss Mary Sue.

Sincerely,
Emma F. Barr (Mrs. W. R. Barr)
Mrs. Barr is the wife of Trainmaster Barr.

GULF TRANSPORT SCENES, ACTIVITIES

Rebelleiner buses travel through many miles of picturesque country in the Southern Illinois region, enroute from St. Louis to Cairo. The picture at the top, framed in the windshield opening of one of our buses, was snapped in the hilly section near Anna, Ill.

The center photo is of the renovated Waterloo, Ill., Gulf Transport bus terminal, a division point on our bus system. The station now has a spacious waiting room with seating accommodations, and a large office, where Assistant Superintendent William Dinan and his wife, Agent Mrs. Mary Dinan, take care of Gulf Transport problems. Immediately to the rear is the Waterloo garage, where buses are kept in repair.

In the lower picture, Bus Operator Denver Crane is shown checking over tickets with Agent W. B. Willoughby at Cairo, before continuing his run to Jackson, Tenn. Gulf Transport operates in and out of the Greyhound terminal at Cairo.
IN THE SERVICE of THEIR COUNTRY

Prayer for A Very Young Flyer

Father, watch over our young flyer as he soars on high. May his aims be as lofty as the heights he attains. May his mind be as clear as the blue sky he pierces, and his heart as courageous. May there be at the wheel a dual control: his hand and Thine. May noble thoughts be his companions, and memories of bright young laughter. And, his mission filled, may his descent to Thy good earth be a safe and happy landing.

—Mrs. I. B. Tigrett.

Editor’s note: Mrs. Tigrett wrote this prayer for her nephew, Pat Seals, who recently joined the Army Air Forces. Youthful Pat Seals is the son of Mr. and Mrs. Biscoe Seals of Jackson, Tenn., and our Railroad.

Thomas M. Gilder, former Accounting Department employe, has been promoted from corporal to sergeant. He is serving somewhere in England, according to latest word received by his Mobile relatives.

GM&O Boy In Raid On Nazis

A year and a half ago when T. J. Carpenter, Clerk in our Mobile Transportation Department office, volunteered for the Army Air Forces, he was but a neek boy who, along with four of his buddies, wanted to serve his country.

Clerk T. J. Carpenter is now Sergeant T. J. Carpenter, who is now participating in regular air raids over enemy territory as a bombardier on a medium bomber. Only recently he was in a raid over Nazi occupied France, at Merville and St. Omer. After returning to England from the raid, he told newpaperman:

“could see bursts of flak all around and I admit I held my breath when pieces bounced off the nose in front of me.”

Though there are but four of the original boys still carrying on — Ben Crawford, Jr., was killed in a plane crash in March—they are experiencing the adventure they sought with the Army Air Forces while giving their best to Uncle Sam. The others include Corporal Max E. Jones, Jr., last reported at an African base; Lieutenant J. E. Maye, in the Canal Zone, and Sergeant W. D. Heath, Jr., at Columbia, S. C.

GM&O Boy In Raid On Nazis

A year and a half ago when T. J. Carpenter, Clerk in our Mobile Transportation Department office, volunteered for the Army Air Forces, he was but a neek boy who, along with four of his buddies, wanted to serve his country.

Clerk T. J. Carpenter is now Sergeant T. J. Carpenter, who is now participating in regular air raids over enemy territory as a bombardier on a medium bomber. Only recently he was in a raid over Nazi occupied France, at Merville and St. Omer. After returning to England from the raid, he told

newspaperman:

“could see bursts of flak all around and I admit I held my breath when pieces bounced off the nose in front of me.”

Though there are but four of the original boys still carrying on — Ben Crawford, Jr., was killed in a plane crash in March—they are experiencing the adventure they sought with the Army Air Forces while giving their best to Uncle Sam. The others include Corporal Max E. Jones, Jr., last reported at an African base; Lieutenant J. E. Maye, in the Canal Zone, and Sergeant W. D. Heath, Jr., at Columbia, S. C.

Harry T. McBroome, Jr., Chief Clerk to Division Freight Traffic Manager Penniman at Mobile, pushed aside his railroad duties during the month to take a duration job with the United States Maritime Service. Rounding out 12 years with our Railroad, he left the latter part of July for St. Petersburg, Fla., where he entered the U. S. Maritime Service Training School as an apprentice seaman. His next several months will be spent in training there, after which he will probably get an assignment somewhere on the high seas. Filling his job in Mobile is Sam Shelby, formerly of the Tariff Dept.

GM&O Boy In Raid On Nazis

A year and a half ago when T. J. Carpenter, Clerk in our Mobile Transportation Department office, volunteered for the Army Air Forces, he was but a neek boy who, along with four of his buddies, wanted to serve his country.

Clerk T. J. Carpenter is now Sergeant T. J. Carpenter, who is now participating in regular air raids over enemy territory as a bombardier on a medium bomber. Only recently he was in a raid over Nazi occupied France, at Merville and St. Omer. After returning to England from the raid, he told

newspaperman:

“could see bursts of flak all around and I admit I held my breath when pieces bounced off the nose in front of me.”

Though there are but four of the original boys still carrying on — Ben Crawford, Jr., was killed in a plane crash in March—they are experiencing the adventure they sought with the Army Air Forces while giving their best to Uncle Sam. The others include Corporal Max E. Jones, Jr., last reported at an African base; Lieutenant J. E. Maye, in the Canal Zone, and Sergeant W. D. Heath, Jr., at Columbia, S. C.

Flight Sergeant F. M. Shay, of the Royal Canadian Air Force, nephew of J. B. Shay of our Railroad at the Mobile Frascati Yards, visited in Mobile recently. Proud that his nephew is flying for our North American ally in this war, Mr. Shay showed him around the General Office Bldg., introducing him to officials.

W. H. Boyles, Fireman, La. Division
Wm. P. Hilderbrandt, Brakeman
J. E. Skees, Brakeman
M & M District
John Kellie Riley, Flagman, Tuscaloosa
Howard C. Green, Switchman, Jackson, Tenn.
Herbert E. Snyder, Fireman, E. St. Louis
Marvin W. Rendleman, Brakeman, E. St. Louis
J. E. Brown, Fireman, E. St. Louis
Group Thanked for Cigarettes Sent to Overseas Boys

From far-off China and Atlantic ocean outposts came expressions of thanks during the month for the cigarettes sent to servicemen by employees in our Mobile Accounting office who subscribed to a special fund several months ago.

Typical of the expressions was this one from a soldier Somewhere in China: “Thanks a lot for the fags. They are very welcome and are scarce in China. We have been smoking Chinese cigs at 30 cents per package. American cigs are very dear in China, running around $3 per pkg. We are glad to know that people at home still think of us.”

The GM&O fund ($100) was subscribed under direction of Robert S. Morris, and the cigarette company (Chesterfield) matched the amount.

Truck Operator In Army

Truck Operator Robert W. Frasier, Jr., son of Meridian Cashier Frasier of our Railroad, was inducted into the Army July 22 and is now stationed at Gulfport Field, Gulfport, Miss. Robert was driving a Gulf Transport mail truck when called to the Army.

Engineer’s Son Writes

Ben Ellis, son of Stoker Engineer B. J. Ellis, who has been in California with an aircraft corporation for several years, wrote his dad recently of seeing a GM&O box car in the plant. “Say, how’s that for dad and son working together for victory,” commented the younger Mr. Ellis in his letter. Seeing the Rebel Route car gave him a thrill, said the son.

A nine-pound daughter was born on July 10 to Mr. and Mrs. J. Heard Poole and was named Ethel Eugenia. Heard is Messenger at our Frasanti Yards.

It’s Hello and Goodbye for Mr. Harvey of New York

Extending his hand to greet Rebel Conductor Fred Schmidt is District Frt. Agent Lloyd L. Harvey of GM&O’s New York city freight offices. Mr. Harvey might well have been saying goodbye, too, since he is leaving our Railroad to become the New York Repr. of the Board of Commissioners, Port of New Orleans. Mr. Harvey, although with our Line 16 years, had never before made a trip on the streamlined New Orleans to St. Louis Rebel, and was pleasantly surprised at the comforts of this train on a recent trip, when the photo was taken. Conductor Schmidt, shown with Mr. Harvey, is a veteran of 41 years service with our Railroad and resides at Jackson, Tenn.

Gulf Ordnance Plant Ranks High In Safety

In a recent Safety Audit of Gulf Ordnance Plant conducted by the Safety and Security Branch of the Office of the Chief of Ordnance, the Plant received the highest rating possible to attain for good safety practices.

This almost perfect rating was given on all operations conducted at the Plant and resulted in a high composite plant rating. The representative of the Office of the Chief of Ordnance informed Major Charles F. Pottinger, Commanding Officer, that Gulf Ordnance Plant ranks very high in comparison with other Ordnance Plants in the United States for excellent application of Safety rules and practices.

The Plant personnel are very proud of this record and feel that every possible precaution is being taken by management and employees to insure the safety of every worker.

Observation of safety rules both in plant construction and by all workers will guarantee an uninterrupted flow of ammunition to our combat troops.

This also assures residents of surrounding communities that they may take part in this important work as safely as performing duties in their own homes.

Editor’s note: The Gulf Ordnance Plant is located on our Line at Prairie, Miss.

Asst. Building Engineer Writes From England

Private Thomas L. Kelly, former Assistant Building Engineer in Mobile, writes Chief Building Engineer E. D. Adams from England that the “country around here sure is pretty,” and that he has “never seen anything like it before.” The good old U. S. A. is still the best place to live, he says, adding: “I have seen several bombed buildings. They sure are a mess. It don’t get dark here until about 12 o’clock at night and the sun comes up about 3:30 in the morning. They say they don’t hardly have any daylight here in the winter. It is cool and damp.” Private Kelly has been in the service about six months.
The value of Gulf, Mobile and Ohio's coordinated services—Rail and Highway—was again demonstrated recently when the Midwest suffered its worst flood in almost a century.

With Rail facilities in the area paralyzed and war traffic at a standstill . . . Rebel Route buses and trucks took over where trains were halted to provide uninterrupted service over highways which remained open.

This emergency exchange of facilities—made possible only by single control of both carriers—was routine with G. M. & O., as we have been coordinating Rail and Highway operations for many years.

By interchanging the uses of trains, buses and trucks we have provided a more flexible transportation system for the convenience of the traveling and shipping public.

Gulf, Mobile and Ohio has also sought permission from the Civil Aeronautics Board for Air rights throughout its territory. Our business is transportation.

We shall afford the best possible service at all times,

L. A. TIBOR,
Vice-President Traffic.

Gulf, Mobile and Ohio Railroad
Gulf Transport Company