ODT DIRECTOR EASTMAN VISITS LINE TOWN, SPEAKS ON WAR TRANSPORT PROBLEMS

Joseph B. Eastman, director of the Office of Defense Transportation, was on our Line at Jackson, Miss., September 10th, where he delivered an address before the Mississippi Transport Association.

President Tigrett and Executive Vice President F. M. Hicks were present to assist in the welcome of the ODT head who warned some 300 members of the Transport Association that “all is not fair weather ahead.”

“There will be no fair weather for truck or bus transportation or any other part of our civilian economy so long as this country continues to prosecute to the full extent of its ability a war of the kind and extent upon which we are now engaged,” Mr. Eastman said.

He told the group gathered at the luncheon meeting that “the hardships and sacrifices cannot be confined and most certainly ought not to be confined, to the boys in our fighting forces. Those of us who stay at home must take our share, and it is little enough, God knows, to ask.”

The Defense Transportation Director in discussing the possibility of passenger travel rationing said that travel peak periods had passed and declared that he felt there would be no need for such action even during the Christmas holidays.

“There has been considerable overcrowding on trains and buses in some localities, but we feel that the campaigns urging the public to confine its travels to ‘must’ have been a big help,” he said.

Mr. Eastman believed that the ODT was having “some success” in pressing (Continued on Page 2)

Let’s Give Third War Loan Drive Our Support

Our Armed Services, marching and sailing into attack, are providing plenty of reasons why we should all take part in putting the Third War Loan campaign over in a hurry.

This war bond campaign will hurt, but when Uncle Sam says he needs $15,000,000,000 from the nation at large, he means it. Some of GM&O’s 6800-odd employees may have already “bought that extra $100 bond,” but in order to help the respective towns and cities in which our employees reside reach their quotas, we will have to buy bonds in the largest possible amounts.

Think of it this way: Buying bonds is an investment in peace and freedom. You are not giving your money to Uncle Sam. On the contrary, you are but lending it to him, and he will repay you in 10 years with a handsome interest.

In order to put the Third War Loan drive over the top, we have got to buy bonds in addition to those we are buying through the payroll deduction plan. That may mean giving up some tangible goods we would like to have.

But isn’t it better to give up a little bit now, than to risk losing all if we don’t provide the wherewithal for our men to fight with?

— BACK THE ATTACK! —

R. E. Stevenson Is New Executive Assistant

The promotion of Division Freight Traffic Manager R. E. Stevenson, of Jackson, Tennessee, to the office of Executive Assistant, has just been announced.

Mr. Stevenson, who came with the
THOUSAND DOLLAR BOND FOR EMPLOYEES CLUB . . .

... Figuring that Uncle Sam needs the money more than the charities it is dedicated to, the Gulf, Mobile and Ohio Employes Club of the Mobile General Office Building invested in a $1000 War bond last month. Secretary R. H. MacDonald of the club is pictured above handing the check to G&M&O Treasurer G. M. (Dad) White for purchase of the bond, which rests snugly in a safe in the treasury office. The bond was bought from the profits of the club, which operates the General Office Building concession. The club also purchased 40,000 cigarettes to be sent to the boys overseas, 20,000 to the Army in the European theater of war, and a like number to the Navy in the Pacific.

ODT DIRECTOR
(Continued from Page 1)
its claim for the manufacture of more new trucks after “early this year it became evident that we were headed for truck disaster unless we began building trucks again and unless an adequate supply of parts could be made available.”

Also present at the luncheon were F. M. Sublette, Division Freight Traffic Manager; General Agent F. S. Dean; Commercial Agent G. H. Reeves; Supt. J. H. Currie; Trainmasters R. L. Patterson, D. E. Welsh, T. M. Ellis and Chief Clerk G. F. Wobbrecht of the Jacksonville Freight office.

R. E. Stevenson
(Continued from Page 1)
Gulf, Mobile and Ohio as a clerk in the Traffic Department on March 1, 1928, will continue to be in Jackson, Tenn., and will work in the President’s office.

The new Executive Assistant was secretary to General Passenger Agent and Commercial Agent in the Traffic Department at New Orleans before being transferred to Jackson, Tennessee, as Division Freight Traffic Manager and Military Plant Officer.

Railroad, relatively small though it may be, toward making the history of this section one of usefulness and progress, and I hope that our new train, The Rebel, will accelerate and make more comfortable the passenger travel on our railroad.”

And so you see that the name ‘Rebel’, in this connection, has no reference to the War Between the States.

Latest: A Rebel “Breakdown” Party

When the New Orleans Rebel had a motor failure at Lakeyon, Ky., recently and passengers were faced with waiting until the train could be put into shape for continuing the run, Lady Luck was aboard.

Four young men who were traveling with their musical instruments—guitar, banjo, fiddle and mandolin—whipped them out and a lively jazz session ensued, with passengers joining in the “breakdown” party. Young women sprinkled powder on the floor for wax, and dancing was the order of the day. Those who didn’t dance just looked and listened.

Hostess Sue Weems said that time passed swiftly for the passengers and that it was the first time she had never had a complaint when there were similar delays.

Marks 92nd Birthday

Congratulations were showered upon Attorney Marcellus Green of Jackson, Miss., during the past month, on the occasion of his 92nd birthday, which he marked on August 12.

Mr. Green, senior member of the law firm of Green and Green in the Mississippi capital city, has been identified with our Railroad for many years, having been an attorney for the N. O. G. N. Railroad prior to the time it became part of the G&M&O, and also having been one of the original subscribers to the stock of the old Mobile, Jackson and Kansas City Railroad, another predecessor line.
LAUNCHING

Rebel Hostess Christens Navy Minesweeper

As the U. S. S. Penetrate, a Navy minesweeper, slid down the ways at Gulf Shipbuilding Corp.'s Chickasaw plant on Sept. 11, Rebel Hostess Frances Moyer swung the champagne that christened the ship.

Miss Moyer, daughter of Lieutenant and Mrs. Samuel D. Moyer, was sponsor of the Navy vessel. Co-sponsor was a former hostess, Mrs. John Roberts, formerly Miss Louise Jones. Among those in the official party besides Miss Moyer and the co-sponsor were Mr. and Mrs. P. E. Gell and Hostess Merle Berry. Following the ceremony, a dinner party was held at the Battle House, carrying out the traditional rites attendant to a ship launching.

Waterloo Visit

From the Waterloo, Ill., Republican, Sept. 1, 1943

L. B. Tigrett, President of the GM&O Railroad, accompanied by E. L. Robison, Industrial Agent; S. A. Dobbs, Assistant Vice-President, and William Diman, Resident Manager of the Gulf Transport Company, spent last Wednesday afternoon in Waterloo and visited with Waterloo's business men at an informal meeting at the city hall.

He stated that his road was the first to solicit freight business by advertising, and too, the GM&O was the first road to have stewardesses on their trains. He said he wasn't interested in compliments for the Railroad, but was more interested in complaints, and asked if anybody had any.

The Gulf Transport Company, he stated, was willing to do anything they could to help the war time traffic, but for the duration it was impossible to get more rolling stock.

He also discussed freight service stating that the draft had taken a lot of their man power, and that it was obvious it was quite a problem to handle all the increased movements with so little experienced help available.

Vice-President Tibor Ill

Friends of Vice-President (Traffic) L. A. Tibor will be sorry to learn that he is ill in the Missouri-Pacific Hospital in St. Louis.

His condition is satisfactory, physicians report, and GM&O folks all over the Line send him a hello and best wishes for a speedy recovery.

PEOPLE

Pullman Conductor, Back On GM&O, Highly Praises Rebel Route Service

Thirty years ago, Pullman Conductor J. J. McDonnell of St. Louis was making the runs between his home city and Mobile. For the second time now, he has returned to this run, and now he likes it better than ever.

"I am struck by the consideration all the train personnel has for the passengers, and for each other," remarked Conductor McDonnell on a recent run into Mobile. "I like your train and I especially like the hostesses. They add a lot to the service."

His temples now gray, Conductor McDonnell first knew our Line back in 1912-13. Then, for 20 years, he worked on other lines, returning during the Chicago World's Exposition in 1933-34. His recent return was only a few weeks ago. When he talks about old times, he mentions his introduction to eating grits. He liked the dish so well that he placed it first on his menu when he returned to Mobile.

FAMILIAR SEPTEMBER SCENE IN MISSISSIPPI!—As GM&O's Rebels wend their way northward through Mississippi these September days, passengers might see this scene at any one of a number of small towns along the Line. For cotton is in season, and the wagons and trucks line up before the cotton gin, waiting to get the snowy white commodity baled up and ready for shipment. This particular scene was at Tupelo several days ago.
The Successful Men
Know Only the Word
'Push', Disregard 'Pull'

There are several words we would like to see removed from the dictionary. For instance, one principle should do for its troublesome counterpart principal . . . and there's that darn secur . . . 'm let's see (thumping book) one s . . . occasion.

But with all the trouble we have with misspelled words, if Mr. Webster's representatives asked us what word we would rather have taken from the "American" language we'd shout out loud for the little four-lettered saboteur (not even in my dictionary) "pull."

Such an inconsequential little word, yet it is having a more serious effect on the future of American youth than the fox holes of the Pacific.

Say success to the average young man today, and he immediately thinks "pull", . . . political pull, social pull . . . family pull . . . he's forgotten the word completely that directed the destiny of our forefathers, "push."

And so in these days and times it is fitting to remind young America of the Henry Fords, the Thomas Edisons, the George Washington Carvers, the Abraham Lincolns and the hundreds of others who had only the gifts God gave them and the determination to push.

Take for instance Eli Witt, tobacco man of Tampa, and life-long friend of President Tigrett. His is the largest wholesale cigar, cigarette and tobacco business in America—$80,000,000 annually—and it was founded on a $6.00 a day idea and hard work, mostly hard work.

It was in 1905 that young Witt, first a soda jerker and then a traveling tobacco salesman, rented a window in a Tampa drug store and removing the front glass started selling from a single cigar case.

Today he heads the Eli Witt Cigar Company which owns the Hav-A-Tampa Cigar Company, nationally known manufacturing concern, and operates in connection with 36 jobbing houses all over the South. In addition, he owns numerous retail stores.

Mr. Witt says that he still loves the retail end, for there is where he gained the knowledge and experience that is necessary in the direction of his many enterprises today.

At the top, he still hasn't stopped

pushing. Because he thinks clearest at night and can get more done then in the shortest time, he does most of his heavy pressure work in the hours just before dawn.

His main problem today is supplying the demand. Hav-A-Tampa turns out 200,000,000 cigars annually, and has orders for four times as many as it can make.

Yes, Eli Witt is a successful man. We haven't asked him yet, but we will bet you a box of Tampa Nuggets that he'll sign our petition when we request the removal of the word "pull" from Mr. Webster's dictionary. Mr. Witt doesn't use it anyway.

Trainmaster Bob Patterson of Jackson, Miss., is a proud grandfather. Cigars are in order.

Macon Agent Retires

Agent M. W. Lathram of Macon, Miss., laid aside the duties of his long railroad career during the month, stepping into retirement.

Mr. Lathram had 37 and a half years of service with our Railroad, as Agent and Telegrapher. He had been Agent at Macon for the past 11 years, during which time he had made a host of friends in the Northeast Mississippi community. He retired under provisions of the Railroad Retirement Act.

Agent A. P. Howell of Prattville, Ala., succeeded Mr. Lathram.

Overheard on The Rebel . . . "the mosquitos at the fishing camp ate us up; in fact, they were so bad they carried their own rationing points."
After 41 Years With Railroads, He Can't Stay Away from GM&O

Old Dave Newsome, who puts in a daily appearance at the Jackson, Miss., Rebel Route station even though he's been retired and on a pension nearly two years now, smiles when he says that "railroad life is the best in the world."

Dave isn't kidding, either. He likes the hustle and bustle of trains arriving and departing, and gets a big kick out of "jes' joking with these porters around here." You might see Dave, with a broad smile and always a friendly greeting, at the station almost any time of the day, as a matter of fact. You couldn't run him away for keeps.

There's a good reason. Dave began railroading in 1900, working for the L. C. 29 years and for GM&O for the past 14 years before illness forced him into retirement in 1941. At one time, he ran a motor car for L. A. Downs, who rose to the presidency of the LC. At various times, he labored as a water boy, section hand, fireman, brakeman, porter and plain "handy man." It was as the latter that he became sort of a mainstay with the GM&O people at Jackson.

Now about 65 years old (he's not quite sure), Dave's proudest boast is that, while he was going strong, "no man could tote more'n me." "I done toted a bale of cotton on my back many a time," he recalls.

Dave gives Dr. L. B. McCarty, prominent physician in the capital city, cred it for his present good health. Afflicted with a serious leg ailment, Dave was taken in by Dr. McCarty, who put him in the hospital and kept him there for several months.

"He took care of me all that time," said Dave, "and I mean he sho' fed me

RAILROADING IN IRAN BY U. S. TROOPS

As you read of the progress of military operations in the Middle East, don't forget that the railroads are there, too. This photo, released by the War Department, shows an American locomotive being unloaded from a lighter somewhere at a Middle East port. Colonel John A. Appleton, chief of the rail division, Transportation Corps, Army Service Forces, told in a recent release how mixed crews of American railway troops and Persians are operating a railroad from the Persian Gulf to the Iranian capital of Teheran, a distance of 600 miles. Train orders written in both English and Persian, and at each signal block station, there is a Persian and one American operator. From Teheran to the Russian border, the trains are operated by Persians under jurisdiction of the Russians. This railroad has done much to keep lend-lease materials moving to the Red Army in Russia.

IN MEMORIAM

Conductor Taylor Passes

Our attention has just been brought to the fact that one of GM&O's Passenger Conductors of long service and loyalty died during July at Jackson, Tenn.

He was Conductor C. V. Taylor, aged 66, who succumbed to a lengthy illness July 3 in Memorial hospital in Jackson. Prior to becoming a Conductor, he served as Yardmaster for our Railroad at Jackson for 17 years. He was a Shriner and member of the First Methodist church of Jackson. He is survived by his widow, Mrs. Ollie Harris Taylor; a brother, E. H. Taylor, and a sister, Mrs. J. B. Jackson, and in addition a number of nieces and nephews.

good. I commenced to comin' out right away.

Food Show at Jackson

Final arrangements were being made this week for the Home Food Supply Festival to be held at Jackson, Tenn., September 28 and October 1. S. A. Robert, our Development Director and an agriculturual leader in the territory, is General Chairman.

The event, sponsored by the Jackson Chamber of Commerce in cooperation with the Tennessee Department of Agriculture, will stress the value of home food production as an aid to the war effort. The show will include exhibits of fresh and canned vegetables and fruits and prizes will be awarded the winning contestants. On Sept. 28, exhibits of white citizens will be shown, while on the second date, Negro exhibits will be shown.

There is still time on the greater part of our Line to plant a fall garden. But those of you who haven't begun one and expect to do so, had better hurry. If you're not sure about what to plant and how to do it, either write our Development Department, Jackson, Tenn., or consult a seed dealer.
EMPLOYEE'S BROTHER CAPTURES JAP FLAG IN SOLOMON ISLANDS

Albert W. Castleman, shown with shirt on, brother of Bob Castleman, Clerks in the Master Mechanic's office at Jackson, Tenn., is the proud possessor of a Japanese flag, shown above. Bob's brother wrote that the flag was captured in battle, and that he hopes to bring it back home with him as a war prize. In the Army since April 1, 1941, Albert Castleman is in a medical detachment of the 172nd Infantry.

SERVICE NOTES

News has recently been received that Pfc S. G. Wyatt, Jr., formerly of our employ at Jackson, Tenn., has arrived safely at a South Pacific base. Pfc. Wyatt volunteered for the Marine corps last year and has seen service at Paris Island, S. C., New River and Cherry Point, N. C., and Camp Kearney Mesa, San Diego, Cal.

Charles H. Lombard, Office Assistant in the Passenger department for the past year, became 18 on August 30 and lost no time in getting into a uniform. He joined the Coast Guard and is now in training at St. Augustine, Fla.

Corporal Ernest G. Holland, former Boilermaker Helper at Iselin Shops, Jackson, Tenn., and now with the Army in the Pacific area, has been wounded in action, according to news reaching here. His wound was said to be not serious.

Thomas Roy Cochran made his debut Aug. 24 in Jackson, Miss., the son of Yocman, 3rd, and Mrs. N. L. Cochran, Jr. of that city. Mr. Cochran formerly was Clerk in the Freight office at Jackson, and the grandfather is Agent at Covington, La.

Keeping Up With GM&O

Via The News . . .

Rebel Route News:

Received my copy of the Rebel Route News and I really enjoyed it . . . I miss my work as a Clerk in the depot at Prairie, Miss., and wish that some day I can return and carry on working with the GM&O Railroad Company.

Yours truly,

Pvt. Charles R. Godwin,
27th Station Hospital,
Camp Ellis, Ill.

Former Fruitdale Agent Helps Keep Allied Railroad Going In N. Africa

ALLIED FORCE HEADQUARTERS, N. AFRICA, SEPT. 14—Frank D. Covian, of Fruitdale, Ala., has been promoted from Technician 5th Grade to Technicin 4th Grade, according to announcement made by Military Railway Service Headquarters in the North African theater of operations.

Sergeant Covian, in civilian life, was an Agent for the Gulf, Mobile and Ohio Railroad. He is now a Telegraph Operator in a Military Railway Service Operating Battalion on duty somewhere in North Africa.

Ben Rowlett, Pipefitter Hpr., Jackson, Tenn.
Arthur Eugene Stewart, Car. Appr., Meridian
John W. Phillips, Car. Appr., Mobile
James H. Wright, Car. Appr., Tuscaloosa
Geo. Eldridge, Mills Car. Appr., Tuscaloosa

ROADWAY DEPARTMENT:

Wayne F. Hileman, Sec. Lab., Mill Creek, Ill.
Joe A. Davis, Sec. Lab., Goshen Springs, Miss.
Oliver Kissner, Sec. Lab., Percy, Ill.
Richard L. Collins, Sec. Lab., Egypt, Miss.
Richard L. Collins, Sec. Lab., Egypt, Miss.
Hazel Dormus, Sec. Lab., Prattville, Ala.
W. M. Shotwell, Sec. Lab., Woodland, Miss.
Alex Jones, Sec. Lab., Reform, Ala.
Richard Danderson, Sec. Lab., Tuscaloosa
Tom Davis, Coal Handler, Gray, Miss.
Elmore Kelly, Sec. Lab., Laurel
Owen Hood, Sec. Lab., Holt, Ala.
Alton Brooks, Sec. Lab., Newton, Miss.
Universe Son Hardin, Sec. Lab., New Albany, Miss.
Albert Pierce, Sec. Lab., State Line, Miss.
Conductor Lester Wright, Sr., veteran GM&O railroader of Jackson, Tenn., has been a conductor since the early 1900's. This photo was made recently as Train No. 12 paused at one of the North Mississippi towns. Conductor Wright has two sons in the service. Staff Sergeant James Dudley Wright is in the Army infantry, stationed at Camp Claiborne, La., and Second Lant. Lester Wright, Jr., of the Army signal corps, has an A. P. O. address at New York.

"A good switchman is like a good checker player," commented an old-time Rebel Route agent the other day. "He has to see several moves ahead when he is digging cars out of a train."

Johnny Doyle, left, was a Mail Clerk in the Mobile General Office Bldg. until he was inducted in the Army recently. Now he's stationed at Fort McClellan, from where he writes that he's gained 14 pounds. Shown with him is Tommy Ross, also of Mobile, a frequent business caller at GM&O before he entered the Army.

THAT RATE CASE AGAIN

By John Temple Graves
(In his Column "This Morning" appearing daily in The Birmingham Age-Herald.)

Here is the Southern freight rate situation in a nutshell for use against nays: The South has more favorable rates than unfavorable. The favorable, generally, are on raw and semifinished things, the unfavorable on finished, including many things the South doesn't yet make. Opponents of a change say it would mean giving up the more numerous favorable rates for relief from the less numerous unfavorable ones. Advocates say this would not necessarily follow but that even if it did the South's industrial future would be promoted because both favorable and unfavorable rates tend to keep us a raw and semifinished region without enough finished products, the low rates on unfinished materials encouraging shipment North for finishing, the high rates on finished products discouraging manufacture here. Write your own answer if you can, but have these facts in mind.

These two former GM&O-ers are now wearing uniforms of the Army and Navy. Corporal Charles Allen, left, formerly Secretary to Vice-President (Traffic) Tibor, and who has been in the Army for several months, dropped in Mobile to say hello on a furlough recently. Corporal Allen is now stationed at Camp White, Oregon. On the right is Aviation Cadet David F. Hayes, USNR, in the Naval Flight Training school at St. Petersburg, Fla. He attended pre-flight school at Athens, Ga. David worked in the Tariff Dept. before joining the Navy seven months ago.

THE ARMY APPRECIATES GM&O's HELP

WAR DEPARTMENT
Army Service Forces
Office of the Chief of Transportation
Washington, D. C.

Aug. 19, 1943

Dear Mr. Tigrett:

In April, 1942, the Army was confronted with the immediate necessity of obtaining a large capacity of ground storage for the accommodation of war materials which were accumulating at various manufacturing plants throughout the country. While strenuous efforts were being exerted to expedite construction of new Government depots, the volume of finished materials in the hands of the manufacturers had grown to large proportions and it became necessary to provide prompt relief; otherwise, the increasing congestion of plant facilities would have seriously impeded production. The movement of the accumulated materials direct to the ports would have produced severe congestion—a repetition of the experiences of World War I. In this emergency the assistance of your railroad was requested.

The efforts of the Gulf, Mobile & Ohio Railroad were outstanding in meeting this emergency. This letter is written to commend the Gulf, Mobile & Ohio Railroad for its unstinting cooperation in this situation. The Army appreciates your prompt action . . ., as well as the special supervision which was provided to insure close liaison with the various agencies of the Government and which has resulted in the successful integration of your activities with military requirements.

Sincerely,

G. P. Gross,
Major General,
Chief of Transportation.
Army Officer Discusses Railroading;  
Courtesy Counts, He Counsels

Dear Mr. Tiggett:

Yesterday in a conversation with my Commanding Officer and other members of his staff, we were talking about railroads and the attitude of employees toward the public. As I never lose an opportunity to praise the GM&O I spoke up and told Colonel . . . of your policies, and that I would bet they could go to any ticket Agent or other employee of the system and they would receive prompt and courteous attention. Colonel said he certainly wanted to ride one of our trains some day as it was hard to believe this was true. Colonel ... further stated he had never been able to understand the psychology of railroad ticket agents, conductors, hotel clerks and theatre ticket agents.

After listening to these gentlemen relate some of their experiences with various road employees, it occurred to me that this may be of interest to you and that you may want to take such action as you think necessary to insure that the GM&O employees do not take the attitude of "The public be damned." In my opinion, railroad employees have a golden opportunity to win friends for their company by being courteous to the public even though the capacity of all transportation companies is taxed to the limit with war traffic. It will not cost a thing and will pay untold dividends . . .

We in the Army realize what a marvelous job you railroad people are doing in the War Effort and I think we can all thank God for our efficient transportation systems. Please give my best regards to all and I hope some day to be back in the ranks with them. With best wishes to you and yours, I remain,

An Army Officer.

Editor's Note: Names withheld by the editor.

Ex-Artiesia, Miss., Clerk Writes . . .

Rebel Route News:

. . . I sure was a happy soldier when I received it (The Rebel Route News.) I really enjoy reading it . . .

Sincerely,

Robert O. Logan,
Co. A, 96th Sig. Bn.,
Camp Livingston, La.