G. M. WHITE TREASURER SUCCUMBS

August First was a sad day for employees of the General office, for at noon it was learned that Treasurer G. M. White, long a familiar and popular figure in the life of the Railroad, had passed away after a three-day illness.

Death came to Mr. White calmly and peacefully, just as he had lived, and with him were his wife, his son, Culver, Vice-President of the Railroad and daughter, Mrs. Henry McPhillips, whose husband is a Captain in the Air Corps serving in China.

Funeral Services were held Thursday and burial was in Pine Crest Cemetery.

Active pallbearers were R. E. Stevenson, F. M. Hicks, W. J. Wall, R. P. Tallman, Berney Sheridan and D. S. Wright.


At his desk less than a week before his death, Mr. White had been summiting at his Point Clear Home, going back and forth to work. He was stricken ill at home and his passing was due to a heart attack. Fifty-nine years old, he was born in White Haven, Md.

G. T. APPEALS DECISION DENYING RIGHT TO ENTER JACKSON

Gulf Transport Company, GM&O's subsidiary, has appealed to the Circuit Court of Hinds County, Mississippi, from the order of the Mississippi Public Service Commission denying it the right to provide direct, single-line bus service to Jackson from all points on its main line routes extending over the entire length of the State from the Tennessee line to Passagoula.

In a brief filed by attorneys of the company the following points were emphasized:

Gulf Transport, primarily a Mississippi institution, with most of its mileage in the state, is undertaking to provide improved service for the people in its territory through the use of the publicly owned highways.

The only service available at present is that in connection with the Tri-State Transit Company. This company enjoys a monopoly in bus service between Jackson, the capital, and all points in the Eastern half of the state; and the Mississippi Commission is protecting that monopoly to the detriment of the public.

Almost 100 of Mississippi's leading citizens testified at the hearing before the Mississippi Commission to the many ways in which Gulf Transport's proposed service would serve the public interest. The people in Passagoula and Richton and Bay Springs and Harpersville and Louisville and New Albany are entitled to direct convenient bus service to their State Capital. The Com-

A TRIBUTE TO G. M. WHITE

"Real intelligence is like a river, the deeper it is the less noise it makes."

This associate and friend of mine, who served in an official capacity with this Company for many, many years, has gone away from us.

A quiet, soft-spoken gentleman, he was esteemed by the whole Railroad as a friend and as an official.

L. B. T.

(Continued on Page 2)
JUST ONE OF MANY INSTANCES WHERE HOSTESSES PERFORM HUMANITARIAN SERVICE

Corinth, Miss.
July 17, 1945.

Dear Mr. Tigrett:

Last Friday night I was at the G. M. & O. Station in East St. Louis when an Army ambulancce drove up with an unconscious patient. An army pilot stepped out and asked for reservations for the patient, who was his father. Every available space was taken but after Mr. Barnard had heard the story he started to work. The father had made one last request of his son, that he be taken back to Tennessee, his birthplace, to die.

They had traveled all the way from California, racing against time. Within fifteen minutes from the time the reservations were made Mr. Barnard had secured space, which was very cheerfully relinquished by one of your employees. The patient was picked up by the son and placed aboard the train in a nice bedroom. Somehow, they found out that I was a doctor and asked me to see the patient. The son stated that his father had had no food or liquids, except one cup of water, during the past three days because of his unconscious condition.

The hostess, Miss Annie Mathison, was present, and upon hearing this started to work like a veteran. First, she brought some water which was given the patient, then she secured from the diner a pitcher of warm water and gave him a sponge bath followed by an alcohol rub, as efficiently as any trained nurse I have ever seen work. Next she brought a cup of warm tea, sweetened with sugar and helped to give this to the patient. Shortly after this he seemed to revive a little and she propped him up in his berth with pillows properly placed. At this point the son who had been looking on broke down, placed his arms around his father's neck and sobbed, "I have always heard of Southern people but I never knew that anyone could be so nice." He told us he had never been East of the Mississippi River.

The son was not able to fulfill his father's last request entirely, but I can vouch for the fact that the personnel of Train No. 15 did everything in their power to help him. The patient expired before we reached Selmer, Tennessee. The conductor, Mr. Nicholas, wired ahead and all arrangements were made to meet the train at Selmer. The son

FIRST BAPTIST CHURCH

Corinth, Miss.
July 14, 1945.

Dear Mr. Tigrett:

I was a passenger on the Rebel last night at the time of the unfortunate death of the father of a young cadet. The manner in which your hostess, Miss Mathison of Pickens, Mississippi, handled the situation seemed to me to be worthy of mention, and I take this opportunity to commend her to you. She graciously and efficiently did everything possible for the old gentleman in his illness and cared for all possible details in connection with his death. Such fine young women are an asset to your railroad.

Sincerely yours,
(Sgd.) D. L. Hill
Minister

that anyone could be so nice." He told us he had never been East of the Mississippi River.

The son was not able to fulfill his father's last request entirely, but I can vouch for the fact that the personnel of Train No. 15 did everything in their power to help him. The patient expired before we reached Selmer, Tennessee. The conductor, Mr. Nicholas, wired ahead and all arrangements were made to meet the train at Selmer. The son

(Dad) WHITE

(Continued from Page 1)

To his many friends, both on the Railroad and in kindred businesses, he will be affectionately remembered for his quiet unassuming manner which attracted people in all walks of life to him and for his strength of character and honesty in all of his dealings with his fellow man.

As General Passenger Agent for many years, he was known far and wide as "Dad" White and there is scarcely a town along the old GM&O in which he is not widely known. A born salesman, it was back in the depression days when struggling to make his Passenger Department pay, he instituted such travel attractions as the Anywhere Excursions, the Educational Trips to the Mississippi State Capital, and the never to be forgotten slogan for our Gas-Electric trains, The Linen Suit Trains.

Many are the nights that he has sat in some Dispatcher's office and smiled like a small boy as Agents reported the number of passengers boarding this or that Excursion train. Even after his appointment to the Office of Treasurer in 1940 (His first job was in the Treasurer office 29 years ago), he carried a timetable constantly within his inside pocket and this together with his ever present note-book will be legendary on the GM&O.

So to "Dad" White its just "good night and sleep well" for we will see you on a thousand tomorrow's in a thousand different places, wherever the trains run and whenever old friends gather to reminisce of days gone by.

TRAFFIC MEN SEE ALABAMA DOCKS...

Two groups of four each from the Gulf, Mobile and Ohio Railroad Company's business department made recent tours of the State Docks at Mobile. Left to right in the group at left are: J. Milton May, Commercial Agent at New Orleans; P. J. Conney, Commercial Agent at Mobile; G. L. Garrard, Commercial Agent at Jackson, Tenn., and R. P. Grace, Freight Traffic Agent at Louisville, Miss. In the group at right, reading from left to right, are: B. D. Shropshire, Jr., District Freight Agent at Fort Worth, Texas; W. B. Hayes, Commercial Agent at Birmingham; J. V. Kinard, Division Freight Agent at Montgomery, and H. C. Garrison, Freight Traffic Agent at Kansas City, Mo.—Docks' Photo.
FITCH COMPANY LOCATES ON GM&O IN JACKSON, MISS.

PLANT TO OCCUPY SITE IN FLOWOOD,
NEW INDUSTRIAL AREA

Gulf, Mobile and Ohio is proud to welcome the F. W. Fitch Company, manufacturer of the nationally famous shampoo and kindred products, to Jackson Mississippi as its newest Line industry there.

The plant will be the fourth in Fitch's growing chain of strategically located manufacturing centers, and will serve distribution in the ten Southeast and Southwest States. The parent Company is in Des Moines and other plants are located in Bayonne, N. J. and Los Angeles.

The structure is to be of reinforced concrete and will cost approximately $300,000 and will have an annual payroll of a quarter of a million dollars. The plant is in the new Flowood Industrial area, developed by C. R. Underwood as a civic gesture to promote industrial expansion in the Jackson area, Mr. Underwood is Vice-Pres. and General Manager of Knox Glass Company, which is also located in this area and served by GM&O.

(Continued from Page 2)

asked me who was the President of such a railway.

Mr. Tigrett, I take my hat off to Mr. Barnard, Mr. Nichols, and particularly Miss Mathison. May I say to them and the rest of the train crew, "well done."

Sincerely yours,
(Sgd.) Frank M. Davis, M. D.

ABOUT THE PICTURES

TOP LEFT—An architect's drawing of the new Fitch Plant, which will front on the Flowood Lake as indicated by black arrow in picture.

TOP RIGHT—Part of Flowood Industrial Development area.

LEFT BOTTOM—Discussing plans for the plant Dr. Max Rauer, Fitch Research Staff, Mr. Underwood, Vice-Pres. and General Manager of Knox Glass and Gail W. Fitch.

BOTTOM RIGHT—Driving the last spike in the connecting rail for GM&O service were: Division Freight Traffic Manager Sublette; George Villari, Commercial Agent; William Langley, Agent; Earl Clark, Fitch Freight Traffic Manager; W. M. Johnson, Roadmaster and Dean U. Balk, Fitch Assistant General Manager and in charge of the new plant.

PEACE HAS COME!

But the Nation Is Depending Upon the Railroads to Get the War Machine Back Home and to Help Restore Business and Commerce to Normalcy Through Efficient Domestic Distribution.

There Can Be No Slackening of Effort On Our Part.
HISTORICAL FACTS ON ALTON

The Ann Rutledge, crack streamliner operating between St. Louis and Chicago on The Alton, has a very attractive dining car. The kitchen is in the center of the car. On one end is the conventional type arrangement with tables, while the other end is fitted out with a buffet-styled counter for sandwiches and quick luncheon service.

Small individual paper tablecloths are used in the buffet and these bear an animated map of the system and the following historical information for passengers.

In 1847, authority was granted to build a railroad between Alton and Springfield, Illinois, to be known as the Alton and Sagamon Railroad. Actual construction started three years later. During the next eleven years the name and control of the original Alton and Sagamon Railroad Company changed frequently until 1861, when the Chicago and Alton Railroad Company was organized. The highlights of events during this period were:

1851 Original line extended from Springfield to Bloomington
1852 Service inaugurated from Bloomington to Joliet
1855—Service extended from Joliet to Chicago, and from Alton to East St. Louis
1861—Chicago and Alton Railroad Company organized
1879—Service extended to Kansas City
1931—Name changed to The Alton Railroad Company.

TICKET TROUBLES

Conductor Hassell, always with a smile on his face and a red rose in his coat lapel, told two interesting stories the other day on The Rebel as he paused for a minute between stations.

A bit skeptical about a half fare ticket a woman presented for her daughter, Mr. Hassell inquired how old the girl was.

"Seven," replied the mother, only to be corrected by the girl who indignantly said, "Mother, you know I’m fourteen."

An on a trip just the day before, Conductor Hassell asked a small boy traveling alone for his ticket and was surprised when the youth refused to surrender it saying, "this is all I’ve got to get me home."

"Welcome to Union Station," says Alton Hostess. Marion O’Beirne to Rebel Hostess Sue Weems as The Abraham Lincoln and The Rebel occupied adjoining tracks in St. Louis on the 23rd. The Abe leaves for Chicago at 8:58 and The Rebel arrives at 8:15 A.M. A real connection.
ST. LOUIS UNION STATION RESEMBLES BASTIONED CITY GATE OF MEDIEVAL TIMES

In 1891 it was determined to build a new station in St. Louis. Because then as now, no railroad ran through the City, but all terminated runs there, an “End Station” was decided upon. Specifications were submitted to ten architects and eight submitted plans, each in an envelope bearing a different insignia so that the name of the architect would not be known until after the decision.

The judges decided in favor of the plan bearing an Etruscan vase. It was identified as the work of a St. Louisan—Theodore C. Link, who later designed Louisiana State University and the State Capitol of Mississippi.

The cornerstone was laid on July 8, 1893 and the first train entered the station on September 1, 1894. The building is of Romanesque architecture, symbolic of the bastioned City Gate of Medieval times. It contains Numidian marble from Africa, Sienna and white from Italy, green called Vert Campagna, from France; marbles from Switzerland, Georgia, Tennessee, Vermont and New York. The project cost $6,000,000 and its size at that time seemed fantastic. In 1943 the Terminal Railroad moved 72,621 passenger trains with 660,906 cars carrying more than 22,000,000 people.
DRIVER LAND Praised By
GRATEFUL PASSENGER

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

Gulf Transport Company,

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

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

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

Sincerely yours,

Bonnie Bishop.

GULF TRANSPORT

(Continued from Page 1)

mission’s order denies them this right
and requires them, if they travel by
bus, to be subjected to the inconvenience
of at least one transfer enroute,
from Gulf Transport bus to a Tri-State
bus.

The granting of Gulf Transport’s
application would not be injurious
to Tri-State which, in 1943, had
gross revenues of $10,000,000. Any
harm suffered by Tri-State is far
outweighed by the positive ben-
efits to the public which would re-
sult from the granting of the Gulf
Transport application.

Commissioners Homer Casteel and
‘Red’ Morgan, who were elected by
the people of the middle and southern
district respectively, voted against
their obtaining this needed single-line bus
service, whereas Commissioner Bullen,
from the northern district, voted in
favor of the granting of Gulf Transport
Company’s application and filed a
strong statement concluding with the
expression of his opinion that “the
majority of the Commissioners in
deciding this case has failed to give due
consideration to the public interest and
has disregarded that interest,” and that
“the whole weight of the evidence in
this matter shows that there was no
justification for the denial to the peo-
ple of such a large section of our State
of the service here proposed”.

Early action on the appeal by the
Hinds County Circuit Court is expect-
ed.

R. N. SINCLAIR Made
CINCINNATI
D.F.A.

R. N. (Ray) Sinclair, Commercial
Agent at St. Louis has been promoted
to the office of District Freight Agent
at Cincinnati to succeed C. C. Wood-
worth who has retired.

While all of his many friends are
congratulating Ray on his new job, there
are quite a few baseball fans who are
wondering what they are going to do
for tickets should the Cards or Browns
repeat this year. Ray has the enviable
reputation of accomplishing the impos-
ible—a trait which he uses to advan-
tage when running down an especially
imposing movement of freight.

Starting with the Company on Jan-
uary 1, 1927 as Soliciting Freight
Agent, Mr. Sinclair was also Commer-
cial Agent at New Orleans, traveling
Texas and the southwest before going
to St. Louis. He and his wife have
already moved to Cincinnati to make
their home. Son Neal is in the Navy.

MR. ROBERT MAKES TWO
TALKS ON LINE

Development Director S. A. Robert
addressed two Line Civic Organizations
last month. At Jackson, Tennessee he
spoke before the Young Business Men’s
Club and at Union City before the Ro-
tery Club.

In his talk, Mr. Robert stressed the
importance of forestry and due atten-
tion to conservation and replenishment
of this resource, and the need of indus-
trial development along the line that
will utilize agricultural commodities as
their raw material.

At Union City, he stressed the fact
that the GM&O Railroad wishes to be
a good citizen in the communities which
it serves and to do its part civically at
time.

C. D. BRINKLEY Proud of
BACK YARD GARDEN

C. D. Brinkley of the Jackson, Miss-
issippi freight solicitation force could
not exactly be called a Victory Garde-
er, for his gardening days go way back
before Pearl Harbor and the scope of
its operations over flow the back yard
into a large lot in the rear of his
home. However, neighbors and friends
receive bountifully of the yield which
reaches stupendous proportions.

In all fairness, though, we feel we
must mention Uncle Henry, white-
headed darkie, who devotes full time
to the project while “Pappy” Brinkley
must be classified as strictly a twilight
gardener . . . and then only such twil-
lights as do not interfere with his ac-
tivities at the Jackson Golf and Country
Club where he enjoys an enviable reputa-
tion as a “70-80” shooter.

Brink is a familiar figure in down-
town and industrial Jackson where he
and The Rebel Route have many
friends.
GM&O EMPLOYE GETS ARMY RECOGNITION

A NINTH AIR FORCE SERVICE COMMAND UNIT, GERMANY; The promotion of Thomas L. Kelly of Mobile, Ala. from private first class to corporal has been announced by Headquarters, Ninth Air Force Service Command.

Cpl. Kelly has been assigned to the utility section of his squadron as the squadron carpenter. He is a member of a Ninth Air Force unit engaged in rendering important for the German Aeronautical Industry.

Kelly arrived in the European Theater of Operations in July, 1943. He graduated from Murphy high school in '28, and before entering the service in November, 1942, he was employed by the GM&O Railroad as a building engineer.

He is the son of Mrs. Mary I. Mayberry, 28 Brookley Avenue, Mobile, Ala.

RECEIPTS DEPT. NEWS

We have been visited by several of the boys on furloughs—Jimmie Haley who has been on duty in the Atlantic was home on furlough and has been assigned to shore duty at the U. S. Coast Guard Training Station at Crouton, Conn.

Vernon Denham has been at home from Cleveland, Ohio and is on his way to Shoemaker, Cal.

Clyde Smith is now stationed at Miami, Fla and Earl McMillan is at West Palm Beach, Fla.

We were also paid visits by Clyde Chason and Harry Norris, at home on furloughs.

F. N. Johnson, Auditor of Receipts.

THANKS TOM CUMBERLAND

Urbana, Ill.,
July 16th, 1945.

Mr. Cumberland:

I want to thank you for being so kind to a lady that was stranded down in Brantley, Ala., and made it possible for me to get a reservation on your train out to Montgomery.

I had a very pleasant trip to St. Louis and your train was very nice, so was the service.

Thanking you again for your kindness.

Sincerely,

Mrs. Mae Allen.

TUSCALOOSA EMPLOYE IS ASSIGNED TO DESTROYER

Russell Perry Lawley, 38, waterman, second class, USNR, of 1420 23 Ave. Tuscaloosa, Ala., has arrived at the Naval Training Station, Norfolk, Va., to train for duties aboard a new destroyer of the Atlantic Fleet.

He has served 2 years on a Destroyer and an aircraft carrier in the Pacific. He wears ribbons for the American area, the Asiatic-Pacific area, with three stars, the Philippine Liberation, with two stars, the Good Conduct Medal, and Presidential Unit Citation.

Son of Mrs. Maggie Lawley of Tuscaloosa, he was married to the former Lois Smith, also of Tuscaloosa. His brother Hickman, 38, is a corporal in the Army.

Before enlisting in the Navy, Lawley was employed by the Gulf, Mobile & Ohio Railroad.

BOGALUSA CLERK AT OKINAWA WITH NAVY

Abroad an Aircraft Carrier in the Western Pacific — Wilton L. Warner, 19, seaman, first class, USNR, son of Mr. and Mrs. Clarence E. Warner, of Route 5, Franklin, Ind., has seen action at Okinawa aboard this ship.

In the Navy since May, 1944, Warner has taken part in operations in the Philippines and strikes against Formosa, the southern China coast and French Indo-China.

Once a piece of shrapnel ripped through his pants leg, leaving him untouched.

Before entering the service, Warner was employed by the Gulf, Mobile and Ohio R. R. at its Bogalusa, La., office.

SOLDIER-SON KILLED IN CHINA ACCIDENT

Technician 5th Gr. Edward A. Dismukes, (c), Army Corps of Engineers, died in China July 4 as a result of a truck accident.

Corp. Dismukes entered the service Nov. 13, 1943, and went overseas ten months ago. His Father, Turner D. Dismukes, has been a mechanical helper at Iselin Shops since April 1917. We sympathize with him in his loss.

EADS BRIDGE, USED BY REBEL, WAS FIRST MISSISSIPPI RIVER CROSSING

The Eads Bridge and Tunnel, used by The Rebels to enter and leave St. Louis, was first opened to traffic on July 4, 1874. It was the first great crossing of the Mississippi River and hastened the development of the Western States then wild, adventurous and rich with promise.

The builder was Captain James Buchanan Eads who was famous as a salvager of sunken River Boats and later as the construction genius behind the Union ironclad warships of Civil War days. Actual work on the bridge began in 1867 and at one time its completion seemed doomed to failure because of condemnation proceedings brought by river packet men on the grounds that the suspensions were too low to permit the passage of their boats beneath. The issue was finally settled by President Grant who opined that the project had been approved by the Government and that if condemned Congress should pay the costs. The steamboats cut or hinged their smokestacks.

HENRY FORD SAID IT:

We need better personal relations everywhere. It is the great need of the world just now. All that looks dark on the horizon of modern life is really the result of bad personal relations. And it can be cleared up by a new growth of genuine fellowship among us.

That, after all is said and done, is what the brotherhood of man means—we trust each other, we wish well to each other, we help each other.

THE TUNNEL

The tunnel was constructed in 1870 and was made by excavating the streets from curb to curb. Massive side walls of masonry were laid—a double track was set in with a wall between and spanned by heavy brick arches, sufficiently strong to support the thoroughfares above and their traffic. Almost a mile long it runs under Washington Avenue to Eight Street, then south on Eighth to Poplar, terminating near Union Station.

Other hazards which threatened to stop construction were a 100 foot sand bank on the East side; a tornado wrecking important machinery and the affliction of divers with a new disease, now known as “the bends.” This was the first time that air chambers were used in the construction of massive foundations. The bridge is 6,442 feet in length.

RAILROADS ARE SAFE

A patron of an American railroad traveling an average of 10,000 miles a year would have to live almost 50,000 years before being listed as a fatality in a railroad accident. This may seem startling, but on reflection the average person will realize that the question of safety never enters his head when boarding a train.

WOMACK PASSES 18-YEAR MARK

Louie Womack, of the Freight Traffic Department in Mobile, completes 18 years of service with the Company on August 15th.

SOME FACTS ON TROOP MOVEMENTS

The Railroads have been unduly criticized in the matter in which some troops have been transported in the recent redeployment of men from the Atlantic to the Pacific battlefronts. Certainly our returning veterans should have all of the comforts while traveling, but the facts below by AAR President Pelley should be recognized.

1. The actual movement of troops, the heaviest concentrated domestic load of the entire war, is being carried on AHEAD OF SCHEDULE.

2. Responsible officers of the Armed forces and of the Railroads have realized that no transportation task of this size could be accomplished so rapidly without some discomforts.

3. The Railroads have been prohibited from the early days of the war, from building additional passenger cars because Government officials decided materials for the cars should be devoted to other and more pressing war needs.

4. Since VE day the War Production Board has authorized construction of 1200 special troop sleepers.

5. Sixty-eight percent of sleeping cars of all types now available for armed forces. Only 2,544 out of a total of 6,797 Pullman-owned sleeping cars now in regular train service.

6. All eight cars in the widely publicized transcontinental troop train which was reported to have been made up of commuter type coaches, were taken from regular intercity trains and included equipment from such well known trains as the Yankee Clipper, the Nathan Hale and the Bankers Special. Six of these eight cars came back from Pacific Coast in regular service, occupied by regular revenue passengers, without complaint on their part.

MERIDIAN . . . Frank McKeen, good to see each afternoon at The Rebel. Just like old times to have him back at his old post as Agent after a lengthy sojourn in the Army.

ON REBEL—O. L. McMillan, enroute to see Cousin L. L. McMillan in the Missouri Pacific Hospital at St. Louis. Both of Mobile Accounting Department.

ISELIN SHOPS . . . Thanks to E. Gates Weber for news of the Mechanical Department in Jackson.
PROMOTIONS AND NEW ASSIGNMENTS
ANNOUNCED IN OPERATING DEPARTMENT

Several changes and promotions in Operating Department personnel were announced August First by Vice-President and General Manager G. P. Brock.

F. M. Bullock, Superintendent of the Southern Division with Headquarters at Meridian, retired from active service after forty-seven years of Railroad service, approximately 22 of them with the Gulf, Mobile and Ohio Railroad. Mr. Bullock, a familiar figure on the Southern Division in recent years, came to the Company as Train Master at Jackson, Tennessee and served in the same capacity at Murphysboro before being appointed Superintendent at the latter place. He was made Superintendent at Meridian in 1934, the position which he held at the time of his retirement. Rebel Route workers wish all the best for Mr. Bullock and hope that now he will enjoy some of the pleasures for which he has never had the time as a busy operating official.

R. B. McAlpin, Train Rules Examiner, Meridian, has been named to succeed Mr. Bullock and comes to the job fully qualified. Mr. McAlpin entered GM&O service in The Car Department thirty-eight years ago and his service record follows:

From July 1907 to April 1908—was laborer in Mechanical Dept., Tuscaloosa.
From April 1908 to April 1912—was Timekeeper and Storekeeper, Mechanical Dept., Tuscaloosa.
From April 1912 to July 1908—was Secy. to Supt., Transportation Dept., Meridian.
From July 1908 to Feb. 1916—was Asst. Ch. Cik to Supt., Meridian.
Oct. 1916 to May 1920—was Secy to Gen. Supt., Mobile.
May 1920 to Aug. 1921—was CC to Gen. Supt., Trans., St. Louis.
Aug. 1921 to April 1924—was CC to Vice Pres., St. Louis.
April 1924 to Jan. 1926—was Train Master Tuscaloosa.
Jan. 1926 to April 1929—was Train Master, Murphysboro.
April 1929 to Oct. 16, 1943—was Train Master, Meridian.

Oct. 16, 1943 to August 1, 1945—was Train Rules Examiner, Meridian.

R. L. Patterson, Trainmaster at Jackson, Mississippi, had an extension of territory to include all of the Alabama Division. Formerly Mr. Patterson had the Louisiana Division and part of the Alabama Division. His service record follows:

Entered the service of this Company—December 24, 1912, in the capacity of Brakeman.
From Dec. 24, 1912 to Dec. 31, 1922 was Brakeman, New Albany, Miss.
From Dec. 31, 1922 to July 1, 1935 was Conductor, New Albany, Miss.
From July 1, 1935 to Oct. 15, 1940 was Asst. Train Master, Tenn. Div.
From Oct. 15, 1940 to May 10, 1945 was Train Master, Ala. and La. Divs., Jackson, Miss.

H. O. Sullivan, Acting Train Master of M&M District, Meridian, was appointed Train Master Jackson, Tennessee with jurisdiction Jackson to Ohio River. His record follows:

(Continued on Page 8)

First passengers off the First Union Station Rebel were: Wm. H. Style, Fairmont, Minn.; Robert Poynter, Corpus Christi, Texas; Hostess Sue Weems; Leon C. Brown, Decalb, Miss. and Staff Sergeant J. McNaab of Kirkwood, Mo.
Division Passenger Agent Bernard (right) was the target of much good natured joking by his fellow passenger representatives. Dan has long been a familiar figure around Union Station, but this is the first time he's had a train right where he could brag about the business he's handling. From left to right they are: Dan McNaab, Assistant General Passenger Agent, Alton; Roy Fischer, GM&O Passenger Traffic Representative; Henry Hanna, Chief Clerk, Passenger Department, Mobile; George Gerdes, Alton Passenger Agent; W. C. Gray, Air Conditioning Maintainer and Dan Barnard.

DISPATCHER GODFREY IS COMMENDED FOR PERSONAL SERVICE

Dear Mr. Tigrett:

I just returned from a trip to Tuscaloosa, Alabama over your lines. I was very much struck with the courtesy of the employees of your railroad during this period when a good many people feel that courtesy is rationed along with other commodities.

While in Tuscaloosa, I had occasion to change my plans about coming back to St. Louis. I could not get ahead of the station agent as he was off on Sunday, so I called your train dispatcher, Mr. Godfrey. The easy thing for Mr. Godfrey to do was to tell us that he had nothing to do with that sort of thing, but instead he chipped in and helped us get reservations back to St. Louis a day early.

Mr. J. W. Harris, Chairman of the Board of the Harris Langenberg Hat Company was with me, and I wanted to drop you this line to let you know that we appreciated this on the part of Mr. Godfrey and wanted to commend him to you for his diligence in taking care of his customers.

Sincerely yours,
C. S. Johnson,
Vice President
Ralston Purina Company
ACCOUNTING DEPARTMENT TROUPE WIN USO RECOGNITION

Vice-President R. E. DeNeefe and members of his Accounting Department show have been awarded a Certificate of Recognition by The USO in Mobile. The award was made to Mr. DeNeefe, who also received a USO medal, on behalf of his entire troupe at impressive ceremonies on the night of July 15th.

The presentation was made "in appreciation of their loyal, generous and patriotic support of the USO Service Club of Mobile." The Club is operated by the National Catholic Community Service, a member-agency of the USO.

Mr. DeNeefe's son, Richard, a talented musician and a member of the Accounting Department show cast, was individually cited for his many activities and long service as an entertainer for the USO and was presented with a medal.

MOBILE NOTES

Earl McMillan of the Receipts Department has returned home from overseas. He entered the army in April, 1942, and has been overseas for 27 months, 26 of which was spent on the Gold Coast of British West Africa, and about a year in Cairo, Egypt. Earl says he is glad to get home and is feeling fine.

After completion of his furlough he will go to the redistribution center at Miami, Fla. Jimmie Lyons is visiting home with his wife and baby before going to the Pacific. Word was received that James Ezell is in the hospital at Shippard Field, Texas suffering from burns on his hands received in a truck accident but is getting along O.K.

Frank Zieman is now enjoying a furlough in old Mobile after being in Cairo, Egypt, for the past thirty-three months. He had the biggest thrill of his life when he met his little two and a half year old daughter Peggy. When Frank leaves for the Redistribution Center at Miami, Fla., his wife and daughter will go with him.

Frank Robertson received a wire from his son, Frank Jr., of his arrival in San Francisco, Calif. He has been on duty somewhere in the Pacific for the last 18 months on the aircraft carrier "Hornet." Frank Jr. expects to visit his parents in August.

By F. N. Johnson, Receipt Dept.

Captain J. L. Brown (Traffic Department, Mobile, Detroit and Jackson, Miss.) is now Transportation Officer at Lawson General Hospital, Atlanta, Ga. Jets sports that Army camp almost as jauntily as he did the black derby in Detroit traffic days.

MERIDIAN GIVES FAREWELL PARTY TO PECARO

Attending the dinner party in honor of George Pecaro, Flintkote Manager at Meridian and a Director of our Company who has been promoted to a higher office with headquarters in East Rutherford, N. J., were the following who sat at the Speakers' table:

First row—reading from left to right:
I. A. Rosenbaum, Past President of Meridian Chamber of Commerce; Geo. D. McNeal, Gulf Refg. Company; B. J. Carter, President Merchants and Farmers Bank; Clint Vinson, Former Mayor of City of Meridian; George Pecaro, Flintkote Company; Clarke Pearce, Past Pres. Meridian Chamber of Commerce; Glenn Ball, New Plant Manager of Flintkote Company.

Standing—reading from left to right:
Shirley Hiatt, Pres., Citizens National Bank; Nat L. L. Reel, Great Southern Hotel; J. C. Floyd, Counsel, Flintkote Company; F. J. Jacobs, Mayor, City of Meridian; T. T. Martin, T. T. Martin, Great Southern Hotel; T. T. Martin, T. T. Martin, Great Southern Hotel; Al Burnett, Pres Junior Chamber of Commerce; Joe Street, Mgr., Mississippi Power Company; J. T. Pinkston, Commissioner, City of Meridian; E. P. McNeilly, Sec., Meridian Chamber of Commerce.

Over one hundred guests and members of the Chamber of Commerce attended the banquet and praised Mr. Pecaro for his unselfish service to the City of Meridian.

PROMOTIONS

(Continued from Page 7)

Entered the service of this Company May 31, 1927—capacity of Brakeman.

From June 1917 to Sept. 1917, and from June 1918 to Sept. 1918 employed in M of W Dept. as Section employee — Pontotoc, Miss.

From May 1927 to Oct. 1931—Brakeman, New Albany, Miss.

From Feb. 1941 to April 1941—Brakeman, New Albany, Miss.

From Aug. 1941 to Dec. 1942—Brakeman, New Albany, Miss.


Oct. 8, 1943 to Aug. 1, 1945—Acting Train Master of M&M District, Meridian, Miss.

C. M. Ellis, Acting Train Master, Jackson, Okolona, Memphis and Birmingham Districts, was appointed Train Master on M&M District, Southern Division, headquarters Meridian to fill the position formerly held by Mr. Sullivan. His service record follows:

Entered the service of this Company—Dec. 10, 1910, in the capacity of Brakeman.

From Dec. 1910 to April, 1914—Brakeman, Laurel, Miss.

From April, 1914 to March, 1918—Conductor, Laurel, Miss.

From March, 1918 to July, 1919—In U. S. Navy.

From July, 1919 to March, 1927—Conductor, Laurel, Miss.

From March, 1927 to Jan., 1928—GC to Train Master, Union, Miss.


From Oct. 1931 to May 1936—Engne Foreman—Laurel, Miss.

From May 1936 to Sept. 1942—Conductor, Laurel, Miss.

From Sept. 1942 to May 10, 1945—Train Master, Louisville, Miss.

From May 10, 1945 to Aug. 1, 1945—Acting Train Master, Jackson, Okolona, Memphis and Birmingham Districts.

L. C. Spencer, Train Master, Jackson, Tennessee, had his territory extended to include jurisdiction over Okolona, Memphis and Birmingham Districts. His record with the Company follows:

Entered service of this Company—July 1, 1911—Telegraph Operator.

From July 1911 to July 1928—Tel. Opr., various points.

From July 1928 to Jan. 1940—Yardmaster and General Foreman, Corinth, Miss.

From Jan. 1940 to Sept. 1941—Train Master, Murphysboro, Ill.

From Sept. 1941 to May 16, 1944—Train Master, J&O Districts, Jackson, Tenn.

May 16, 1944 to Aug. 1, 1945—Train Master, jurisdiction over J&O District, Memphis and Birmingham Districts.

S. G. Thomason, Conductor, Jackson, Tennessee, was appointed Assistant Terminal Train Master Artesia, Miss.

Entered the service of this Company April 1, 1937—Mechanical Department.

From April 1937 to July 1938, Tamms, Ill.

Nov. 1937—Brakeman, Jackson, Tenn.

Nov. 1944—Condr., Jackson, Tenn.

Congratulations to all these men whose records show years of hard work and attention to duty.