14-Year-Old Boy Is Rewarded
For Finding Rail Break

Fourteen-year-old Robert Cruse of Elco, Ill., showed the value of keen observance last month when he discovered and reported a broken rail near the station at Elco.

Robert's action brought him a letter of commendation and a check for $5 from Vice-President and General Manager Brock on behalf of the Railroad. Such prompt reporting of the broken rail in all probability prevented an accident, said Mr. Brock. The check was handed to Robert by Elco Agent Morris Hunter, to whom the rail-break was reported.

Wartime Travel Means
More Persons To Feed

So Office of Dining
Car Supt. Is Created

The appointment of R. M. May as Superintendent of Dining Car Service, with headquarters at Tolson Yards, East St. Louis, was announced during the month by Passenger Traffic Manager P. E. Gell.

The office to which Mr. May was named is a new one with our Railroad, Mr. Gell explained, and was created as a result of a heavy increase in dining car business resulting from greater wartime travel.

Mr. May came to the GM&O from the Southern Railway, and a number of years ago was employed by our Railroad.

J. T. Rice, Dining Car Service Supervisor, will continue in that capacity, also with headquarters at Tolson Yards.
DEATH CALLS G. L. LAMBETH ON OCT. 5 AFTER 32 YEARS WITH OUR RAILROAD—MOURNED BY MANY

Supt. of Motive Power and Car Equipment at Iselin Shops. He Was Beloved Figure

Death called G. L. Lambeth, Superintendent of Motive Power and Car Equipment, in Birmingham on Oct. 7th, and the Railroad mourns the loss of one of its veteran operating officials, a gentleman who was admired and respected by all who knew him.

Sixty-seven years of age, Mr. Lambeth passed away after a short illness at the home of his nephew and niece Mr. and Mrs. V. L. Davis with whom he was visiting. Interment was in Birmingham.

Quiet and unassuming, Mr. Lambeth had many friends on the Railroad. While his headquarters and home had been in Jackson, Tenn., for the past 16 years, his duties kept him on the Railroad a great part of the time and he was a familiar figure on our trains.

Mr. Lambeth was particularly known for his integrity. In all of his dealings with fellow employees he was regarded as a “square-shooter” and was respected for his strong and righteous beliefs. Once he had decided upon what he thought was the correct course he followed it unwaveringly to its conclusion. Religious in a general sense, he found time each day to read a chapter from his Bible and patterned his life and his dealings accordingly.

His charitable responsibilities he bore heavily, and there were few who knew the extent of his philanthropy. Several youths owe their education to him and he was always co-operative in civic activities which would better public welfare.

He was the son of a Lynchburg, Va., Doctor, but from childhood was mechanical-minded. He took his first railroad job as Machinist Apprentice with the Southern Railway, being promoted successively to General Foreman and Master Mechanic. He accepted his first position with the GM&O in 1910 as Master Mechanic at Jackson, Tenn., leaving the following year to assume a like position at Whistler Shops in Mobile.

In 1920 he was promoted to the position of Superintendent of Motive Power and Car Equipment with headquarters at St. Louis, Mo., and in 1926 moved to Jackson, Tenn., where he continued in the same capacity until his death.

RAILROADS MOVING TONS OF SCRAP

But Let’s Pledge Ourselves To Do More

In a recent broadcast conducted by Albert R. Beatty of the public relations staff of the American Association of Railroads, tribute was paid the American railroads for the part they are doing in the nation’s scrap metals drive.

Here is a pertinent part of an interview with Clyde B. Aitchison, chairman of the Interstate Commerce Commission:

Mr. Beatty: Are the railroads in a position to be of real assistance in relieving the present scrap shortage?

Commissioner Aitchison: They are, indeed, because they are the nation’s prime source of scrap metal. In normal times, they put into the channels of commerce approximately one-sixth of all scrap metal used in this country. In 1941, the nation’s consumption of purchased scrap totaled 24,000,000 gross tons, of which amount 4,000,000 gross tons came from the railroads.

Mr. Beatty: What was in the 4,000,000 tons, Commissioner?

Commissioner Aitchison: Most of it was iron and steel scrap—the very sort of stuff that is needed to feed the steel mills. It’s an interesting fact that for every five tons of new steel the railroads use, they return to the mills four tons of iron and steel scrap.

COP’S HOBBY—This GM&O freight was snapped by Traffic Officer William Barham of the St. Louis police dept., who makes a hobby of photographing trains. Gen. Freight Agent H. Wente of St. Louis sent along this particular one with a note that Officer Barham has taken a number of pictures of GM&O trains, some of which appear in Lucius Beebe’s latest book, “Trains in Transition.”
TRAINMASTER URGES GREATER SAFETY PRECAUTIONS—PRAISES WORK OF EMPLOYEES

"It is not praise you are seeking in your efforts, but rather the SAVING OF LIFE AND LIMB OF YOUR FELLOW WORKMEN."

That excerpt from a Safety talk by Trainmaster W. C. O'Donnell at Montgomery last month summarized in one terse statement the spirit of GM&O's vast army of railroad workers who are putting forth every effort to wipe out accidents.

Following the regular meeting, at which certain safety regulations were discussed and explained at length, Trainmaster O'Donnell said in part:

"We have attempted to call your attention to the important place the rules, both transportation and safety, hold in safe and efficient maintenance and operation of our railroad, and to certain human traits that we all have... which when indulged in render the rules ineffective and invite accidents, which all too often result in injuries to employees and damage and destruction to equipment.

"... We of course have no record of the accidents and injuries that you men prevent, nor do we know of the words of caution you exchange with each other. We wish we did know so we could send out words of praise to you, but it is not praise you are seeking in your efforts, but rather the saving of life and limb of your fellow workmen."

Retired Trainmaster Dies In St. Louis

J. J. Harper, who was one of our Railroad's 50-year employees when he retired about two years ago, died Oct. 8 in the Missouri-Pacific Hospital in St. Louis. He was 82 years old.

Mr. Harper was for the greater part of his railroad career a conductor, but his last few years in service were spent as Trainmaster at Murphysboro.

Funeral services for Mr. Harper, who had been ill only a week, were held Oct. 11 in Murphysboro.

Retired Agent McCullar Dies

S. W. McCullar, 78-year-old retired Agent of Booneville, Miss., died Sept. 29 in Jackson, Miss., and was buried in Booneville Oct. 1 following funeral services there.

Mr. McCullar had held the position as Booneville agent for a number of years. He is survived by a daughter, Mrs. J. J. Jaco of Jackson, Tenn., a son, Leslie McCullar of Booneville, and three grandchildren.

MISSISSIPPI BAUXITE SHIPPED VIA GM&O—What was said to be the first carload of bauxite ever shipped out of Mississippi moved over the GM&O recently from a point in Northeast Mississippi, where deposits of the ore have been found. The Mississippi product was shipped to a large chemical concern which was to experiment in using it for the manufacture of various chemicals, some of which might be classified as vital to the war effort. Shown examining the bauxite in the initial freight carload are J. W. Adams of Ripley, Miss., who is mining the ore, and GM&O Development Director S. A. Robert. Several other carloads have moved since the initial one.

TIRE RATIONING—Well, it doesn't bother officials at our Jackson, Tenn., Iselin Shops. This automobile is as much at home on the rails as on the highway.
AMERICA'S No. 1 agricultural leader, Secretary of Agriculture Calude R. Wickard, stepped off The Rebel on the morning of Oct. 3 to inaugurate the nation's first Food-for-Freedom Thanksgiving Harvest Observance at Tylertown, Mississippi.

What he said to the farm folk of that town and vicinity—some 10,000 persons joined in the gala celebration—was broadcast to the nation over the Farm and Home Hour, via Blue network, and over Station WWL of New Orleans. His appearance in the farm town of Tylertown, far from his arduous wartime duties in Washington, was heralded in newspapers throughout the nation.

Farmers Bowed Heads In Reverence

It was a tribute to the nation's farmers, whose efforts in raising record food crops was thus fully recognized and who themselves gave thanks for their bountiful crops being harvested this fall. It was a program reminiscent of the time when our Pilgrim forefathers gave thanks on the first Thanksgiving for their precious crops.

The Thanksgiving Harvest program held at Tylertown carried with it a note of patriotism, too, with Mr. Wickard giving assurance that our fighting forces the world over would be well fed as a result of the farmers' labors.

Idea Conceived by Editors

The idea in staging such a program, which Secretary Wickard said he hoped would be held in farm centers all over the country, was born of two rural Mississippi editors, Tyler-
Town's Lester Williams and Terry's George Godwin, the latter president of the Mississippi Press Association. Farm dignitaries from many parts of the South were on hand for the occasion, including Louisiana's Governor Jones and Mississippi's Attorney General Rice, who represented Governor Johnson.

Old-Fashioned Dinner on Grounds

But the theme of the entire program was the food raised by the farmers and their gratefulness to God for seeing their crops through to such a bountiful harvest. Food, too, was there aplenty that day for speakers and visiting farmers alike, spread out on improvised tables in the old-fashioned open air way.

Representatives of Time and Life Magazines and the important news services were on hand for the big turnout. The News camera clicked in unison with those of Life and Time and the dignitaries had to strike a pose every few minutes, while thousands of the farm folk looked on.

In its report of the Tylertown program, Time said:

"For the bounties of heaven and their red-clay acres the people of Winston County, Miss., gave devout thanks last week, eight weeks ahead of more usual thanksgivings."

Thus Time went on to cite figures showing that even though 750 boys have gone to the armed services from that county, the "barn-bursting" harvests included 23 percent more cotton than last year; 146 percent more hay, 110 percent more eggs, 819 percent more truck crops.
Former GM&O Engineer Now Training at U. S. Army Command School

Captain Winthrop Danna Archer, Jr., son of our Conductor Archer and formerly Asstistant Engineer in Mr. Exley’s department, has for the past few weeks been in training at the U. S. Army’s Command School at Fort Leavenworth, Kan., one of the toughest assignments in Uncle Sam’s armed forces.

In a recent photo-story, Life Magazine had this to say of the school: “Here for nine grueling weeks they study during every waking hour, working over maps, manuals, and problems that their predecessors had two years’ time to master. No school in the world is tougher. A rookie’s basic training or a new officer’s indoctrination course is kindergarten compared to this university of war. When an officer graduates he is fit to assume responsibilities that involve thousands of lives, millions of dollars worth of equipment and the future course of the world. For the school, the Army picks the cream of its command...”

Captain Archer has some avid supporters in the GM&O family, and his father is mighty proud.

**Employer’s Sons Serve On Sub. Battleship**

Two sons of W. T. Mitchell, GM&O Freight Car Repsirman at Tuscaloosa, are serving on naval vessels in war zones. They are Virden Mitchell, 28, chief electrician aboard a submarine, and Armistead (Pat) Mitchell, 26, on the Battleship New Mexico serving as chief water tender. Their father has been connected with our Line for 24 years.

Think of it, girls. Sergeant F. Castro, formerly of the Montgomery freight office, is in training in Miami at the same Army Air Corps School Clark Gable is attending.

Besides attending to his duties as Yeoman, 2nd Class, at the U. S. Navy Section Base at Burwood, L.A., Eddie Fitz-Gerald is new editor of The Jettie, a mimeographed magazine published by the base personnel. Burwood is at the mouth of the Mississippi river below New Orleans.

**GM&O BROTHERS IN SERVICE—** James and Monty Lyons, left and right in photo respectively, and their father, Montague B. Lyons, Sr., all of the Railroad family. James recently joined Monty in the U. S. Marine Corps, enlisting at Birmingham and now going through a training course at San Diego. Monty, who has been in the service a year and a half, is at nearby Camp Elliott, but was home on furlough when James decided he’d join up.

Don Hinkle, District Freight Agent at Washington until recently, is now in the service of Uncle Sam, having been commissioned a First Lieutenant and stationed in New Orleans.

**SUPPLEMENTAL LIST OF EMPLOYEES WHO HAVE ENTERED THE ARMED FORCES AS OF OCTOBER 5, 1942**

**ACCOUNTING DEPARTMENT:**
- J. T. Lyons, Abstract Typist, Mobile.
- PURCHASES AND STORES DEPT.:
  - Archie Reeves, Laborer, Jackson, Tenn.
  - E. R. Boker, Clerk, Tifton, Ill.
- GULF TRANSPORT COMPANY:
  - James R. Langley, Truck Operator.
- LEGAL DEPARTMENT:
  - Marcellus Green, Atty., Jackson, Miss.
  - Garner W. Green, Jr., Atty., Jackson, Miss.
  - C. W. Miles, Ill., Local Atty., Union City, Tenn.
- OPERATING DEPARTMENT:
  - J. W. Beasley, Porter, Quitman, Miss.
  - C. F. Peterman, Agent, Lauderdale, Miss.
  - F. D. Cowan, Agent, Northport, Ala.
  - Walter Luehrke, Yard Clerk, E. St. Louis, Ill.
  - Arthur Haywood Justiss, Messenger, Jackson, Tenn.
  - Chas. A. Lang, Switchman, Meridian, Miss.
  - Eddie Walk, Trucker, Meridian, Miss.
  - Robt. Lee King, Switchman, Jackson, Tenn.
  - James Ottis Farmer, Agent-Operator, Rockport, Miss.

**MECHANICAL DEPARTMENT:**
- Floyd W. Wells, BM, Hipr., Louisville, Miss.
- W. C. Dean, Pipefitter Appr., Meridian, Miss.
- Walter L. Smith, Carman Appr., Isselin, Tenn.
- T. G. Young, Pipefitter, Jackson, Tenn.
- L. L. Holley, BM, Hipr., Jackson, Tenn.
- ROADWAY DEPARTMENT:
  - Allan Burrows, Laborer, Lucedale, Miss.
  - Louis C. Stephenson, Laborer, Reform, Miss.
  - James R. Vanover, Laborer, Ava, Ill.
  - Robert L. Cason, Laborer, Jackson, Tenn.
  - Sam Snell, Laborer, Tilton, Miss.
  - Jesse L. Graves, Laborer, Bella, Tenn.
  - Lee Charles Hobson, Goshen Springs, Miss.
  - Thurman E. Gaillard, Laborer, Falkner, Miss.
  - Pink Sutton, Laborer, Byram, Miss.
  - Fred Goodson, Laborer, Booth, Ala.
  - Delmar Wynn, Laborer, Pinson, Tenn.
  - James Ridley, Laborer, Bells, Tenn.
  - Willie E. Robinson, Laborer, Ramer, Tenn.
  - C. C. Long, Laborer, Jackson, Tenn.

**Klein Boys Join Up**

The two sons of Division Foreign Freight Agent W. A. Klein of New Orleans were so anxious to get in the war that they underwent strict diets and medical care in order to qualify physically.

William A. Klein, Jr., 21 years old, enlisted in the Navy recently as a Naval Air Cadet, while Karl F. Klein, 19, enlisted in the Army Air Corps. Mr. Klein, the elder, is talking about them with much pride these days.

**SOMEWHERE OVER SEAS—** Sergeant Ernest J. McKinnie, son of Blacksmith Foreman E. E. McKinnie of Jackson, Tenn., is in the Army somewhere overseas. Foreman McKinnie, and Mrs. McKinnie, are mighty proud, too.
AS MR. WICKARD RODE OUR REBEL FROM JACKSON TO W. COLUMBIA

The South’s first streamlined, our New Orleans to St. Louis Rebel, had America’s No. 1 farm dignitary, Secretary of Agriculture Wickard, as a passenger on the morning of Oct. 3 and he proved to be interested in trains as well as the nation’s wartime food and agricultural problems.

As he stepped off the train at West Columbia, Miss., to continue his journey to Tyler and the thanksgiving Harvest program there, the Agriculture Secretary remarked that he thoroughly “enjoyed the trip.”

Among the many who met the official party was our Agricultural Agent for that territory, Felix Bachemin, who himself has contributed much to the welfare of Gulf States Agriculture by promoting better farming methods.

ENGINEER WHO RETURNED FOUR MONTHS AGO FATALY HURT

Employees of the Gulf, Mobile and Ohio Railroad were saddened to learn of the death of Henry M. Gully, Principal Assistant (Civil) Engineer, on Sept. 21 after suffering a serious injury the same day at Meridian, Miss.

The well-known Engineer, who had returned to the Railroad some four months previous after an absence of several years during which time he was connected with a West Coast timber concern, was fatally injured when the motor car on which he was riding with Supervisor J. G. Taylor was involved in a collision with the southbound Rebel north of Meridian.

Supervisor Taylor succeeded in jumping clear, and received only minor hurts. Mr. Gully received the full impact of the collision and while conscious to the end, so grave were his injuries that Doctors held out little hope for his recovery.

As an employee of the GM&N from 1925 to 1938, Henry was widely admired and respected for his even-tempered disposition and his sense of responsibility for the job at hand. To those of the GM&O who had known him these short months since his return, he had also endeared himself as a likeable associate and a capable railroad engineer.

Surviving Mr. Gully, who was the son of former State Tax Collector J. B. Gully and Mrs. Gully of Jackson, Miss., are his widow, his parents, two sisters, Mrs. Nancy Matthews of Jackson and Miss Mary Kate Gully of Birmingham, and a brother, C. L. Gully of Jackson.

Funeral services and burial were in Union, Miss. on Sept.

Army Railroad Travel Greater

Troop movements during the first nine months of the present war have been more than three times the number during the comparable period of the first World War, the War Department announced recently. Close cooperation between the nation’s railroads and the Transportation Corps, Services of Supply, made it possible to accomplish these movements without serious disruption of civilian traffic, although many of them took place at the peak of a holiday season, and were accompanied by enormous loads of military freight.
ADDITIONAL FOOD FOR FREEDOM ACTIVITIES IN GM&O TERRITORY
(See Also Feature on Double Spread)

Fairs, livestock shows and livestock sales and cotton picking swung back into their perennial limelight last month up and down the GM&O.

There were indications at many points that the territory served by our Railroad was coming into its own as an agricultural, dairy and livestock region. Farmers were displaying the fruits of another summer's hard work at exhibits at such points as Tupelo, Meridian, Jackson, (Miss.), Montgomery and others too numerous to mention.

The Rebel Route News was on hand for a few of the events, as evidenced by the accompanying photos. And though these events had no direct connection with the Tylertown Food-for-Freedom Thanksgiving Harvest Observance, they were in themselves celebrations of that very same kind.

Whether the accent was on livestock or farm crops, the theme of the events was food—food for a fighting nation—either on hoof, such as the herd of feeder calves sold at Macon, or in the basket. And GM&O stood ready to transport a great deal of this food to market.

Mobile Notes

Receipts Dept. flashes: O. L. McMillan, Jr., enlisted in the Army Air Corps Oct. 8 and is stationed at Atlanta . . . Miss Clara Mayhall underwent an appendectomy and is well on the road to recovery . . . J. G. Cassiley was on the sick list at Missouri-Pacific Hospital as we went to press, and here's hoping all's well with him by now.

Good Morale Is Also A Weapon

Speaking of secret weapons, the greatest one we know of is Morale. Without it, we can lose this war, but with it no nation or combination of them will lick us. It's your job to see that morale is kept flying high.

BUY WAR BONDS and STAMPS

Youngster on Train

Hostess Louise Jones reports that she had a nine-day-old passenger recently in the person of Harvey Kayman, child of Mr. and Mrs. Sid Kayman of Bogalusa. Harvey's older sister, now 20 months old, was likewise a Rebel passenger soon after the stork's visit—10 days to be exact.